



# **Yucca Mountain Repository System Transportation Planning and Decision- Making: Issues for Consideration**

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**on behalf of**

**Lincoln County and the City of Caliente**

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# Lincoln County Position Regarding Transportation of SNF/HLW

- ⌚ Resolution 2001-01 (copy attached)
- ⌚ Shipments of SNF/HLW be transported by rail to the maximum extent practical
- ⌚ If necessary, shipments by truck seek to minimize use of public highways and transit through communities
- ⌚ Maximize any potential infrastructure and economic benefits associated with transportation of SNF/HLW
- ⌚ All measures and precautions must be taken to minimize risks related to SNF/HLW transportation



# Key Safety and Security Concerns

- ∞ **Delays to within-Nevada transportation planning will result in 12th hour decisions and impede pre-shipment implementation of risk management measures**
- ∞ **Inadequate training and lack of availability of equipment for emergency first responders and emergency medical providers may exacerbate risk**



# Research Sponsored by Lincoln County and City of Caliente

- ⌚ All studies sponsored by Lincoln County and City of Caliente overseen by the Joint City/County Impact Alleviation Committee
- ⌚ Since 1984, County and City have sponsored completion of nearly 70 special studies regarding the Yucca Mountain repository system
- ⌚ Topics include economic, fiscal, demographic baseline conditions and impacts; transportation; emergency management; risk management/perception; and community development, among others

# Unanswered Questions

- ⌚ How does the public health and safety benefit of DOE spending to further reduce uncertainty in repository performance compare to the potential public health and safety benefit of DOE spending to reduce transportation accident frequency and severity? Would a shift in spending yield enhanced public health and safety benefits?
- ⌚ When will DOE be able to conclude the engineering, environmental, economic and institutional feasibility of direct rail to Yucca Mountain?
- ⌚ If DOE concludes direct rail to be infeasible, will rail-to-truck intermodal be considered next?

## Unanswered Questions Cont'd.

- ⌚ While direct rail to Yucca Mountain is presumed safer, the life-cycle cost (considering engineering, economic, environmental and institutional factors) could be many times that of rail-to-truck intermodal. At what point could the difference in costs be applied to make rail-to-truck intermodal as safe or safer than direct rail?
- ⌚ How will direct rail be operated?
  - special trains
  - shared-used with general commerce
  - Union-Pacific Railroad or other DOE contractor
  - branch-line maintenance by whom



## For Further Information

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