

## **PMBeCOL PEmails**

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**From:** Mallecia Hood  
**Sent:** Thursday, July 17, 2008 2:26 PM  
**To:** Neil Haggerty  
**Attachments:** RAI comment summary Socioecon.doc

Neil attach is the updated table that I am planning on attaching in my meeting summary.

Thanks  
Mallecia Hood

**Hearing Identifier:** Bellefonte\_COL\_Public\_EX  
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**Subject:**  
**Sent Date:** 7/17/2008 2:26:08 PM  
**Received Date:** 7/17/2008 2:26:00 PM  
**From:** Mallecia Hood

**Created By:** Mallecia.Hood@nrc.gov

**Recipients:**  
"Neil Haggerty" <neilhaggerty@comcast.net>  
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7/9/2008 draft RAI Number	7/11/2008 RAI Number	Question Summary (RAI)	Full Text (supporting information)
2.5.2-2	2.5.2-1	<p>Provide information (demographic, housing, transportation) describing the neighborhood(s) across Town Creek from the plant site in ER Section 2.5.1.2 or 2.5.2.6. Include a map/graphic of this area at a scale that illustrates the relationship of residences to the plant and transportation routes.</p> <p><i>This request has been satisfied by the TVA letter dated July 03, 2008 with the exception of the map requested and providing clarification that the entire area across Town Creek from the plant is included in the analysis, not just the Creeks Edge development.</i></p>	<p>These neighborhoods will incur the greatest exposure to plant-related transportation and aesthetic impacts given their proximity to the plant site and their separation from the plant site by open water. These neighborhoods include Creek's Edge subdivision, as well as the older residential neighborhoods and would include Jackson County roads 33 and 113 and Bellefonte Road.</p>
2.5.2-5	2.5.2-4	<p>Provide additional detail to characterize the transportation network linking the population centers in the project region to the project site in ER Sections 2.5.2.2.2 and 2.5.2.2.3. Include level of service designations in this characterization and description of Jackson County roads 33 and 113 and Bellefonte Road.</p> <p><i>This request has been satisfied by the TVA letter dated July 03, 2008</i></p>	<p>Characterize the key transportation routes according to the Alabama Department of Transportation functional classification system (freeways, arterials, collectors and local streets) and level of service (LOS) data to support the analysis of impacts to the transportation system and nearby community residents.</p>

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2.5.2-7	2.5.2-6	<p>Clarify whether and how emergency planning and resources in the study area will be affected by the Watts Bar and Sequoya nuclear power plants. (see discussion in ER Section 2.5.2.3.1)</p> <p><i>This request has not been satisfied by the material received to date, particularly the need for information on how these plants affect the need for additional emergency response staff, equipment and facilities in Jackson County.</i></p>	
2.5.2-8	2.5.2-7	<p>Discuss the status of the housing stock in the vicinity of the project since the 2000 Census, including other substantial development projects and expansions.</p> <p><i>This request has been satisfied by the TVA letter dated July 03, 2008</i></p>	<p>Discuss whether recent changes in the housing stock in the project vicinity could affect the distribution and impact of the construction and operations workforce (see the discussion in ER Section 2.5.2.6, page 2.5-14).</p>

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2.5.2-9	2.5.2-8	<p>Provide either service ratios or other measures of adequacy (e.g., comparison to national or state standards or averages) or an assessment of adequacy by local officials for key facilities and services in the proximate communities (police, fire, medical, education).</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception that clarification is needed that the ratio estimates at the time of peak construction are based on the total population (construction-related population increase plus projected baseline population in that year).</i></p>	

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4.4.1-2	4.4.1-1	<p>Provide a basis for the assumptions used concerning peak construction traffic in ER Section 4.4.1.3 and the frequency of carpooling. Describe the temporal distribution of traffic in more detail and explain whether the analysis reflects that workers will travel both to and from the site each day and that each delivery will involve trucks entering and exiting the site. Provide more detail to support the conclusion concerning U.S. Highway 72 and county roads 33 and 113 and Bellefonte Road, given baseline traffic patterns. Include information about the number and timing of barge traffic to the site and its implications for recreational use of the waterway.</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of providing a reference for the basis of assumptions about carpooling rates for construction and operations workers and accounting for the increase in traffic attributed to factors other than workers and deliveries – for example how traffic will increase due to the influx of worker families.</i></p>	<p>ER Section 4.4.1.3 states” During the peak construction period, two staggered shifts of 10 hrs each are scheduled, with a combined workforce of 3000. The number of workers per shift is not known at this time. A conservative estimate of 100 daily truck deliveries is assumed for this analysis....It is also assumed that there is one worker per vehicle and no carpooling is taking place. The total number of vehicles, including deliveries, on the road during the peak construction period is projected at 3100 during the workday.”</p>

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4.4.2-2	4.4.2-1	<p>Throughout the discussion of construction phase impacts, please indicate the temporal progression building toward peak construction workforce and transitioning to the lower operations workforce.</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of explaining how the distinction between “operations” and construction workers during construction is carried through the subsequent calculations (e.g., immigration, commuting, wages, etc.) and clarifying the assumptions underlying those calculations.</i></p>	<p>Impacts on community facilities and services as well as transportation are influenced by how fast the workforce and construction activities ramp up and ramp down, as well as how long they remain at peak levels. Please include this information in the assessment discussion.</p>

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4.4.2-3	4.4.2-2	<p>Clarify what jurisdictional area(s) are included in the calculations of indirect jobs and income and how the employment and income multipliers were determined. Also clarify the relationship between the multiplier effect from construction worker expenditures and from TVA non-workforce purchases. Explain why the indirect jobs and income are being calculated based on the estimate of in-migrating workers rather than the total number of new construction jobs created in Jackson County by the project.</p> <p><i>This request has been partially satisfied by the TVA letter dated July 3, 2008 with the exception of explaining how TVA addressed counties that are only partially within the 50 mile radius to clarify how the multiplier was established.</i></p>	<p>ER Section 4.4.2.2 states: “The resulting multipliers were used to estimate the number of indirect jobs and expenditure of money in Jackson County, Alabama.” However, the next paragraph states: “For every construction worker, an estimated additional 0.423 jobs is created in the region.” Previously, the region has been defined as the 50-mile radius. Please clarify the geographic area upon which the multiplier is based is needed as well as the resulting geographic distribution of the indirect jobs and those filling them. This clarification has implications for the Benefit-Cost analysis in ER Section 10.4. Analyses that estimate impacts to Jackson County and to the entire project region separately might provide this clarity.</p>

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4.4.2-4	4.4.2-3	<p>Please specify the geographic basis of the estimated multiplier of expenditures for materials and services by the project, and clarify the relationship between the multiplier and the total expenditures for materials and services by the plant. (Section 4.4.2.2)</p> <p><i>This request has been partially satisfied by the TVA letter dated July 3, 2008 with the exception of explaining how TVA addressed counties that are only partially within the 50 mile radius to clarify how the multiplier was established.</i></p>	<p>ER Section 4.4.2.2 states: “At this time annual expenditures within the region for materials and services during construction of the BLN site are not known.” In the TVA letter dated May 2, 2008, pages 45 and 46, an estimate of \$41 million in regional expenditures for the construction period was provided but no estimate of the multiplier effect of these expenditures was developed. Lacking annual expenditure data, the regional economic effects of plant expenditures could be averaged over the entire construction period (i.e., total expenditures divided by duration of construction in years). Please clarify whether the expenditure estimate is in current or constant dollars.</p>
4.4.2-7	4.4.2-5	<p>Clarify how the housing deficit analysis was conducted and provide greater quantification of the expected deficit. ER Section 4.4.2.4. Table 4.4-2 is labeled “Trends in Jackson County Housing Growth” but does not provide housing growth data</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of explaining how the construction of new hotels and similar transient housing is expected to affect this aspect of the analysis.</i></p>	<p>Please provide a more detailed specification of the projected housing deficit.</p>

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4.4.2-8	4.4.2-6	<p>Describe the consequences of a deficit in housing, and describe appropriate associated mitigation measures. (ER Section 4.4.2.4)</p> <p><i>This request has been satisfied by the TVA letter dated July 3, 2008.</i></p>	<p>Discuss the consequences of the rapid increase in housing demand in a deficit market. In addition, the mitigation measures suggested are more appropriate to address transportation/traffic impacts than housing impacts.</p>
4.4.2-9	4.4.2-7	<p>Provide a more detailed analysis of the impact on public schools in the project vicinity, including identifying the schools in the geographic area expecting to receive the greatest population impact from the project. Information about the demographics of construction workers and their families would enhance the analysis. Please combine more specific information about the expected school-age population and its geographic distribution with more specific information about the schools in the vicinity and their capacity to respond to the temporary increases. (ER Section 4.4.2.5)</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of describing the expected impacts on the school system.</i></p>	<p>Please explain why analysis of percentage increases is based on current population levels rather than on the projected population at the time of the impact. Explain how the discussion of growth addresses not only growth caused by the project, but growth caused by the project on top of projected baseline growth.</p>

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4.4.3-1	4.4.3-1	<p>Clarify the basis for excluding the minority population across Town Creek from the site from further consideration for impacts, including those caused by housing demand and traffic as well as noise and air quality impacts. (ER Section 4.4.3)</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of making it clear that the analysis has included all of the residents across Town Creek from the plant – not just the residents of Creeks Edge.</i></p>	

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5.8.1-1	5.8.1-1	<p>Provide more detail about the traffic patterns during the periods of construction and operation overlap, normal operation (clarify shift vehicle counts), and outages, and correct the analysis as necessary. Provide estimates of the number of outage workers and shift patterns. Clarify why assumptions about carpooling for operations workers differ from those for construction workers. (ER Section 5.8.1.2).</p> <p><i>This request has been partially satisfied by the TVA letter dated July 03, 2008 with the exception of explaining why the assumptions made for the behavior of carpooling operations workers are expected to be different that the carpooling behavior of construction workers.</i></p>	
5.8.1-2	5.8.1-2	<p>Include a more detailed description of the plumes and their aesthetic impacts. (ER Section 5.8.1.3).</p> <p><i>This request has been satisfied by the TVA letter dated July 03, 2008.</i></p>	

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5.8.2-2	5.8.2-1	<p>Please clarify the analysis of indirect and induced jobs and income (i.e., the multiplier analysis) and confirm that the approach is consistent with the approach in ER Section 4.4.2.2. Include outage worker employment and income in the multiplier estimates. Include the multiplier effect of operations nonlabor expenditures, and clarify the geographic areas of analysis and the basis for their selection. (ER Section 5.8.2.2)</p> <p><i>This request has not been satisfied by the TVA letters received to date. In particular it is not clear whether the “operations” workers on site during construction are treated as construction or operations workers with respect to their multiplier effect.</i></p>	<p>In the TVA letter dated May 2, 2008, pages 45 and 46, an estimate of \$550K in regional expenditures for the construction period was provided but no estimate of the multiplier effect of these expenditures was developed. Clarify whether these expenditures are expected to occur in Jackson County (i.e. “local”) or in the larger region (including Huntsville and Chattanooga). Clarify whether this estimate includes outage expenditures and whether the expenditure estimate is in current or constant dollars.</p>
5.8.2-3	5.8.2-2	<p>Provide a more quantified and detailed discussion of expected payments in lieu of taxes; include information about timing and distribution to local jurisdictions. As in ER Section 4.4.2.2, please address other tax revenues as well.</p>	<p>Provide more analysis to assess the impacts on local jurisdictions and communities, as well as for purposes of the Benefit-Cost analysis. Clarify whether the estimate is in current or constant dollars.</p>

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**Need for Power and Benefit Cost**

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8.0-1	8.0-1	Provide a brief description of the process by which TVA develops and updates its IRP and by which it reviews the forecasts for power and energy requirements, factors affecting growth of demand, power supply, and its assessment of need for power that are included in the ER.	
8.2.2-1	8.2.2-1	Provide the updated Need for Power assessment incorporating Watts Bar II.  <i>This request has been satisfied by the TVA letter dated May 30, 2008.</i>	Describe how the recent decision to proceed with Watts Bar II as a TVA resource in the region is reflected in TVA's Need for Power analysis.