Review of Proposed Mina/Schurz Rail Route – Impacts on Northern Nevada Communities

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Potential Repository Shipments Over 24 Years, 2010-2033

Mostly Rail: 10,725 Cask-Shipments (about 8 rail casks, in 2 or 3 trains, per week, and 1 truck cask per week; additionally there would be 2,000 + barge and/or heavy haul truck shipments from 24 reactors to rail connections)

Mostly Truck: 53,086 Cask-Shipments (about 6 trucks per day, plus 300 rail casks of naval SNF shipped from Idaho in 100-300 trains)

Source: DOE-EIS-0250, Appendix J
DOE NOI to Expand Scope of the Rail Access EIS (Friday, Oct. 13, 2006)

• DOE amends its previous NOI; RA EIS will continue to evaluate revised Caliente corridor, and also update evaluation of 3 other corridors identified in the FEIS
• Because Tribe has withdrawn previous objection to study, and route appears advantageous, DOE plans “detailed analysis of alternative alignments within the Mina corridor”
• DOE states “rail line within the Mina route could only connect to an existing rail line by crossing the Walker River Paiute Tribe Reservation”
• Separate, concurrent NOI: DOE SEIS on TAD canister proposal, including rail transportation from reactor sites; low-probability, high-consequence accidents; & sabotage of transportation and repository operations
DOE Milestones for Nevada Rail Line

(Gary Lanthrum, DOE Office of Logistics Management, January 24, 2007)

- 2007 – Issue draft RA EIS (Sept.-Oct)
- 2008 – Issue final RA EIS and record of decision
- 2008 – Start final rail design
- 2008 – Receive BLM right-of-way
- 2009 - Start rail line construction
- 2014 - Rail line operational

EXPECT SURPRISES IN DRAFT EIS
EXPECT DELAYS IN RAIL LINE SCHEDULE
Mina/Schurz Route Designated by DOE in October 2006 NOI
DOE Named Route in 1980s After Town of Mina in Mineral County
Route Uses Existing DoD RR Across WRPT Reservation (Schurz)
Old RR along US95, North of Coaldale
New Rail Line - About 2 Miles to East
Original route used Railroad Pass to Cross Montezuma Range and Palmetto Mountains
Likely Alternative to Crossing Montezuma Range – Follow Old RR into Goldfield
Mina/Schurz Rail Line
Major Uncertainties

• Options for relocating existing DoD RR across reservation (500-3000 ft bridges, sandy soils, endangered species)
• Options for crossing Montezuma Range and Goldfield Hills (difficult terrain, conflicts with mining)
• Cultural resources along route (on WRPT Reservation, & off-reservation)
• DOE estimated cost $1.6 billion (no detailed basis for costs presented in DOE feasibility study)
• Shared commercial use (STB jurisdiction)
• National rail routes and potential for shipments through Reno-Sparks (10%-50%+ of total rail casks shipped)
Northern Nevada Rail Routes to DOE Mina/Schurz Rail Line (via Hazen)
Mina/Schurz Rail Routing Scenario 1
(Routing per 2002 FEIS)
10% from California, 90% from Utah
Mina/Schurz Rail Routing Scenario 2
(Routing per “Suite of Routes”)
50% from California, 50% from Utah
DOE Draft RA EIS Should Evaluate Impacts along Existing UPRR Mainlines

• Local governments
• Indian Tribes
• Highly-populated areas
• Environmentally-sensitive areas
• Difficult-to-evacuate locations
• Flood hazards, seismic hazards, bridges, tunnels, grades, hazmat storage facilities, & other safety factors
• Severe accidents, terrorism, sabotage
• Routine radiological impacts
• Social and economic impacts, including stigma
UPRR Along Humboldt River
Northeast of Palisade
UPRR Along Humboldt River
Looking Towards Carlin
UPRR through Elko
UPRR through Reno looking West
UPRR through Reno looking East
2002 UER Study of Washoe County Adverse Property Value Impacts

- 2002 Survey of Lenders and Appraisers

- Scenario 1 (No Accidents) Impacts:
  - Residential - $71M to $149 M
  - Commercial - $2.6M to $11M
  - Industrial - $6.3M to $13M

- Scenario 2 (Accident, No Release) Impacts:
  - Residential - $225M to 368M
  - Commercial - $13.5M to $26M
  - Industrial - $37.2M to $51.1M

- Scenario 3 (Serious Accident, Release) Impacts
  - Residential - $1,563M to $1,836M
  - Commercial – $92.2M to $127.5M
  - Industrial - $209.7M to $264.4M
Washoe County Property Value Impacts

Millions of Dollars

Scenario 1 | Scenario 2 | Scenario 3
Residential | Commercial | Industrial | Total

Legend:
- Residential
- Commercial
- Industrial
- Total