

# STATE OF NEVADA PERSPECTIVE ON DOE'S PROPOSED CALIENTE RAIL SPUR

Presentation to the Nevada Legislature's  
Committee on Public Lands

**Joseph Strolin**  
**Planning Division Administrator**  
**Nevada Agency for Nuclear Projects**

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EXHIBIT H Lands Document consists of 23 slides.

☒ Entire document provided.

Meeting Date: 12-15-05

# Topics Covered

- State's Lawsuit
- Overview of Yucca Transportation Issues
- Brief History of DOE's Rail Access Activities
- Particulars of the Caliente Rail Corridor

# **STATE LAWSUIT CHALLENGING DOE'S RAIL CORRIDOR SELECTION**

- **DOE EXCEEDED ITS JURISDICTION BY SITING A  
NEW RAIL CORRIDOR WITHOUT SURFACE  
TRANSPORTATION BOARD (STB) APPROVAL**
- **DOE UNLAWFULLY EXCLUDED KEY AGENCIES  
FROM THE NEPA PROCESS LEADING TO  
CORRIDOR SELECTION**
- **DOE UNLAWFULLY FAILED TO PREPARE A  
SUPPLEMENTAL EIS TO SUPPORT ADOPTION OF  
AN INTERIM TRANSPORTATION MODE**

- **DOE ILLEGALLY ADOPTED A MODE  
OPTION EXPRESSLY REJECTED IN THE  
YUCCA MOUNTAIN FEIS (LWT Casks on  
Rail Cars)**
- **DOE UNLAWFULLY FAILED TO  
CONSIDER A “NO ACTION” INTERIM  
PERIOD**
- **DOE FAILED TO SPECIFY A PREFERRED  
CORRIDOR IN THE YUCCA MOUNTAIN  
FEIS**

- **NO MEANINGFUL COMPARISON OR EVALUATION OF ALTERNATIVE RAIL CORRIDORS**
- **DOE IS ILLEGALLY SEGMENTING THE RAIL CORRIDOR DECISION FROM THE RAIL ALIGNMENT DECISION – THEY ARE CONNECTED ACTIONS UNDER NEPA**

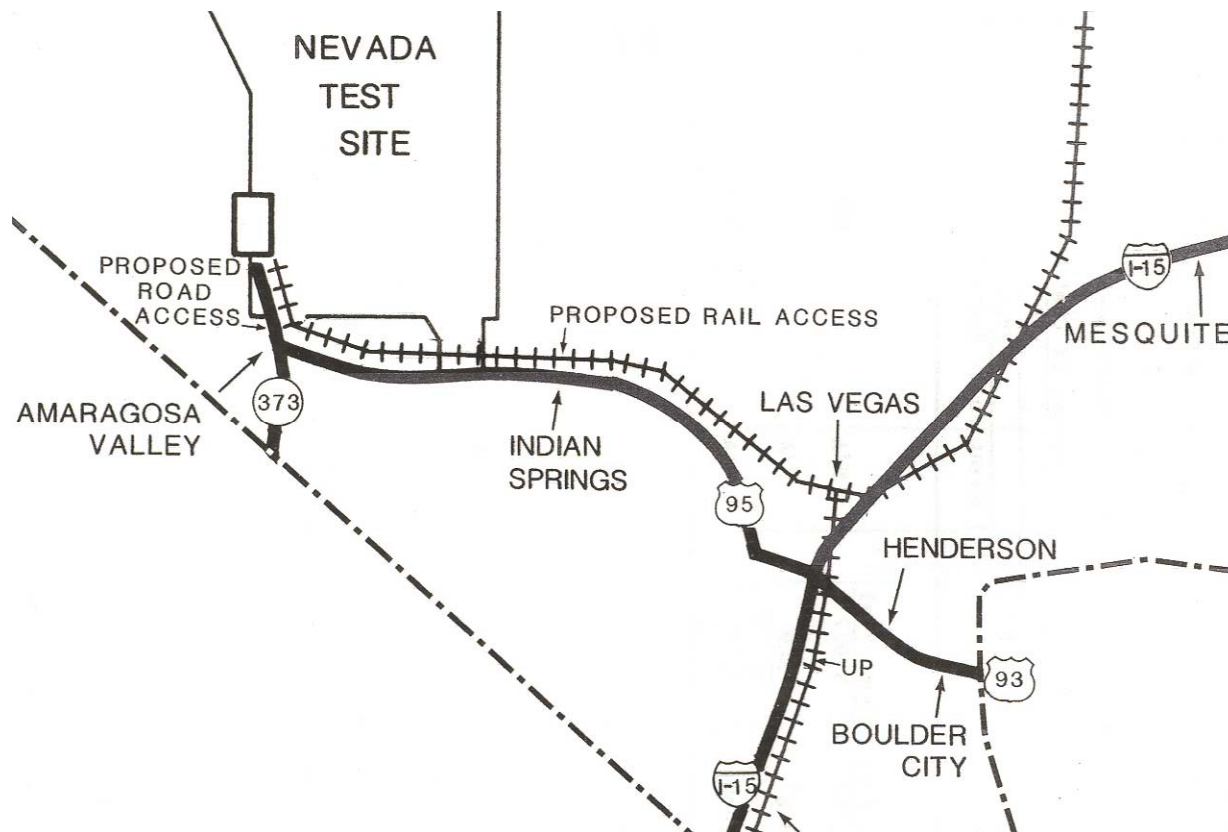
# **Yucca Mtn Transportation Issues**

- No DOE national transportation plan
- Yucca Mountain site lacks rail access
- Caliente would be longest (319 miles) new rail construction in US since 1930s (cost>\$2 billion)
- Feasibility of rail transportation to Yucca Mountain has not been demonstrated

# **Yucca Mtn Transportation Issues, Continued**

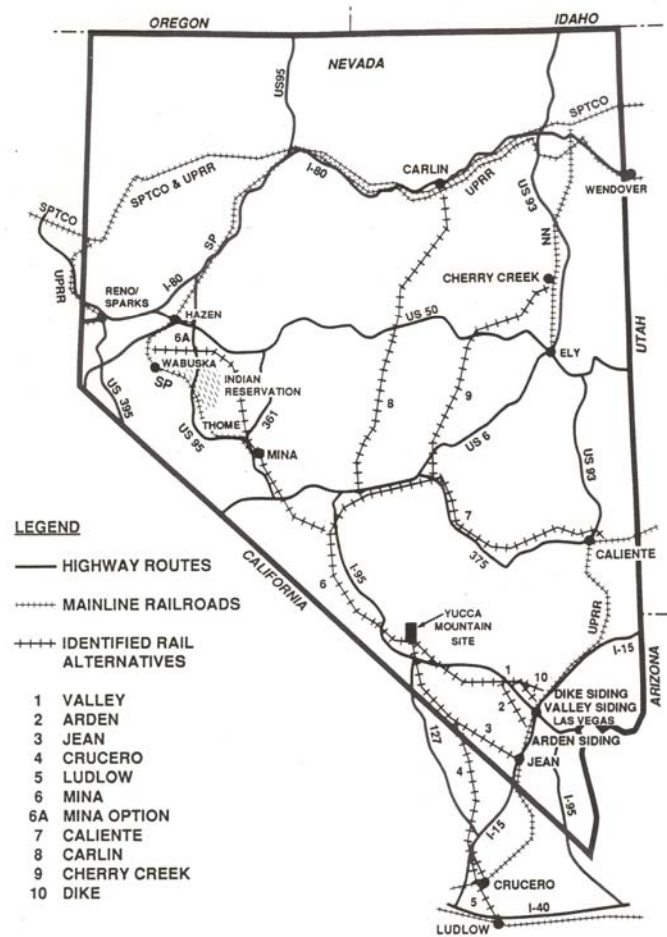
- Issues involving cask safety and cask testing
- Inadequate plans and safeguards to protect against sabotage and terrorism (NV petition for rulemaking to NRC – 1999)

# Yucca Mountain Transportation Access Routes – DOE 1986 EA

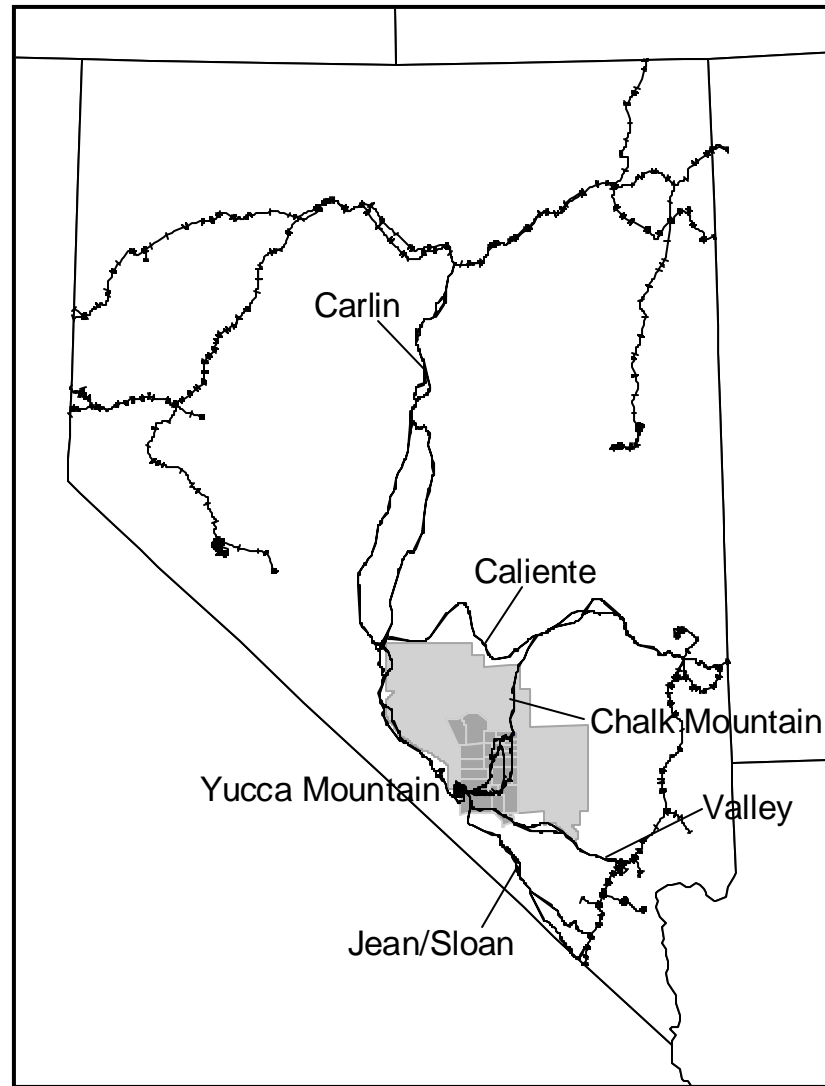




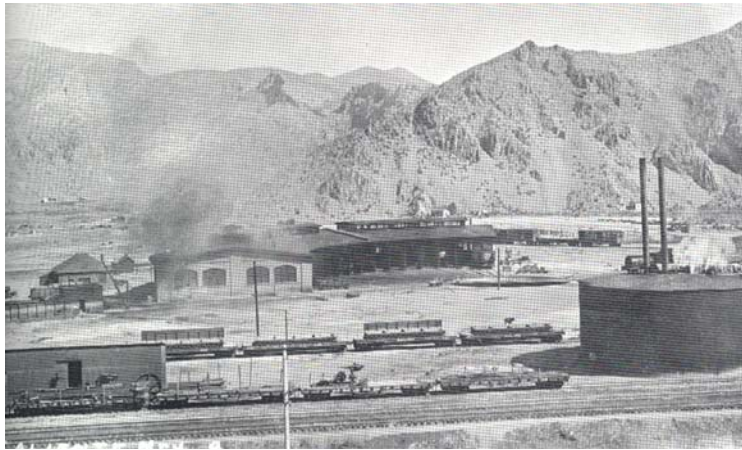
# DOE Rail Route Studies, 1990-1991



# DOE Final Yucca Mtn. EIS - Potential Nevada Rail Routes (2002 )

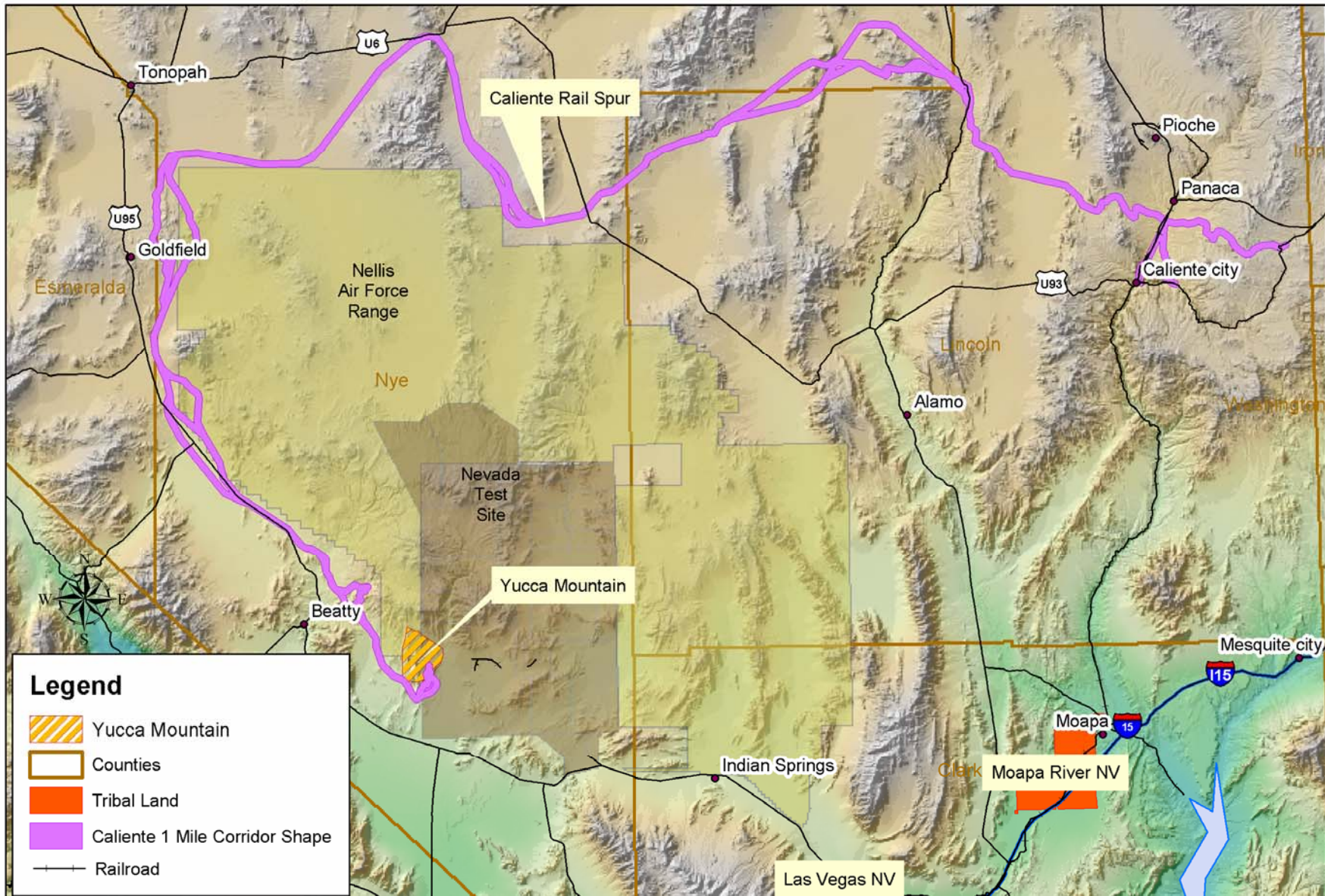


# Railroad Roots: City of Caliente and Lincoln County Lobbied DOE for Rail Spur





# Proposed Caliente Rail Spur to Yucca Mt.



# Caliente Corridor Concerns

- Shipments to Caliente Corridor Through Las Vegas
- Hazards along Union Pacific Mainline to Caliente Corridor
- Hazards along Caliente Corridor
- Impacts on Current Land Users
- Impacts on “City” Installation



**6%-89% of Rail Shipments to Caliente Corridor Go through  
Las Vegas; 80,000 People Reside, Recreate, or Work  
within One-half Mile**







# Potential Rail Route through Las Vegas

One Mile Buffer Around  
Potential Rail Route  
through Las Vegas

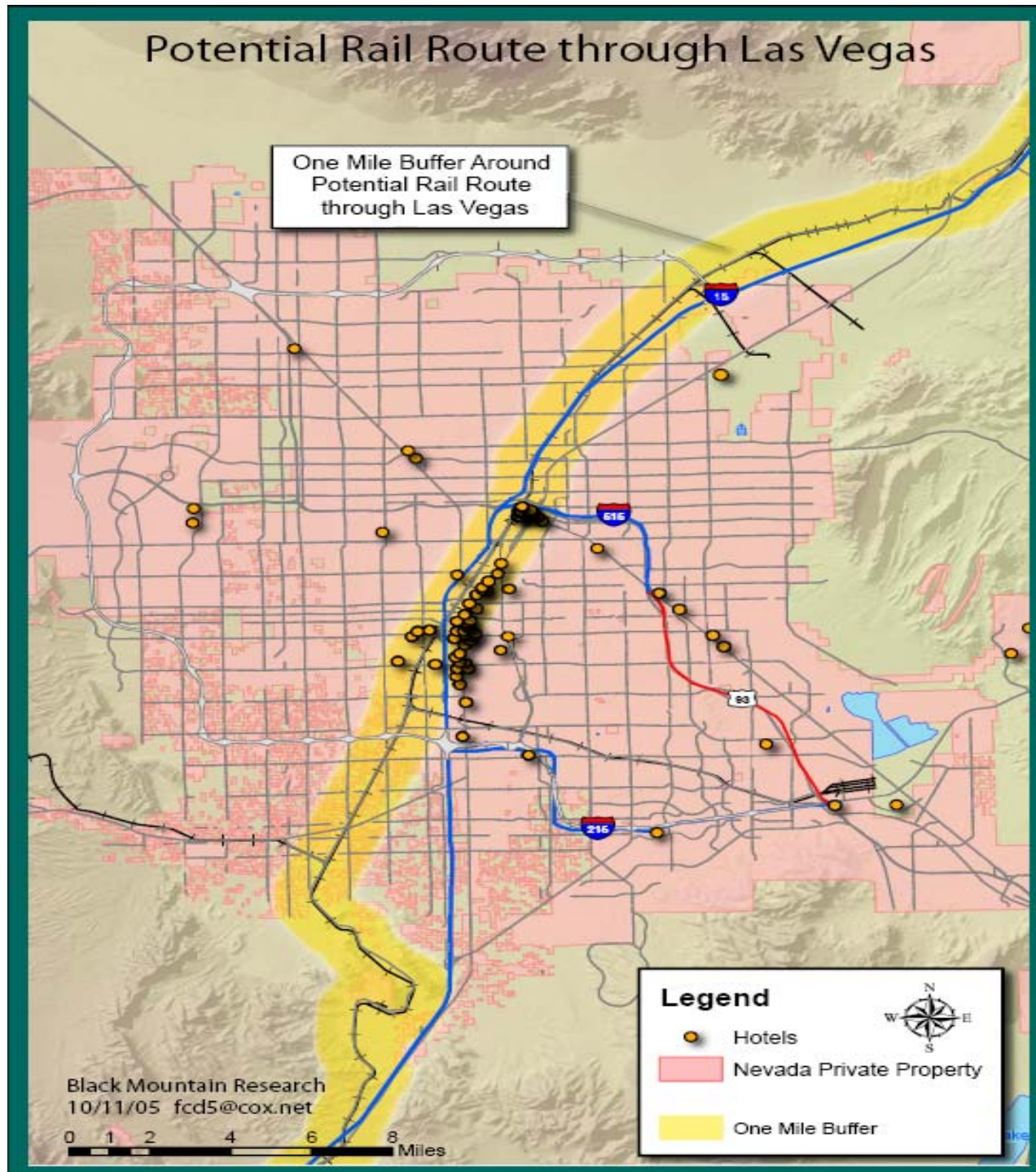
## Legend

-  Hotels
-  Nevada Private Property
-  One Mile Buffer



Black Mountain Research  
10/11/05 fcd5@cox.net

0 1 2 4 6 8 Miles





### Consolidated Southern Rail Routes and Cask Shipments

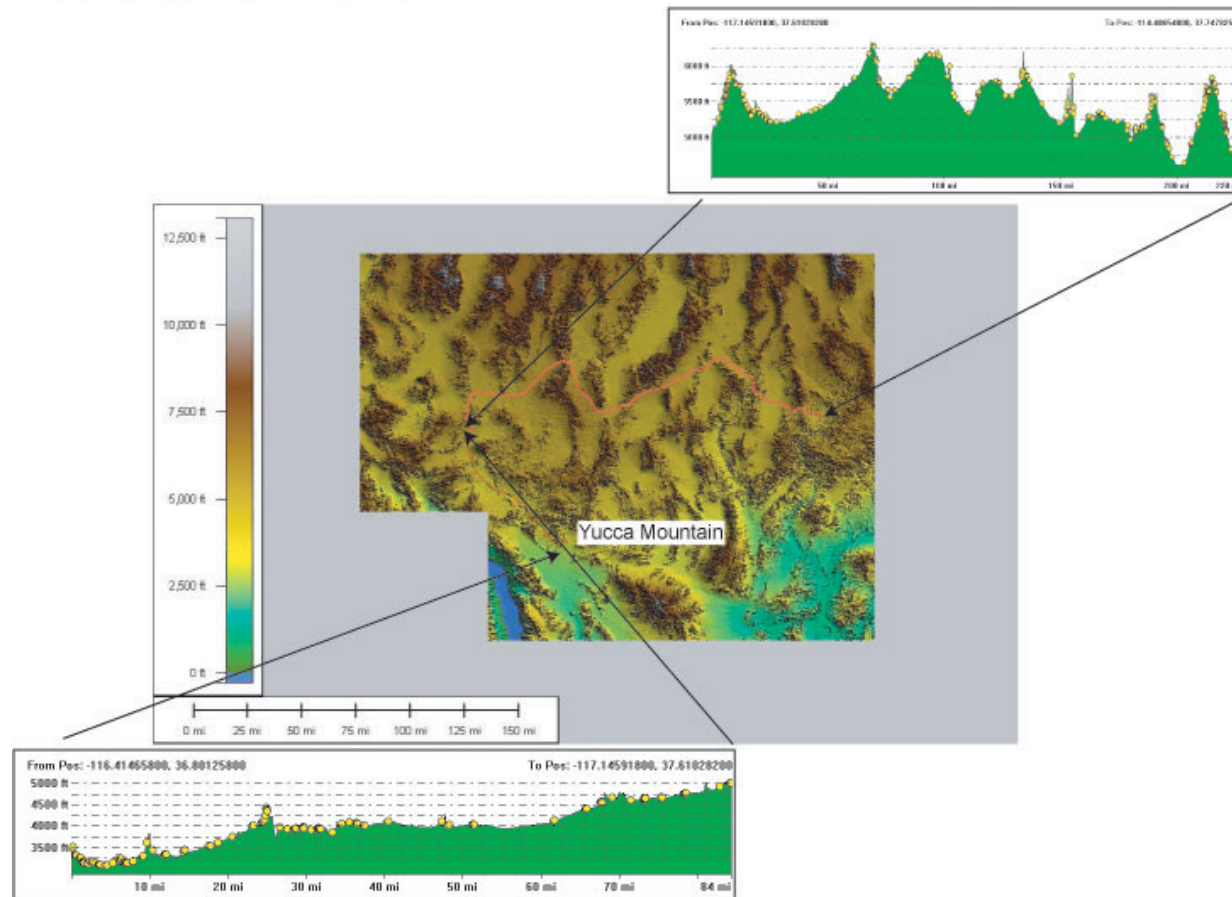


### Consolidated Southern Highway Routes and Cask Shipments



# Caliente Corridor Topography Poses Severe Construction and Operation Impacts

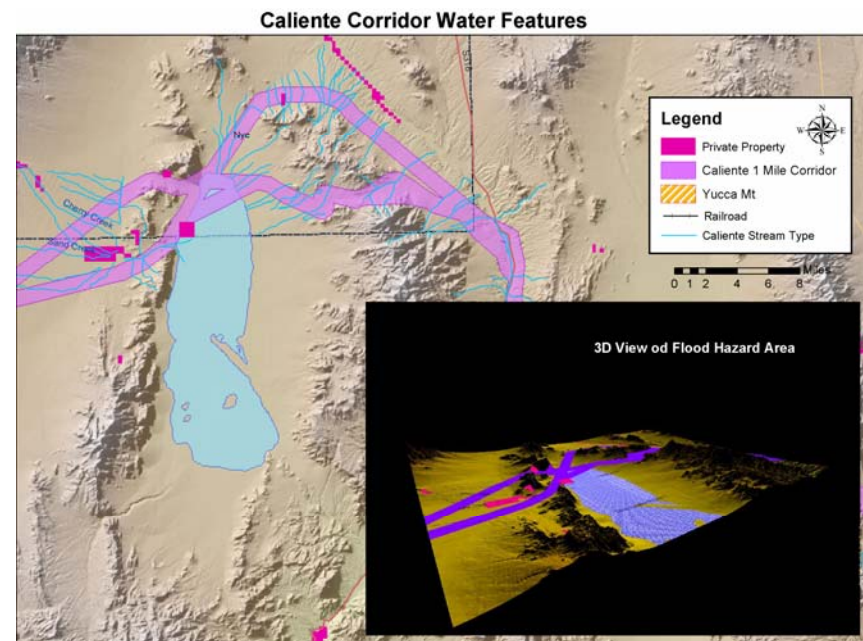
Caliente Rail Profile



## Costs of Caliente Rail Line Will Be Excessive

- DOE Cost Estimates in 2002 - \$880 million
- State believed DOE grossly underestimated costs
- State estimates have always ranged from \$1.5 to \$2 billion
- On December 6<sup>th</sup>, DOE released updated cost estimate of \$2 billion

# DOE Underestimated Terrain Challenges Along Caliente Corridor



# DOE Underestimated Railroad Impacts on Land Use



Track bed equivalent to a crushed stone wall, 300+ miles long, 10 - 30 feet thick, varying in height from 1 - 8 feet, with a railroad on top of the wall

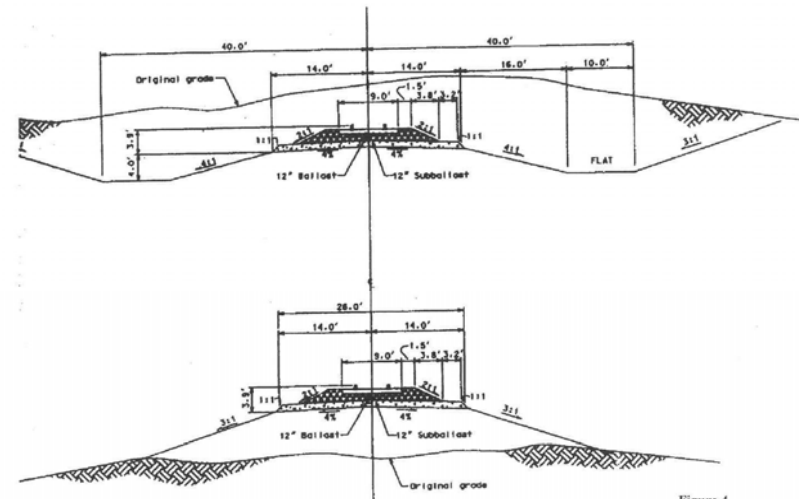


Figure 4  
Typical cross sections,  
proposed railroad bed



# DOE Failed to Evaluate Specific Land Use Conflicts Along Caliente Corridor



# DOE Failed to Evaluate Safety and Reliability of UP Route to Caliente

