Rail Alignment Environmental Impact Statement Information Session

Presented to:
Tribal Update Meeting

Presented by:
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Las Vegas, NV
Topics to be Covered

- Background - Nevada transportation analysis in the Repository Environmental Impact Statement (EIS)
- Key elements of the Record of Decision (ROD) and Notice of Intent (NOI)
- General overview of the Rail Alignment EIS
- Next steps in the process
Repository EIS Process Based Decisions

- Draft Repository EIS issued August 1999
  - Comment period lasted 199 days
  - Hearings held in 21 locations
  - 9 in Nevada
  - 12 out-of-state
  - Extra meeting held in Las Vegas for Native Americans
  - Three additional Nevada public hearings for the EIS

- Over 2,200 people attended the public hearings and over 13,000 comments were received on the EIS and the supplement
Repository Final EIS

- Repository Final Environmental Impact Statement (FEIS) issued February 2002
- Two modes of transportation were considered nationally, and 3 implementing alternatives were considered in Nevada
  - Stated a preference for mostly rail as the preferred mode for both national and Nevada transportation
- Five alternative corridors for providing rail access to Yucca Mountain were analyzed in the Repository Final EIS
  - No corridor preference was stated in the Final EIS
Corridor Preference Identified

- The Department of Energy (DOE) announced its preference for Caliente corridor in a December 29, 2003, Federal Register Notice (FRN)

- Key reasons for preference
  - Remote location
  - Decreased land use conflicts
  - Concerns raised by Nevadans
On April 8, 2004, the DOE published its selection of mostly rail as the mode of transport, both nationally and in the State of Nevada.

The DOE also selected Caliente as the rail corridor in Nevada.
Notice of Intent

- Also on April 8, DOE issued a NOI to prepare a Rail Alignment EIS
- Public scoping meetings held in five locations
- Proposed Action: Determine a rail alignment for the construction and operation a rail line for Spent Nuclear Fuel (SNF) and High-Level Waste (HLW) and other materials from a site near Caliente to Yucca Mountain
Scoping Period for Rail Alignment EIS

- The DOE specifically invites comments on the following:
  - Should additional alternatives be considered that might minimize, avoid or mitigate adverse environmental impacts (for example, looking beyond the 0.25 mile wide corridor, avoiding wilderness studies, Native American Trust Lands, or encroachment on the Nevada Test and Training Range)?
  - Should any of the preliminary alternatives be eliminated from detailed consideration?
  - Should additional environmental resources be considered?
  - Should DOE allow private entities to ship commercial commodities on its rail line?
  - What are potential impacts on cultural and Native American resources?
  - What are other issues and concerns that individuals and organizations may have?
average 550 shipments per year

More than 70,000 metric tons of spent nuclear fuel have already been

Emergency responders will be trained prior to shipments

or exceed any others that may be established in the future

DOE follows DOT and NRC transportation rules now and will follow

shipsments as of May 2004

Waste Isolation Pilot Plant (WIPP) has completed more than 2,500

public of the environment

There has never been a release of radioactive material harmful to the

754 Navy container shipments, traveling over 1 million miles since 1957

Over 3,000 shipments in the U.S. during the past 30 years

Records

Spent nuclear fuel shipments in the U.S. carry impressive safety
Mostly Rail
(Preferred Option FEIS)

- Total 24-year shipping campaign*:
  - 3,215 train shipments (3 casks per train)
  - 1,079 truck shipments

- Annually:
  - 130 train shipments
  - 45 truck shipments
  - 175 total shipments

* All totals are approximate & based on 70,000 metric tons
Target Acceptance Rates for Planning

- Reference case used for planning is based on the following target acceptance rates*

<table>
<thead>
<tr>
<th>Year</th>
<th>Commercial SNF Target Receipt Rate</th>
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<tbody>
<tr>
<td>2010</td>
<td>400</td>
</tr>
<tr>
<td>2011</td>
<td>600</td>
</tr>
<tr>
<td>2012</td>
<td>1,200</td>
</tr>
<tr>
<td>2013</td>
<td>2,000</td>
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<tr>
<td>2014-2034</td>
<td>3,000</td>
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</table>

*The rates in this schedule are targets only and do not create any binding legal obligation on the Department of Energy. Rates reflect only commercial SNF and do not include DOE material.
The Final Environmental Impact Statement (FEIS) studies a preference for rail, both nationally and in Nevada, based on a smaller number of shipments required to transport 70,000 MTHM and correspondingly reduced environmental impacts.
Nevada Routes Analyzed in the Final Environmental Impact Statement - Rail