

RAS 5767

72-22-ISF5I- Staff Exhibit Z - Staff Exhibit E

DOCKETED  
USNRC



2003 FEB -5 AM 9:21.

OFFICE OF THE SECRETARY  
RULEMAKINGS AND  
ADJUDICATIONS STAFF

BEFORE THE  
SURFACE TRANSPORTATION BOARD

Finance Docket No. 33824

GREAT SALT LAKE AND SOUTHERN RAILROAD, L.L.C.  
-- CONSTRUCTION AND OPERATION --  
IN TOOELE COUNTY, UTAH

APPLICATION FOR CONSTRUCTION AND OPERATION AUTHORITY

VOLUME 1 OF 2

SUPPORTING INFORMATION AND EXHIBITS

GEORGE W. MAYO, JR.  
ERIC VON SALZEN  
MARTA I. TANENHAUS  
HOGAN & HARTSON L.L.P.  
555 Thirteenth Street, N.W.  
Washington, D.C. 20004-1109  
(202) 637-5600

Attorneys for Great Salt Lake and  
Southern Railroad, L.L.C.

NUCLEAR REGULATORY COMMISSION

Dated: January 5, 2000

Ex. No. _____	Official Ex. No. <u>2</u>
Staff <u>X</u>	IDENTIFIED <u>X</u>
	RECEIVED <u>X</u>
	REJECTED _____
<u>4-24-02</u>	<u>Cordell</u>
<u>amp</u>	<u>SECY-02</u>

Template = SECY-028

BEFORE THE  
SURFACE TRANSPORTATION BOARD

---

Finance Docket No. 33824

---

GREAT SALT LAKE AND SOUTHERN RAILROAD, L.L.C.  
-- CONSTRUCTION AND OPERATION --  
IN TOOELE COUNTY, UTAH

---

APPLICATION FOR CONSTRUCTION AND OPERATION AUTHORITY

Great Salt Lake and Southern Railroad, L.L.C. ("GSLS") hereby applies to the Surface Transportation Board ("STB" or "Board"), pursuant to 49 U.S.C. § 10901 and 49 C.F.R. §§ 1150.1-.10, for authority to construct and operate the lines of railroad described herein. <sup>1</sup>/ In support of its request for construction and operating authority, GSLS submits the information set forth below.

---

<sup>1</sup>/ On August 6, 1999, Private Fuel Storage L.L.C. ("PFS") -- the parent of GSLS -- filed with the Board's Section of Environmental Analysis ("SEA") a notice of intent to construct the subject rail lines, as required by 49 C.F.R. §§ 1105.10(a)(1) and 1150.1(b). On October 26, 1999, PFS filed with SEA a request for waiver of the six-month prefiling notice requirement established under 49 C.F.R. § 1105.10(a)(1), so as to allow the subject application to be filed as early as December 14, 1999. By letter dated October 29, 1999, SEA granted this request.

## OVERVIEW (§ 1150.2)

### § 1150.2(a) Brief narrative description of the proposal.

GSLS, a noncarrier, seeks authority to construct and operate one of the two following rail projects: (1) a rail line approximately 32 miles in length (and associated sidings) between Low, Utah and a facility (the "PFS Facility" or "Facility") which applicant's parent, PFS, proposes to construct in the south-central portion of Skull Valley, Utah, for the interim storage of spent nuclear fuel ("SNF") (the "Direct Rail Option"), or (2) a run-around track and sidings at a point approximately 1.8 miles west of Timpie, Utah, where GSLS proposes to locate an Intermodal Transfer Point for transfer of SNF shipping casks from arriving railcars onto heavy haul trucks for highway movement to the PFS Facility (the "Intermodal Transfer Option"). 2/

---

2/ Environmental review of the Application under the National Environmental Policy Act of 1969 and related environmental laws is currently ongoing by the Board's SEA. The Board is engaged in this environmental review in the capacity of a cooperating agency, where the Nuclear Regulatory Commission ("NRC") is serving as the lead agency for such review. The NRC undertook this lead responsibility in connection with the June 1997 license application filed by PFS seeking NRC authority to construct and operate the PFS Facility. The Bureau of Land Management ("BLM") and the Bureau of Indian Affairs of the United States Department of Interior are also participating in the environmental review as cooperating agencies, the former in regard to PFS applications for use of certain BLM-managed land for transportation purposes and the latter in regard to the leasing of certain land on the Skull Valley Indian Reservation.

GSLs has not finally determined which of the two rail projects it will ultimately pursue. The Direct Rail Option, however, is the preferred alternative since it will permit realization of the efficiencies associated with rail-only movement of SNF from the originating utilities to the PFS Facility, and then rail-only movement from the PFS Facility to a permanent SNF storage facility when the Facility is unloaded. By contrast, the Intermodal Transfer Option will require a comparatively less efficient mid-routing change of mode (from rail to truck) in order to effect SNF deliveries to the PFS Facility.

The Direct Rail Option. As currently planned, the new rail line constructed pursuant to this option will be approximately 32 miles in length and would connect with the Union Pacific Railroad Company ("UP") at Low, Utah. Constructed on undeveloped public rangeland administered by the BLM, the single-track line will be built along an approximate 200-foot right of way. From the UP mainline on the south side of Interstate 80 at Low, the line will proceed southeast, parallel to Interstate 80, for approximately three miles, turn south along the western side of Skull Valley for approximately 26 miles, and then turn east for about three miles to the PFS Facility. Associated sidings will be located at the PFS Facility and near Low. The PFS Facility itself will be built on the Skull Valley Indian

Reservation, pursuant to a lease negotiated with the Skull Valley Band of Goshute Indians (the "Skull Valley Band" or "Band") and approved by the Bureau of Indian Affairs (conditioned on completion of the environmental review process described above).

It is expected that trains will generally move over the line at slow speeds (approximately 20 miles per hour) and that service over the line will be infrequent, with only one round trip being made each week on average and with each train carrying an average of four cask cars. The PFS Facility will receive an average of 200 loaded spent fuel canisters (one canister per cask car) annually. The Facility is being designed to store SNF for up to 40 years, by which time all of the spent fuel will be transferred offsite and the Facility will be ready for decommissioning and possible alternative use by the Skull Valley Band.

Intermodal Transfer Option. Pursuant to this option, PFS will construct an Intermodal Transfer Point 1.8 miles west of Timpie, Utah, together with a related run-around track and sidings that will be used to support transfer of SNF shipping casks from arriving UP railcars to heavy-haul trucks for movement to the PFS Facility. As currently planned, each siding will be no longer than 2000 feet, and the run-around track will be of roughly comparable length. The Intermodal Transfer Point and new rail lines will be located on BLM land and UP right of way.

Under the Intermodal Transfer Option, the same volume of SNF as discussed above in regard to the Direct Rail Option (an average of 200 canisters annually) will be delivered to the PFS Facility. However, because of space limitations at the Intermodal Transfer Point, it will receive shorter trains (with an average of two cask cars per train), and it will handle an average of two trains per week.

§ 1150.2(b) Full name and address of applicant.

GSLS's full name and address are:

Great Salt Lake and Southern Railroad, L.L.C.  
3200 East Avenue South  
P.O. Box C4010  
La Crosse, WI 54602-4010

INFORMATION ABOUT APPLICANT (§ 1150.3)

§ 1150.3(a) Name, address, and phone number of representative.

Service of all documents regarding and correspondence related to this Application should be directed to the following representatives of GSLS:

John D. Parkyn  
Chairman and Chief Executive Officer  
Great Salt Lake and Southern Railroad, L.L.C.  
3200 East Avenue South  
P.O. Box C4010  
La Crosse, WI 54602-4010  
(608) 787-1236  
(608) 787-1462 (fax)

and