

# The Council of State Governments (CSG) Midwestern Radioactive Materials Transportation Committee (MRMTC)

October 11 – 12, 2023  
Hyatt House Carlsbad and Waste Isolation Pilot Plant (WIPP)  
Carlsbad, New Mexico

## MEETING SUMMARY

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### Wednesday, October 11

7:30 – 8:30 am            **Networking Breakfast**

8:30 – 8:35 am            **Welcome and Introductions**

*Tad Rumas (Ohio)*

Before we get started today, we would like to begin with a tribal nation and land acknowledgement. This meeting is taking place on the ancestral, traditional, and contemporary lands of the Apache. We acknowledge that before Carlsbad was established, the area was called home by people of American Indian Nations indigenous to this region.

The Mescalero roamed freely throughout the Southwest including New Mexico, Texas, Arizona, Chihuahua, Mexico, and Sonora, Mexico. Today, three sub-tribes, Mescalero, Lipan, and Chiricahua, make up the Mescalero Apache Tribe.

8:35 – 10:25 am            **U.S. Department of Energy (DOE) Program Reports and Committee Discussion**

- [Office of Environmental Management \(EM\) \(30\)](#)

*Ellen Edge (DOE-EM)*

Speaker provided an update on the Transportation Emergency Preparedness Program (TEPP) including a Portsmouth update, Office of Packaging and Transportation (OPT) update, among others. First offered an organizational chart for the DOE to provide a sense of scope and scale. The DOE-EM Office of Packaging and Transportation is directed by Julia Shenk. EM's mission is to safely and efficiently address the environmental liability resulting from decades of nuclear weapons production and government-sponsored nuclear energy research. The production and research work resulted in environmental contamination at 107 sites throughout the United States. Over the past three decades, EM achieved significant and lasting progress in tackling this environmental legacy. EM eliminated, or mitigated, at most sites the environmental, safety, and health risks from the most dangerous legacy waste sites and contaminated facilities. Contaminant pathways have been effectively controlled in groundwater and soils. Collaboration is critical as the DOE-EM guiding principles include openness, transparency, and stakeholder consideration. Public and intergovernmental involvement is an essential component of DOE-EM's success. Through frequent and ongoing collaboration, DOE-EM has made significant progress in completing environmental cleanup and restoration. DOE consults with several tribes around the EM Complex, pursuant to DOE Order 144.1 – American Indian and Alaska Native Tribal Government Policy. Field offices located near tribal lands collaborate with tribes.



MIDWEST

The office of Packing and Transportation protects people and the environment by ensuring safe, compliant, and efficient packaging and transportation of materials critical to successful Department operations. FY23 DOE offsite HAZMAT shipments by program. National Nuclear Security Administration (NNSA) – 38.2%, EM – 37.1%, Power Marketing Administration (PMA) – 0.0%, Office of Nuclear Energy (NE) – 0.8%, Office of Science (SC) – 23.9%.

FY23 EM Offsite HAZMAT shipments: Waste – 43.3%, Non-Waste – 56.7%. FY23 EM Offsite HAZMAT Waste Materials Shipped. Low-level radioactive waste (LLW) – 37.4%, mixed low-level waste (MLLW) – 2.8%, Other – 39.6%, and transuranic (TRU) waste – 20.2%.

National Transportation Stakeholders Forum (NTSF) Annual Meetings Update. 2023 Annual Meeting was held in St. Louis, MO. The 2024 Annual Meeting will be held in Denver, CO hosted by Tribal Radioactive Materials Transportation Committee (TRMTC). The 2025 Annual Meeting will be hosted by the Western Interstate Energy Board (WIEB). Webinars are also held. 2023 Newcomers Orientation was held on 09 May 2023, Federal Railroad Administration (FRA) Safety Coordination and Compliance Oversight Plan (SCCOP) was held on 28 September 2023. Planning underway for one more before the end of 2023.

Ad Hoc Working Groups (AHWG). Management plan updates are beginning in November 2023. Three DOE-NE AHWGs are currently active.

TEPP Training Overview for FY23. 12 personnel trained in Iowa. 2 in Nebraska. 30 in Ohio. 40 in South Dakota. The course development is underway. Modular Emergency Response Radiological Transportation Training (MERRTT) hinges on stakeholder comment resolution on 09 October and there are proposed changes to Module 5 in 2024. A hospital class is being revised based on stakeholder feedback. Public information officer class is being developed in conjunction with Waste Isolation Pilot Plant (WIPP) and EM's communication office.

Transportation Compliance Assurance Program (TCAP). Systematic approach to evaluate and ensure compliance with applicable regulations, policies, and Orders. Identify opportunities for process improvements for packaging and transportation (P&T) operations. Share lessons learned and best practices from other sites. The process consists of:

1. Identifying the DOE site to be evaluated
2. Self-assessment performed by contractor
3. Onsite evaluation performed by TCAP Team
4. Draft report issued for a factual accuracy review by all parties
5. Final report issued to site management
6. Corrective Actions Plan
7. Closeout memo by TCAP program manager

All checklists reviewed and revised according to subject matter expertise. TCAP Performance Objectives include HAZMAT Packing and HAZMAT Shipper, among others. Best business practices include activities and practices that demonstrate gains in effectiveness and/or efficiency in the areas of safety, compliance, cost and/or mission milestones among others.

- [Office of Nuclear Energy \(NE\) \(30\)](#)

Sara Hogan (DOE-NE)

Office of Integrated Waste Management (IWM) within the DOE-NE. Mission was updated in June 2023: construct one or more federal interim storage facilities, using a consent-based siting process, ready to receive commercial spent nuclear fuel as soon as practicable. Integrated Waste Management system includes storage facilities, transportation capability, disposal facilities, and interfaces. Appropriations Status: Draft House Mark \$18 Million; Draft Senate Mark \$53 Million.

Planned activity highlights include:

1. Effective implementation of a federal consolidated interim storage facility
2. Full scale package performance study
3. Engaging with state and tribal partners to cooperatively plan for large-scale spent nuclear fuel (SNF) transportation
4. Developing purpose-built railcars and security

Organizational chart highlighted the dual team status: Consent-based siting team and Cross-Cutting Initiatives Team. Speaker noted that Paul Murray is the new Deputy Assistant Secretary.

Updates from Consent-Based Siting Team. The team is prioritizing people and communities, and their efforts center on equity and environmental justice. The process is collaborative, phased, and adaptive, and aims at reducing barriers for participation. Kelly Horn of Illinois Office of Nuclear Safety asked about the involvement of universities in the process. Sara indicated, yes, universities were included in the awardees.

Transportation Project Updates: Railcar Development. Atlas (12-axle), buffer railcar, and rail escort vehicle completed its final test in September for the Demonstration Run. It was 1680 miles from Pueblo, CO to Scoville Siding, Idaho and back. Fortis is the 8-axle car and is experiencing fabrication delays.

Site Evaluations. Three Mile Island (TMI) was completed in August 2023; Duane Arnold completed in September 2023. DOE presented at the Vermont Yankee Nuclear Decommissioning Citizens Advisory Panel's Nuclear Waste Policy Committee at their September meeting. DOE presented to the TMI Unit 2 Community Advisory Panel at their September meeting. DOE requested to present to the San Onofre Community Engagement Panel at their October meeting. Also have 11 initial site-specific de-inventory reports on [CURIE.pnnl.gov](#) and/or [OSTI.gov](#). Mitch Arvidson of the Council of State Governments (CSG) Midwest asked whether IWM has had internal conversation about why some sites have citizen advisory panels and others do not. Sara indicated it does vary and that some sites have very strong opinions about how fuel should be moved. Sara commented that Lake Michigan has many sites located on its banks and citizens are vocal about not wanting the lake used as an avenue for SNF movement.

Cooperative Agreement Engagements. NTSF & More. Updates about the working groups can be found below.

Advanced Reactor SNF Considerations. Integrated project team focuses on backend management for advanced reactors (BEMAR). There is a multi-program team evaluating spent nuclear fuel from proposed advanced reactor designs. Considerations for storage, transportation, and disposal are in process.

Package Performance Study. The department is developing preliminary plans for a full-sized rail cask package test. The nature of the actual testing will depend on funding. The US has not tested a current full-sized SNF transportation cask but tests will be endorsed by the National Academy of Sciences and the Blue Ribbon Commission.

Storage Facilities & Equipment. The project management for a federal consolidated interim storage facility is critical to DOE's decision process. The speaker indicated that the current process includes international cooperation. Memorandum Of Understanding (MOU) was signed with Finland in April 2023 and includes multiple office of NE program topic areas. Statement of Intent was signed with Canada's nuclear waste management organization in May 2023.

Mitch Arvidson asked about how funding would impact the package performance study. Sara indicated that everything hinges on funding and there is no sense at this point when and how, but planning is happening. Mark Paulson of the Wisconsin Department of Health Services asked about site visits, the nature of the engagement with the locations. Sara indicated that DOE works with the sites about the production of reports, so that the site understands what is important in the eyes of the DOE and essential infrastructure is not removed. Richard Arnold of the Pahrump Paiute Tribe and Consolidated Group of Tribes and Organizations (CGTO) indicated that Steve Maheras of the Pacific Northwest National Laboratory (PNNL) facilitates all the dialogue that takes place and that a draft report is disseminated to the location and then the final report is posted to the CURIE site. Richard indicated that the process is protracted, taking longer than some in the room might anticipate. Richard discusses his experiences with the infrastructure visits.

- [Carlsbad Field Office \(CBFO\) and WIPP \(30\)](#) *James Mason (DOE-CBFO) and Bobby St. John (WIPP)*

Speaker began by providing information on transportation activities. James handles all training programs, public safety including MERRT and TEPP; he is also federal team leader for radiological assistance program. Maintaining 10-14 shipments per week. On average 11 or 12 shipments per week. Next year will see 17 shipments per weeks. 600 shipments for the year, which will be the baseline from that point forward. That is the goal for next year. Current numbers should be 14 but are probably hovering around 12. Speaker indicated that maintenance and weather has played a part. Argonne National Laboratory (ANL) in Illinois is the only site that goes to WIPP from Midwest, and it sends 1 to 2 shipments per year. Argonne indicated they might be ready to ship 3 trucks before the end of the calendar year. November 12 is the anticipated week, November 15 would be the day that all shipments would be sent – one transport involving 3 trucks with 2 HalfPACTs per truck. The two position trailers are preferred so that one shipment will come through together and exit together.

Training. Speaker indicated that he is working with New Mexico for law enforcement trying to design a national program that focuses on what law enforcement does during an event. The intention is to model

what actions need to be taken to ensure successful response, so that when additional resources roll onto the scene all parties are prepared. NM is the beta-test.

Speaker is trying to design a briefing talk with Technical Resources Group, Inc. (TRG) about discussing response to a radiological incident for communities that do not have any response capability. It is known that there would be a massive response on a federal level but the questions to be answered include: What will that look like? How can the communities better prepare even when they do not have resources? Speaker indicated that the task is to identify what resources they do need as the response comes in. Speaker is working with community environmental departments and is looking for “someone who can swing a meter” and attempting to prepare people to “talk shop” with the feds when they arrive so that the community is not merely a bystander in the event of an incident. Speaker acknowledges it is important to anticipate what information will be provided so individuals are not inundated and overwhelmed.

WIPP Transportation Emergency Exercise (TRES). Speaker indicated that they are going to try a new type of WIPP TRES for more rural entities. The WIPP TRES is generally a one-year planning for a single day event. The first responders who actually go in to the hot zone are limited, only one or two in an effort to minimize exposure. In development is a three-day road show “Drill” in Nevada. Each community will have the following experience: The Morning will consist of a half-day MERTT covering basic skills. The afternoon has the field set up for a series of drills so that a hundred responders could be involved. This model allows more first responders to demonstrate their skills, and engages more stakeholders. Speaker indicates this might be worthwhile for the Midwest. This is a supplemental training and will not replace WIPP TRES but there needs to be an effort to engage with more groups, more states as one every nine years is not adequate. It is a work in progress but hopefully it will function as an additional resource once it is tested in Nevada. Tad Rumas of the Public Utilities Commission of Ohio (PUCO) asked about the average of WIPP shipments, specifically where do most shipments originate? 51% of shipments are out of Idaho National Laboratory (INL) by “court order.” Tad asked about other actors. Los Alamos National Laboratory (LANL) is number two. Number three is Oak Ridge National Laboratory (ORNL). Then Savannah River National Laboratory (SRNL). Then a tie between Argonne or Lawrence Livermore National Laboratory (LLNL). Tad then asked about smaller communities involved in trainings. How will they be identified? The state government will help identify which communities need training but they will also let the states self-identify.

Bobby St. John provided a site update. The WIPP team is comprised of the Salado Isolation Mining Contractors (SIMCO) and it absorbed the previous work completed by Los Alamos. WIPP is getting a new 10-year renewal contract but it is not expanding the mission. The site is 42% full of defense generated transuranic waste. Speaker reiterated the effort for more shipments and explained that Panel 8 is the active panel. Waste emplacement began in November 2022 and they are currently emplacing in Room 6, Panel 8. Use of protective clothing is not required as Panel 8 is a clean room. Expansion is underway. Mining done on just-in-time basis due to salt creep. Currently mining access drifts to the west. Drifts will tie into the utility shaft and replacement panels 11 and 12. The site is preparing to equip west mains with infrastructure. Mine safety and health administration inspections are ongoing. It takes 2 to 2 ½ years to mine a panel. Logistically time is being managed appropriately to ensure shipments do not need to stop

due to the site not being prepared to receive and entomb. Capital projects involve the Safety Significant Confinement Ventilation System (SSCVS) that will increase airflow to the underground to 540,000 cubic feet per minute (cfm). Overall the project is about 79% complete. The new filter building about 80% complete. The salt reduction building is about 93% complete. The new exhaust stack is now complete. Asphalt work underway. The utility shaft is the other capital project that will provide higher-capacity air intake for the underground in conjunction with SSCVS system. The shaft sinking is complete and reached to 2275ft. It is a 30-foot diameter shaft with 26-feet with liner in place. Station development is underway. Mining equipment will be lowered to station. Mining drifts to tie into existing underground.

General Plant Projects: 1. Fire system improvements, 2. Substation upgrades. 3, public address system. 4. SSCVS tie-ins. 5. Fuel station. More than a billion dollars have been invested to upgrade infrastructure. The original mission from the 80s was to run to failure.

Permit changes. They are prioritizing legacy waste clean-up and disposal at WIPP, including LANL. Legacy TRU waste disposal plan has been developed. WIPP eager for DOE to report progress on siting another repository. WIPP is reporting oil, gas, and saltwater disposal operations within one mile of WIPP. Enhanced public participation was noted.

Total WIPP Shipments Received: 13,688.

Total loaded miles traveled: 16,377,038.

Total contact-handled waste containers emplaced: 278,672.

Total remote-handled waste canisters emplaced: 775.

Shielded containers emplaced: 56.

DOE sites cleaned up of legacy waste: 22.

- National Transportation Stakeholders Forum (NTSF) Ad Hoc Working Groups (AHWG) Reports
  - Planning Committee (5) *Mitch Arvidson (CSG Midwest)*

Speaker commenced with a debrief and lessons learned from 2023 annual meeting of the NTSF. He indicated that we came to the conclusion that it was a pretty good meeting and some of the schedule changes will be maintained moving forward. Planning for the 2024 meeting is underway and the meeting is scheduled for June 03-06 in Denver, CO. Social activities have not yet been decided, nor have sessions been decided, but conversations are underway. TRMTC is trying to secure Secretary Buttigieg as a speaker but this has not been finalized. The bones of the agenda have been agreed upon.

- Section 180(c) AHWG (5) *Ryan Seabaugh (Missouri)*

The National Transportation Stakeholders Forum Section 180(c) Ad Hoc Working Group was established to continue to evaluate the U.S. Department of Energy's proposed policy for implementing Section 180(c) of the Nuclear Waste Policy Act of 1982, as amended. Section 180(c) requires the department to provide technical and financial assistance to States and Tribes for the training of public safety officials to prepare for Department of Energy-led spent nuclear fuel shipments. The group will also identify outstanding issues

and activities necessary for successful implementation of the policy, including, but not limited to, allocation of funds, allowable activities, development of grant guidance documents and a technical assistant plan. The goal of the group is to help the department consider issues of importance to State, Tribal and other government entities to effectively conduct planning and training for emergency response in support of a national spent nuclear fuel shipping program, document work done through white papers (aka “issue papers”) and make that work available to the NTSF community.

The Section 180(c) Ad Hoc Working Group met on May 25 in conjunction with the NTSF Annual Meeting. There, it was agreed that the work group should create a fact sheet to explain to state and tribal governments what the group does, as well as creating communications products, perhaps in collaboration with the NTSF Spent Nuclear Fuel Management Communications and Outreach Ad Hoc Working Group. The group was presented a draft timeline showing the department’s responsibilities prior to shipments and another draft timeline showing states’ and Tribes’ responsibilities. The group then decided that reviewing the draft Section 180(c) funding allocation formula and policy language should be the group’s main focus, especially because it could take many meetings to resolve.

Following through on this decision, the group’s next meeting was held on September 28 and dove into the Section 180(c) funding allocation report from 2017 and featured a presentation and discussion with one of the report’s authors, Kevin Connolly of the Oak Ridge National Laboratory. Greg Gothard of Michigan, Swapan Saha of Kansas, and Ryan Seabaugh of Missouri are the Midwest state representatives while Mitch and Melissa are the Midwest staff representatives on the Ad Hoc Working Group.

- Spent Nuclear Fuel (SNF) Rail/Routing AHWG (5) *Tad Rumas*

Just a quick overview of the group: it is designed to facilitate a dialogue between federal staff, tribes, and states as well as other stakeholders to develop a common understanding of how future shipments will look and operate. Engaging one another as subject matter experts to lean on each other in the development of the plan. There have been several virtual meetings over the last year. There was an in-person meeting at the NTSF in May. A discussion of a cross-walk document that compares a Commercial Vehicle Safety Alliance (CVSA) Level VI inspection as a starting place for SNF campaign. The rail-route draft protocol has been in the works since 2010. Continuing to find ways to surmount hurdles that naturally occur between the two modes of transportation. Trying to develop a “Fact sheet.” It is important to integrate TEPP into this process, as the MERRTT currently has a module dedicated to a rail incident. Tad encourages his members to lean more on Ellen to learn from her group. Currently the group is coordinated by Gerry Jackson of DOE-NE. We have Edward Engle of Iowa, Kelly Horn, and others participate in the group. Mitch added that the rail reps from the Midwest are hoping to see increased participation. Invites people in attendance to send recommendations for further attendance to Mitch.

- SNF Management Communications and Outreach AHWG (5) *Kelly Horn (Illinois)*

The goal of the National Transportation Stakeholders Forum Spent Nuclear Fuel Management Communications and Outreach Ad Hoc Working Group is to help the U.S. Department of Energy effectively and accurately communicate about planned DOE spent nuclear fuel transportation and associated spent nuclear fuel management activities, including federal interim storage. The Ad Hoc Working Group will

provide input to the DOE Office of Nuclear Energy on developing messaging, strategies, and products to communicate effectively with Tribes, States, the general public, and other stakeholders.

Examples of working group activities include, but are not limited to identifying and describing information and communication needs of the states and Tribes, identifying potential barriers to effective communication and strategies for improving communications, developing key messages on spent nuclear fuel transportation and related topics like radiation and spent nuclear fuel management, identifying effective communications channels and approaches for conveying messages, and reviewing and commenting on draft Office of Nuclear Energy public information materials in development. The AHWG last met on May 25 in conjunction with the NTSF Annual Meeting. Swapan Saha of Kansas and Kelly Horn represent the Midwest states on this group and Mitch and Melissa are staff representatives.

**10:25 – 10:45 am**                      **Break**

**10:45 – 11:45 am**                      **Regional Roundtable**                      *All Committee Members and State and Tribal Guests*

The focus of this roundtable will be on transportation topics, nuclear power plants, and anything else that will be of interest to the group. Kansas, Minnesota, and South Dakota are absent from the meeting and thus not included.

Illinois: Kelly Horn. Some of metrics from the past year include 2 SNF shipments, 5 WIPP shipments, and 20 shipments through Level VI inspections. No violations for 130,000 Terabecquerel (TBq) inspection escorts. There is low level waste tracking mandate and there have been 414 shipments to date. Speaker anticipates 2 SNF, one from a university and one private from a reactor to Savannah River – likely DOE or private fuel. Friday of this week there will be a NNSA office in conjunction with Federal Bureau of Investigation (FBI) hosting a radiological response virtual exercise.

Indiana: Fernando Flores. Speaker indicated that the state is focusing more on training. They are bringing MERRTT to Indiana in 2024 and getting more responders involved in the training. They have seen lower numbers of highway route controlled quantity (HRCQ) shipments – 20 and 25 – when historically they see a lot more. There have been 120 Low level shipments for the year. They are still getting standard operating procedures (SOPs) in order. Also looking to conquer the shipments by rail.

Iowa: Patty Riesberg. Speaker indicates the state has a new governor’s designee from Iowa State patrol and mentioned Internal changes. They are working to renew MOUs for training and escorts for shipments. It was a battle to get approved, as it is not in the rules that they have to escort. Created an SOP for WIPP shipments. 3 shipments came through in March/April, which were the first in some time. Currently working on a SOP for HRCQ to establish document procedures. Many new people on staff results in lots of new training. Christopher Wells of the Southern States Energy Board (SSEB) asked about virtual inspection training. Mitch and Patty discussed that the training was owned by Iowa but is being shared with Iowa State patrol. The direction is not yet clear.

Michigan: Greg Gothard. Speaker indicated that the biggest effort is the planning for Cobalt Magnet 2025 (CM25) Exercise in 2025. It will be associated with Fermi nuclear plant and will bring in everyone in the federal, state, and local levels for response to radiological, nuclear, large scale things. They are partnered



with Ohio and Canada and are holding regular conferences on Teams on how things are progressing, how things are set up, how to analyze and take protective action. This results in lots of training and meetings. This year everyone met at Fermi, hosted by Ohio, and learned from the U.S. Nuclear Regulatory Commission (NRC) how to do Radiological Assessment System for Consequence Analysis (RASCAL) summits. At NTSF in 2022 Greg did a breakout with PNNL on drone use for radiological assessment and data collection. Speaker was contacted a few weeks ago and asked to speak about that presentation for the Center for the Remediation of Complex Sites (RemPlex) at PNNL. This will be done virtually with the same presentation, possibly a few extra slides, regarding drone troubleshooting in radiological events. Also of note: the Palisades facility in a public meeting with the NRC talked about plans for licensing for restart. NRC reminded Palisades that they are licensed for decommissioning only right now. They have found a buyer for electricity: Wolverine Power. Speaker indicated Michigan is hiring a person soon. Two people need MERRTT and so might collaborate with Indiana, who is having a training in January. The goal is to get them to the level to take the radiation specialist training. Indicated high level comes from Nordion from Canada specifically cobalt-60 irradiator rods. Michigan State police receive those notifications, though they do not have a policy for tracking that information but rather they know it is happening. Mitch asked about what CM 2025 stands for. Answer: "cobalt magnet" and it is a national level exercise with a nuclear plant. Fermi was selected so they can include Canada.

Missouri: Ryan Seabaugh. No updates for MO.

Nebraska: Mack Johnson. Speaker indicated this is the busy time for MERRTT training. Any first responders in communities running along I-80 are all volunteers and all farmers; thus, there is a three-month window when training can take place, which is now. Nebraska's one remaining power plant (Cooper) is strong as ever. Permit/license has been extended to 2035, but they are looking to extend that even further into future.

North Dakota: David Stradinger. Speaker mentioned that there are a few highway route control shipments, and a few non highway route control shipments. These are similar to what is seen in Michigan in that they come down out of Canada. ND does provide the information to the highway patrol and there are several troopers who do those inspections. Other highway shipments include: 2 radiators were removed as part of the cesium replacement project; a few shipments such as fixed gauges for final disposal. Speaker mentioned that the ND High-Level Radioactive Waste Advisory Council continues to meet. Legislation on the first of the year added to the radiological health rules to maintain compliance with the NRC and no radiological legislation passed. Relevant legislation includes House Resolution 3034 and a concurrent resolution to study sustainable energy processes to determine feasibility of advanced nuclear reactors. There has never been a nuclear power plant in North Dakota, so this question brings a lot of questions regarding emergency response and suggests ties with Canada, as some power plants are anticipated close to the border. The direction in which the wind blows is of concern to North Dakota. Speaker mentioned the robust ND oil and gas industry. There is no repository in the state for the detritus associated with that industry and until recently 20K tons of that waste has been transported out. ND is on target to increase those shipments. There is one landfill that can accept waste and companies are exploring other options.

Ohio: Tad Rumas. As most know, Mike Snee of the Ohio Department of Health (ODH) retired and he was the governor's designee to the Midwest from the state of Ohio. Tad has been appointed in his stead. PUCO continues to work closely with the Ohio Emergency Management Agency (EMA) and (ODH), as a collaborative effort regarding radioactive materials as they enter in and through the state. The radiological branch chief receives advanced notification. Tad also gets them because Tad's agency is responsible for escorting and intercepting at the border for level 2 rarely level 1 with a survey as it enters into the state. OH has had one shipment requiring 3 inspections. 1 was HRCQ inspected with no issues. The return shipment also met the criteria; a TRU Level VI inspection was done. The other did not meet the criteria. Both were escorted to the border with no issues. During summer there was a MERRTT class held in OH. Tad instructed and was glad to see some of the participants at the table today. Currently OH sees continual low level radioactive waste by rail due to the decommissioning of Vermont Yankee. Ohio reserves the right to inspect whilst en route. Speaker indicates they are aware of those and keep track of those shipments. Last of 8 shipping campaigns by Talon energy from Susquehanna, 6 were category 1. Last have been category 2. Greg Gothard asked about more MERRTT. Speaker explains that they are done once each year and the interest fluctuates. Speaker expresses he is glad to hear about the ones Indiana is putting together. Generally, they happen in the summers between June and August, and they can generally fit 20 students into a class. 4 HAZMAT specialists are slated. Generally, they begin broadcasting the training in February to get the word out.

Wisconsin: Mark Paulson. Not a lot of shipments in WI. Decommissioning of Kewanee will enter the phase of waste shipments within the next few months, so that will involve moving to 12 intermodal shipments. A Table-top exercise completed in the last year included local first responders and was built around radiological transportation accidents. Whilst they "didn't get very far" they did open eyes regarding lack of preparedness.

Idaho: Landry Austin. Speaker indicated that the biggest current concern is procuring equipment and training for the HAZMAT teams. The trick with the rural communities is to get the volunteers, as they would prefer to go fishing rather than attend MERRTT. Speaker mentioned the molten reactor at Idaho National Lab for TerraPower and small modular reactor (SMR) for NuScale. He also mentioned that the U.S. Department of Defense (DOD) micro-reactor is hush-hush but all the infrastructure is in place. Efforts are underway on electrical infrastructure across the lab to move that electricity.

Pahrump Paiute: Richard Arnold. Speaker mentioned the core group meeting at Prairie Island. He expressed his desire to build a vision for what is being planned for in future. Speaker indicated that when the visit to Duane Arnold Nuclear Energy Centre was in planning they did attempt to reach out to the local tribe. Unfortunately, no one was able to participate. Speaker indicated Ron Johnson of the Prairie Island Indian Community was reelected to the tribal council and there will be an internal voting process to identify executive officers.

11:45 am – 12 pm

### Cooperative Agreement Group Reports

- Tribal Radioactive Materials Transportation Committee (TRMTC) (5) *Richard Arnold (Pahrump Paiute Tribe/Consolidated Group of Tribal Organizations (CGTO))*

NetWG. Nuclear energy tribal working group. TRMTC is working to get the 2024 NTSF organized and is working with the NTSF planning committee on developing the agenda. The meeting will be held at Hyatt Regency Denver Tech Center in June. Speakers and tours are in process but trying to get Secretary of Transportation Buttigieg to speak. They have also been working on the TRMTC website by trying to expand and update. Additionally, they are working on a handbook for the tribes to identify tribal points of contact in an effort to determine where everyone stands in relation to transportation shipments under the auspices of DOE. A lot of focus on “the tribes for the tribes” to help address disparities in knowledge base between and among tribes. Planning for the mid-year meeting January 24 – 25 is underway and will be held in Carlsbad as well. Speaker indicated they are wanting to add the tribal voice and build on relationships that are there, as well as rely upon information from DOE and state regional groups. One of the items discovered during NTSF was an emphasis on networking and collaboration. Speaker indicated that TRMTC was responding to the NRC’s request for information, as well as responding to New Mexico Environment Department’s invitation for public comment. Speaker indicated they are also working on notice of intent for the completion of an Environmental Impact Statement for the production of high-assay low-enriched uranium (HALEU) and they reviewed the SCCOP. They have many comments, which will be synthesized, and then shared with the group. Speaker continues to attend core group and state regional group (SRG) meetings whilst participating in the ad hoc working groups.

- Southern States Energy Board (SSEB) (5) *Christopher Wells (SSEB)*

Speaker indicates this is his second time in Carlsbad. James Mason invited him in June to see “how the sausage is made.” The meeting allowed them to meet the individuals from the sites, see how the characterization of the waste differs, and to see how they interact with the WIPP. SSEB’s annual meeting was held in Greenville, SC. Though normally nuclear energy is not a big topic, this year it was. Three governors attended and spoke about luring industries and economic development because of nuclear power given that other renewables cannot provide the assurance for the grid. A governor’s caucus was held on energy regarding Vogtle and SMR topics with plenty of interest during executive committee. Additionally, there is more interest in DOE’s consent based siting and in the backend of the fuel cycle. WIPPTREX will be held in Santa Fe next week and one of the SSEB members will attend. Another WIPPTREX in Texas is upcoming. The training for the smaller communities might result in anxiety for states to take on a yearlong planning effort for smaller communities. Tad interjected that interest does not directly correspond to robust turnout and attendance. Tad indicated that there has been quite a bit of discussion about how to facilitate interest and ensure attendance. The governor of TN will be the chair of Nuclear Energy Advisory Council and Tad started a NE advisory council to be an all-in effort to recruit NE projects. Lastly, the committee meeting will be on December 13-14 but the location has not yet been decided.

- Western Interstate Energy Board (WIEB) (5) *Landry Austin (Idaho)*

WIPP Technical Advisory Group (TAG) meetings are upcoming. Agenda topics include transport microreactors and NM’s new Resource Conservation and Recovery Act (RCRA) permitting. Speaker indicated that the national lab is roughly the size of Rhode Island. Speaker said they are building a large

facility there, basically an interim storage facility, and they are working on the Southwest Research Institute (SwRI) Community Readiness Assessment Framework for Transportation (CRAFT) of Spent Fuel by Rail project. This project had been postponed due to scheduling conflicts surrounding the Ground Truthing. Speaker mentioned staffing changes at WIEB and a growing interest in backend nuclear.

12 – 1 pm                      Lunch

1 – 2:45 pm                      Committee Business Session

- Table Resetting (5)

*Tad Rumas*

The reimbursement form will be sent by Mitch Arvidson to all members by next week. Please save all receipts associated with this travel.

- Chair’s Report (5)

*Tad Rumas*

This is the last time that the MRMTC will say that we hosted the 2023 NTSF in St. Louis. The MRMTC hired Melissa Shahzadeh. The committee remains fully staffed with appointees from each state. The tour of the WIPP does have personal protective equipment (PPE) requirements and prohibited items. Please adhere to those guidelines. Also, we would like to encourage outreach to tribes within your states and highlight trainings that are available.

- Project Update (5)

*Mitch Arvidson*

[See attached insert.](#)

- *Planning Guide Review Work Group Update* (10)

*Mark Paulson (Wisconsin)*

Every odd-numbered year, members of the Midwestern Radioactive Materials Transportation Committee assist staff to review and revise the “Part II. Recommended Practices” section in the [Planning Guide for Shipments of Radioactive Material through the Midwestern States](#). This year’s version of the work group consisted of Nick Emme of South Dakota, Greg Gothard of Michigan, and Mark Paulson of Wisconsin. Mitch and Melissa staffed this work group for CSG Midwest.

All of us reviewed the document individually and we then held three meetings to discuss our findings, questions, and recommendations together. We held meetings on June 26, July 28, and August 21.

In your briefing folders behind the agenda, you can find the *Planning Guide* and our suggested changes noted using Track Changes. Some of the suggested changes of note: we suggest changing all of the regulatory links to go directly to the electronic Code of Federal Regulations (eCFR). We suggest adding an explanation of what U.S. Nuclear Regulatory Commission Agreement States are and what they do. We also suggest adding an explanation of the Stakeholder Tool for Assessing Radioactive Transportation (START).

Towards the back of the document, under the “Assistance for the States” section, you will see a highlighted paragraph. This paragraph states that the Midwestern states believe private shipments of spent nuclear fuel should be handled in a manner similar to those conducted by DOE. This would mean including the States in planning, routing, and providing financial and technical assistance. Our working group would like the full committee’s guidance on how to expand our recommended practices for private

spent nuclear fuel shipments. We believe there are three options: 1) we create a section on private shipments with the Planning Guide itself, 2) we create an entirely separate document recommending best practices for private shipments, or 3) no additional guidance is needed.

So, please take a few minutes to review our suggested changes and consider how we should address the issue of private spent nuclear fuel shipments.

Mitch asked whether there should be a separate document to provide to private shippers. Tad asked, “what are the fundamental differences for private shippers?” Mitch said that 180(c) funding would not be available for states from private shippers. Also, DOE regulations would not necessarily apply to private shippers. NRC and U.S. Department of Transportation (DOT) regulations are the only ones that would apply to the private shippers. Greg moves that it be addressed in the planning guide as the planning guide does apply to *all* shipments. Mitch says a separate section will be created in the Planning Guide to address the issue of private shippers. Time was then spent in reviewing track changes in the document.

Tad asked about the section pertaining to “Agreement States.” T.R. Wentworth of the Michigan Department of Environment, Great Lakes, & Energy (EGLE) asked whether SNF is subject to agreement states. Mark clarifies that not all shipments apply to agreement states and if there is a shipment that does, the shipper would be encouraged to reach out to the agreement states. Kelly Horn asks about the use of TRANSCOM or satellite tracking. Kelly’s point is that private shippers cannot use TRANSCOM. Mark suggests that we strike the specific “TRANSCOM” and say only “commercially available satellite tracking system.” Kelly’s concern seems to hinge on liability and suggests that other agreement states not represented on this committee will need to have eyes on this planning guide.

- Regional Tribal Engagement Work Group Update (10) *Melissa Shahzadeh (CSG Midwest)*

The purpose of this group is to facilitate outreach by committee representatives to Tribes in their states. This is achieved through collaboration with the Tribal Radioactive Materials Transportation Committee, Midwestern tribal representatives, federal agencies, and members of the committee. This regional committee may be the avenue through barriers that states have encountered in the past.

The Work Group last Zoomed on 07 August during which reports were heard from members on recent and upcoming activities. The meeting established expectations and goals for future work, including: the work group should remain a place for quarterly meetings where stakeholders come together to discuss what has happened and what is anticipated; there could be a restart of the effort to facilitate trainings between states and Tribes for emergency response when possible; it should primarily function as a conduit for the flow of information and as a place to grow connections through informal collaboration; and, there is a preference to continue with quarterly meetings rather than holding more with greater frequency.

Members of the group are Allan Barker of the Nuclear Regulatory Commission, Michael Bradley of the Pokagon Band of Potawatomi Indians, Scott Doig of the U.S. Bureau of Indian Affairs, Greg Gothard of Michigan, Tim Grant of the Omaha Tribe of Nebraska, Aaron Kallunki of Minnesota, Dan King of the Oneida

Nation, Allie Leber of North Wind Site Services, Tansey Moore of the National Conference of State Legislatures, and Heather Westra of Prairie Island Indian Community.

- U.S. Nuclear Waste Technical Review Board (NWTRB) Meeting (5) *Mitch Arvidson*

Rodney Pitchford of the Illinois Emergency Management Agency and Mitch attended this meeting in August. Good lessons to be learned highlight the role of community engagement; however, there was the nagging thought that there is a lot of differences between the United States and the other countries. The other countries enjoy more public trust and confidence in their leaders and scientists. The organizations leading the effort in other countries are not public bodies and they are therefore insulated from the political vagaries that are experienced here. The consent-based siting (CBS) process was the focus of the second day. The afternoon focused on DOE research of high burnup spent nuclear fuel.

- DOE-NE Transportation Core Group Meeting (5) *Greg Gothard (Michigan)*

The purpose of the Transportation Core Group (TCG) is to present the states and Tribes with an opportunity to learn where various U.S. Department of Energy Office of Nuclear Energy programs and projects stand, as well as pose questions directly to the people working on these projects. Generally, the core group is made up of state regional group Co-Chairs, state regional group staff, and DOE Office of Nuclear Energy staff.

The most recent meeting of the Transportation Core Group was held on September 6 – 7 in Prairie Island, MN, and was hosted by the Prairie Island Indian Community and the Tribal Radioactive Materials Transportation Committee. Topics at this meeting included the consent-based siting process and next steps with consortia awardees, the role of social scientists in the siting process and transportation, START dose calculations, advanced reactors, a high-level overview of the Department of Energy’s timeline, and an overview and discussion of rail regulations.

Additionally, the group had the opportunity to tour the Prairie Island Nuclear Generating Plant and the site’s independent spent fuel storage installation (ISFSI) on the second day. Mitch added that there was a very long introduction by the president of the Prairie Island Indian Community, which provided attendees with perspective on the work that needs to be done to engage with tribal communities and meet them “where they are.” Kelly Horn asked about the discussion of dose integration into START. Sara says that they are making progress on an NRC briefing at their development site. They are exploring accident-free and accident scenarios to estimate dose estimates for populations or workers. Kelly Horn asked about the difference between START and the NRC’s Radioactive Material Transport (RADTRAN) computer code. Currently, you can set a route and pull that into RADTRAN to determine population dosage. If you can take a START route and pull that into RADTRAN, that might be of particular use. Sara indicates there is a difference between RADTRAN and START, that she is not a program modeler. Sara says this will be ready by NTSF next year assuming nothing goes wrong.

- DOE-NE Duane Arnold Site Infrastructure Visit (5) *Melissa Shahzadeh*

On September 19 – 21, U.S. Department of Energy Office of Nuclear Energy staff, national lab staff, and Midwestern representatives participated on a visit of the shutdown Duane Arnold Nuclear Generating Station in Palo, IA. On day 1, participants met with the remaining staff at the decommissioning station,

toured the on-site rail infrastructure, and toured the site's independent spent fuel storage installation. On day 2, participants toured the local area examining the state of the nearby rail infrastructure, bridges, at-grade rail crossings, and potential transload locations. Duane Arnold has direct rail access to a nearby short-line rail, which easily connects to larger Class 1 rail lines. Day 3 was spent meeting with local officials discussing DOE-NE's site infrastructure evaluation project and the Duane Arnold site in particular. More information on the site visit can be found in the next updated release of the "Nuclear Power Plant Infrastructure Evaluations for Removal of Spent Nuclear Fuel" report.

- Member Survey (10)

*Mitch Arvidson*

[See attachment.](#)

- Election of Co-Chair (15)

*Mitch Arvidson*

Speaker offers a reminder that the committee is led by two co-chairs who serve staggered terms. At this time, the committee will need to elect a new co-chair who will begin their term on January 2024 and end their term on December 2025. Greg and Kelly are former co-chairs and they were asked to share a bit regarding their experiences. Kelly said it is a wonderful learning experience and plenty of good interaction with DOE and other states. It's good work and you learn a lot whilst doing it. Greg added you get a lot of support from the committee staff. A lot of extra opportunities to crash other committee meetings. Speakers states that at this time, we are seeking nominations and seconds:

Kelly Horn nominates Mark Paulson. Greg Gothard seconds. Mitch calls for a voice vote. At this time, committee members or their designated secondaries to say "aye." No "nays." Mark Paulson is the new co-chair.

- Committee Work Group Assignments and Plans (15)

*Mitch Arvidson*

[See insert](#)

- MRMTC Spring 2024 and NTSF 2024 Meetings Discussion (15)

*Mitch Arvidson*

Speaker announces that the spring meeting will be held 06 June at the end of the 2024 NTSF Meeting in Denver, CO, and asks whether there any topics that have come to mind that would make for good presentations or discussions. One issue that was captured was the dose assessment in START, also an ATLAS and FORTIS update. Ellen Edge said we may consider having displays and indicated she would like to have a TEPP one. Mitch suggested that the consent-based siting process in other countries might be an interesting topic to consider. Kelly Horn said Oak Ridge National Laboratory is considering package tracking systems that might be interesting as a display or presentation: Transport Security Tracking and Reporting (T-STAR) and Controller Area Network + T-STAR (C-STAR). Greg suggested package inspection using the drone. Landry said they were remotely flying drones in Irvine that were physically in Georgia during a recent meeting.

2:45 – 3 pm

**Break**

3 – 3:35 pm

[Introduction to the Inspection Processes for Radioactive Material Shipments by Highway & Rail](#)

Tad Rumas

During the recent TCG meeting the word “trust” was referenced on numerous occasions. Toward the end of the meeting, it occurred to me that with all of the new members of NTSF, now would be a good opportunity to provide a brief overview the mechanisms and protocols currently in place to ensure the safe transportation of radioactive shipments, whether by rail or by highway. Thus, fostering an environment of “trust.”

The objective here is to give an idea of the process for radiological inspection, to provide a basic overview and understanding of the processes involved in ensuring the safe transportation of radioactive materials and waste by highway and rail.

The reality: on any given day, various types of radioactive materials are being transported by highway and rail. HRCQ, Quantity of Concern (CQ), LSA/SCO (low specific activity / surface contaminated object), Radiopharmaceuticals, UF6 (uranium hexafluoride), LLRW (low level radioactive waste), HLW (high level waste), SNF. Focus will be on HLW and HRCQ. This is Category 1.

Before we dive into the inspection processes it is necessary to understand the role that effective and accurate communication between all stakeholders plays in ensuring safe transportation. For obvious safety and security reasons the movement of high-level radioactive material and waste is closely monitored. The vast majority of these higher-level shipments require advance notification to the individual states that are impacted by the shipments’ movement from its point of origin to the final destination.

Advance Notification Basics

Who – Governor’s Designee

What – Category dependent (Cat.1, cat.2, HRCQ)

When – within 4 days of entering jurisdiction.

Why – to provide impacted states with important information needed to determine appropriate inspection and/or response measures in the event of an incident.

The *Planning Guide* is an excellent resource to find out more information about this process.

Advance Notification Specifics

Specific information for shipments that are subject to the advance notification requirements can be found in: [10CFR Part 37 Subpart D](#)

Federal Oversight and Authority. Although other entities may become involved for various reasons, there are 3 main agencies regulating the movement of hazardous materials including radioactive materials throughout the US by ground.



Federal Motor Carrier Safety Administration (FMCSA) – transportation by highway. FRA – transportation by rail. Pipeline and Hazardous Materials Safety Administration (PHMSA) – HM regulations used by all modes of transportation. All three fall under the U.S. Department of Transportation.

Highway Inspections are comprised of levels and specialized types based on the vehicle and/or cargo transported. Most inspections will generally be conducted as Level I-III. The specialized inspection types include: passenger, hazardous material, cargo tanks, and other bulk packages.

Level 1 – Full inspection may include HM

Level 2 – full inspection w/o brake measurement

Level 3 – driver-only inspection

Passenger – motor coach, limo, party bus

Hazmat – all hazard classes including radioactive

Cargo Tank / Other Bulk Packages (OBP) – spec. cargo tanks, intermediate bulk containers (IBCs), etc.

Level VI – HRCQ and transuranics

Railroad Inspections are not based on Levels but rather built on a platform of Disciplines. During the recent SCCOP presentation we learned that the FRA has 6 Main Disciplines: Grade Crossing & Trespassing, Operating Practices, Track, Motive Power & Equipment, Signal, Hazardous Materials.

All inspectors must, at a minimum, be certified to conduct a level 1 inspection (certification requires completing a 2-week course, passing a requisite exam, and conducting a minimum of 32 Level 1 inspections with a coach. Hazardous Materials Inspector is the same as above with an additional 1-week HM course, pass requisite exam, conduct minimum of 16 additional HM inspections with a coach. Inspectors must maintain certifications annually.

Level VI Inspectors must be level 1 and HM certified. Then they must complete 1-week level VI course and must achieve 90% or better on exam to pass. To maintain Level VI recertification, inspectors must maintain level 1 and HM certification as well as attend bi-annual level VI training (minimum of 8-hours by certified instructor).

Rail Inspector is FRA discipline specific training may take up to a year to complete. During that time, the inspector candidate is on probation for 1-year whether they qualify in less than a year. Hazardous Materials Discipline Inspector candidates must complete the HM 101, 102, and 103 courses prior to becoming certified. They must demonstrate knowledge and applicability of the rail regulations as well as competence in the following areas: organization, working independently, timely completion of inspections and reports, and the ability to communicate with external persons. Journeyman qualification is mandatory when beginning FRA training.

PHMSA is responsible for promulgating the regulations governing hazardous materials for the department of Transportation. Thus, apart from modal differences all transportation of HM is subject to the same requirement. Although fundamental differences in modes of transportation, the inspection process for both train and truck can be broken down into 2 basic elements.

Highway: driver & Documents, Vehicle & Package

Rail: Conductor & documents, rail car & package.

Industrial, type A, and type B – three different types of packages.

Similarities include license and qualifications, certification & requirements, and training. Subject to the same Hazmat employee training per [49CFR part 172 Subpart H](#). Documentation is required for both highway and rail. HOS – hours of service. Vehicular similarities: brakes, wheels, coupling devices, frames/suspensions, etc. Package surveys are also the same. En-route surveys for rail may be conducted.

Highway Inspections may be conducted for a variety of reasons: obvious violations, imminent danger, targeted inspections (announced/unannounced), cargo specific policy (ex. HRCQ/Passengers). Rail inspections however generally occur during preparation for departure. Enroute inspections may occur during crew changes and/or at switching stations. These enroute inspections may be limited in scope due to the complexity & size of the train.

Level VI inspection is an enhanced Level 1 with a focus on the additional regulatory requirements for radioactive materials as well as package survey. These inspections are conducted by specially trained and certified instructors. “Enhanced” means that a commercial motor vehicle (CMV) transporting a shipment subject to a Level VI inspection (HRCQ or transuranics) must pass a point of origin inspection prior to departing the shipper’s facility. Once the carrier passes this inspection, they will be issued a CVSA Level VI decal. In order to receive a CVSA Level VI decal, the inspection must be defect-free.

Category 1 or HRCQ shipments may be subject to enroute inspections, which can include Level VI, as they will generally cross through several states along the intended route.

Chris Wells asked about differences in pay for the different levels of inspectors. In Ohio, the more training corresponds to increases in salary.

A rail hazardous material inspection includes a HM documentation inspection in conjunction with a ground level inspection of an HM package on rail for proper markings, labels, and any potential leaks. Inspections of Radioactive Shipment conducted by FRA will include a more detailed review of package specific requirements for radioactive materials (RAM) ([Part 173 subpart I](#)). as well as ensuring compliance with the additional regulatory requirements for radioactive materials. The FRA does not currently have an enhanced inspection process commensurate to the Level VI inspection for the HLW shipments. However, the SNF Rail/Routing AHWG continues to explore ways to develop such a process that can be folded into the SCCOP. At present, the framework from which the group is working is based on the “reciprocal rail safety inspection protocol.”

WIPP is the world's first underground repository licensed to safely and permanently dispose of transuranic radioactive waste. Much of the waste will be "contact handled TRU mixed Waste": Waste not meeting the radiation dose rate criteria for contact handled (CH) waste will be categorized as "remote handled TRU waste." Remote Handled TRU will be transported in heavily shielded casks like the types used for SNF transport. Each shipment must pass a point of origin level VI inspection.

Mitch asked who determines whether an inspection is Level 1 or 2. Tad says the inspectors can make that command decision, but 32 Level 1 inspections must be performed by an inspector each year. Chris asks whether an inspector in the rail world can be certified for different disciplines. Tad says that as far as he knows inspectors are siloed and don't cross disciplined.

3:35 – 3:45 pm

#### Commercial Vehicle Safety Alliance (CVSA) Update

*Kelly Horn*

- Level VI certification classes were held in the following locations:
  - Austin Texas in October
  - Forsyth Georgia in November
  - Tumwater Washington in March
  - Litchfield Illinois in May
  - Carlsbad New Mexico in June
  
- Level VI refresher classes were held:
  - 8-hour refresher held in annual Cooperative Hazardous Materials Enforcement Development (COHMED) Conference in San Antonio Texas
  - Annual Train the Trainer in Charleston South Carolina
  
- Level VI Industry Awareness and Level VI certification classes held:
  - Carlsbad New Mexico in February
  - Carlsbad New Mexico in September
  
- Results of Level VI classes for FY '23
  - 18 new drivers trained for WIPP contract carrier.
  - 38 students received their 8-hour refresher.
  - 29 students were certified during Train the Trainer
  - 92 new inspectors were certified.
  
- Future Classes
  - January 22, 2024, 8-hour refresher during the 2024 COHMED conference in Savannah, GA
    - Students must register for this class on the [CVSA website](#).
  - February 5 – 8, 2024 Level VI certification class in Knoxville, TN. **This class is already full.**
  - We are looking to hold a regional class in the west, please contact [Carlisle Smith](#) regarding this class.
  - Annual Train the Trainer in Columbus, OH in May 2024. The hotel and date are TBD.
  
- Two new training videos were shot to replace out-of-date training videos. The Level VI opening video and the Ludlum 14-C instruction video were updated.
- Currently the Level VI Student and Instructor manuals are being reviewed and reformatted to

meet the CVSA's Training Committee's training format guide.

- Continue to update the Level VI LMS page for National and State Instructors.
- 20260 new Level VI decals were distributed.
- 1037 new 2023 Level VI Out-of-Service Criteria and Inspection Procedures were sent to CVSA members who have certified Level VI inspectors.
- Level VI Program meetings were held in April during the CVSA Workshop in Memphis Tennessee and during the Annual Conference and Exhibition held in Grapevine Texas.
- CVSA Level VI Program continues to support the Transportation Security Unified Stakeholders Group (TSUSG) by attending meetings and belonging to committees.
- CVSA Level VI Program has agreed to work with the Office of Radiological Security to partnership in a new training video and public outreach.
- CVSA Level VI Program continues to participate as a member of the American National Standards Institute (ANSI) N14 Committee.

3:45 – 4:15 pm

**Holtec HI-STORE Consolidated Interim Storage Facility (CISF)** *Jack Volpato (Carlsbad Department of Development)*

Speaker clarifies that he is not on the Lea Board anymore and is no longer affiliated with Holtec. Rather, this is strictly a community perspective. The WIPP really changed the DNA of the town. There were 10 potash mines when WIPP arrived. Oil and gas was in doldrums. Unemployment was at approximately 50%. The nuclear industry brought new life to Carlsbad. In 2005, OranCo wanted to leave Louisiana and relocate to NM. Eunice, Hobbes, and Carlsbad all bid, but Carlsbad came in number 2 and lost the chance to host them. The mayors banded together to form the Eddy Lea Alliance LLC to promote business in the area. The Global Nuclear Energy Partnership (GNEP) project was promoted by DOE, so land was purchased and characterized for the GNEP project. But then Idaho secured the contract, and then the project was cancelled. Thus, the alliance was looking for several alternatives. Previous officials suggested a consolidated interim storage facility so a Request for Information (RFI) was sent out and 6 different companies bid. Holtec was selected for the group; they have the market share of the casks. Now they are getting into deactivation and managing fuels for the decommissioned sites. They have the experience and the capability.

“What’s so great about this place?”, the speaker asks. Geological and environmental characterization has already been completed for the GNEP project and it is identified as an ideal location: no aquifers, no rain, stable geology, no volcanos. The plan involved the engineering schematics used at ISFSIs around the nation already. The NRC awarded the license this year. The community is supportive and work was done to ensure local buy-in. There was no problem and local consent was established. The House of Representatives passed a motion to support the project. The Senate endorsed the project. The governor endorsed the project. According to Mr. Volpato, the state turned from Red to Blue and politics carried the day. Waste Control Specialists (WCS) will appeal and go to the supreme court.

Holtec still has “skin in the game” and is working on their legal briefings to pursue this issue in the courts. A favorable decision for the Skull Valley Band of Goshute Indians doing something along the same lines as Holtec suggests that there might still be light at the end of the tunnel. Speaker spent some time talking about the plan for rail transport to the facility when it is built. The determination of routes will be DOT,

DOE, and FRA. They want to use WIPP as a model for safe transport and explore emergency management teams training the communities along the route. They “keep drilling in safety and preparedness.” Speaker expects 2 shipments per month. They could store all the SNF currently in the US given the amount of land they own. They anticipate coordinating with local universities for internships and other training opportunities. The project anticipates 250 full-time jobs.

Speaker says they are currently facing the legal hurdles but the possibility for economic benefit for the community is huge. WIPP is the number one employer in the city right now. There was a lot of fluctuation in economics pre-WIPP, but WIPP has been a constant and a good since the 90s.

Chris asked about the legislation impeding the work. Volpato said it hampered transportation, and said that the question is who has primacy in a federal vs. a state battle. Speaker suggested “the Feds always win.” The state wanted a role in regulating, but speaker suggests they don’t have the staff to do a good job. The NRC is a good regulator and should be allowed to do their work without inviting the State to be involved. Speaker said there was supposed to be a revenue sharing plan where Holtec would share revenue with the town that would help them build new schools. Kelly Horn asked when they expect Holtec International to appeal the New Mexico legislation. Jack said by the end of the year.

**4:15 – 4:30 pm**

**Wrap-Up**

- Review Action Items (10)

*Melissa Shahzadeh*

- It will be determined whether funding is available for tribal members to travel and receive training. The determination will be announced at the next Region Tribal Engagement (RTE) working group meeting
- The planning guide committee will consider Kelly Horn’s concerns regarding the agreement states and the private shippers. Also, the specific word “TRANSCOM” will be removed from the paragraph in question, instead encouraging use of a commercially available satellite tracking system.
- Kelly Horn is asked to please provide Melissa the talking points sent to him for the CVSA update.
- Elections outreach work group is to schedule a meeting in near future.
- Provide feedback to Tad about his presentation and whether it should be included at NTSF.

- Closing Remarks (5)

*Tad Rumas*

Thank you for coming. Thanks to Mark Paulson for stepping in as the new co-chair. Also, thanks to Mitch who makes it so much easier for the chairs of the MRMTC to do their jobs.

**4:30 pm**

**Adjourn for the Day**

## ATTENDEES

### Committee Members:

Courtney Eckstein, Indiana  
Fernando Flores, Indiana  
Greg Gothard, Michigan  
Kelly Horn, Illinois  
Mack Johnson, Nebraska  
Mark Paulson, Wisconsin  
Patty Riesberg, Iowa  
Tad Rumas, Ohio  
Ryan Seabaugh, Missouri  
David Stradinger, North Dakota

### Tribal Representatives:

Richard Arnold, Pahrump Paiute Tribe/Consolidated  
Group of Tribes and Organizations (CGTO)

### Speakers:

Ellen Edge, U.S. Department of Energy Office of  
Environmental Management (DOE-EM)  
Sara Hogan, DOE Office of Nuclear Energy (NE)  
James Mason, DOE Carlsbad Field Office (CBFO)  
Bobby St. John, Waste Isolation Pilot Plant (WIPP)  
Jack Volpato, Carlsbad Mayor's Nuclear Task Force

### Other State Attendees:

Landry Austin, Idaho Department of Environmental  
Quality  
Haily Dudzinski, Wisconsin Emergency Management  
Agency  
David Koenigsfeld, Missouri Department of Natural  
Resources  
Randall Schumacher, Public Utilities Commission of  
Ohio (PUCO)  
Linda Wendt, Iowa Department of Health and  
Human Services  
T.R. Wentworth, Michigan Department of  
Environment, Great Lakes, & Energy (EGLE)

### Other Attendees:

Mitch Arvidson, Council of State Governments (CSG)  
Midwest  
Ericka Laney, Pioneer Bank/Carlsbad Department of  
Development  
Melissa Shahzadeh, CSG Midwest  
Christopher Wells, Southern States Energy Board  
(SSEB)

## ACTION ITEMS

### Staff:

- It will be determined whether funding is available for tribal members to travel and receive training. The determination will be announced at the next MRMTC Regional Tribal Engagement (RTE) Work Group Meeting.

### States:

- The MRMTC *Planning Guide* Work Group will consider Kelly Horn's concerns regarding the agreement states and the private shippers. Also, the group will make a determination on the *Planning Guide's* use of the word "TRANSCOM."
- Kelly Horn is asked to provide Melissa Shahzadeh with the talking points sent to him for the CVSA update.
- The Regional Outreach Work Group is to schedule a meeting in the near future.
- Members are asked to provide feedback to Tad Rumas about his presentation and whether it would be good for the next NTSF Meeting.