

## **Volume II – Appendix 4.0**

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Comment Letters

November 8, 2007

ATTN: Connie Simkins  
Lincoln County Nuclear Waste Oversight Program Coordinator

RE: Comments on Robison/Seidler and Resource Concepts, Inc. Report

Connie,

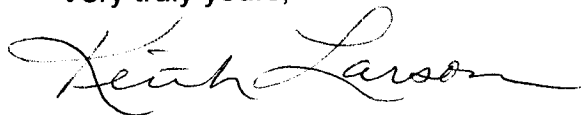
After a brief review of the report I would like to offer the following remarks. The intention of DOE to place a repository at Yucca Mountain has never been a question of whether I would like to have it in my back yard or not. It has always been a question of how do we as a community prepare for the huge impact this will have on us. In any case, we can only depend on the engineering studies both from DOE and the selected oversight engineer's to give us the advice they deem critical.

Should the decision be to select Caliente as the central location for diverting the nuclear waste is my biggest concern. Should that happen the supporting infrastructure and hazardous waste accommodations need to be addressed. If Caliente is the diversion point then Caliente should benefit from the jobs, hospitals, fire dept., haz-mat training centers, etc. that decision would bring. The infrastructure should be created around the community to protect and defend it.

As far as the rail line continuing to the Yucca Mountain facility it should be decided so that the impacts are minimized. The railroad should be built on the site most likely to cause the smallest environmental issues. I do not have sufficient knowledge to comment on which route that would take. It is my hope the oversight Robison/Seidler and Resource Concepts, Inc. have contributed, at an enormous expense, will satisfy the necessary impact alleviation.

Whatever decision is made will bring overwhelming change to the communities and ranching industry in the county. None of the routes to be picked are going to prevent that overwhelming change. I recognize the need for the country to have a plan that addresses the disposal issues. It is the country's obligation then to insure the effects of those issues are compensated both monetarily to those private ranchers affected and impact alleviation provided the communities that have been identified.

Very truly yours,

A handwritten signature in cursive script that reads "Keith Larson". The signature is written in black ink and is positioned above the printed name and title.

Keith Larson  
Councilman for the City of Caliente

November 7, 2007

To: Connie Simpkins  
Lincoln County Nuclear Oversight Program Coordinator

From: Tom Acklin  
City of Caliente Council Member

Subj: Comments on Draft Report

Dear Connie,

After a review of the report commissioned by the Lincoln County Board of Commissioners and prepared by Robison/Seidler and Resource Concepts, Inc., I offer my opinions.

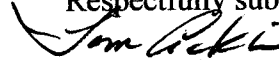
As a representative of the City of Caliente, I base my conclusions on what will be most beneficial for Caliente and the residents of the City of Caliente. That which benefits Caliente, also benefits Lincoln County and the State of Nevada, However, not everything beneficial to the County filters down to the City of Caliente. I see the Caliente Rail Corridor having a positive economic impact on the City, the residents. the County and the State of Nevada. After having spent several days in Carlsbad, New Mexico, touring the low level nuclear waste facility, the City, and attending numerous seminars with presentations by current, as well as past city officials and residents, my conclusion was that the benefits to the City of Carlsbad were astronomical. I did not hear any negative comments on impacts to the community. Their infrastructure was greatly enhanced and the economy was booming. Granted, their situation is different than Caliente's as they are the final destination and not an interim location. Still, I see great things happening in Caliente and Lincoln County.

My recommendation for the proposed rail route would be the DOE Proposed Route which is depicted on the map titled **Figure 4.1 Yucca Mountain RXR Proposed Routes**. I see this route as having the least impact on existing structures if the Rail yard was placed in the meadow on the east side of 93, between Antelope Canyon and Indian Cove. The tracks following the old RXR road bed known as the Pioche Branch. With few exceptions, this will not impact that portion of the route any more than the old Pioche Branch of the Union Pacific did. I feel that if the impacts are mitigated as outlined, in the draft, wherever possible, that in a short period of time every one and everything will adapt. With all of the impacts that occurred during the building of the Inter-Continental RXR, we are still here.

I feel that the DOE and all other Federal Agencies involved should work closely with local government as well as affected property owners in an effort to mitigate the negative impacts and enhance the positive. I would also encourage that DOE locate the Nuclear Waste Tracking Facility, as well as one of the RRR Track Maintenance Facilities in Caliente. Again, I see this as a boon to the economy and life styles of the residents of our City, County, State, and at the same time make our great Nation safer.

With the cost of oil approaching \$100 a barrel, there is an urgent need for a more economical means to produce our power. Present technology leaves nuclear power plants as the most efficient means of producing electricity, having the least impact on the environment. It is imperative that the existing nuclear waste be moved to a secure location as soon as possible. I see this as a matter of national security.

Respectfully submitted,



Tom Acklin

City of Caliente Council  
Member

To: Lincoln County Nuclear Oversight Office  
Box 1068  
Caliente NV 89008

From: Glennon Zelch  
Box 418  
Pioche NV 89043 Sincerely

RE: Draft Caliente Rail Corridor and Alternatives Impact Assessment

To Whom it may concern:

I wish to express my disappointment in the draft report for not being forceful enough in identifying the rail corridor as a bad idea that should be abandoned. A rail line is a huge barrier and a hazard to wildlife and livestock. The problems it would create for private land owners and grazing right holders can not be mitigated.

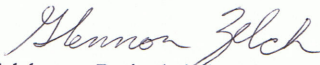
Since not all nuclear facilities are served by rail some casks will have to be designed for legal weight trucks. To facilitate shipping, handling and storage it would be a better idea to make all casks the same legal weight truck size. Those shipped by rail could then be loaded two or more to a rail car.

If rail is ultimately determined to be the choice method for shipment cross country then an intermodal transfer station could be located in the vicinity of Elgin. From Elgin all that would be needed is a paved highway out Kane Spring valley across highway 93 continuing across the Federal Wildlife area and following the edge of Nellis Air Force Range to Yucca Mountain.

This route would not have to cross any private land. Since the entire route is in Federal hands it should be much easier for DOE to work out the details with other Federal agencies. A paved highway is not a barrier to vehicles, equipment, wildlife or livestock. Would only be approximately 160 miles long (half the distance of the proposed rail line) and far far less expensive to construct. A paved highway from Elgin to highway 93 would be a significant benefit to Lincoln County. A paved highway following portions of the eastern and southern perimeter of Nellis Air Force Range would be a significant benefit to them for security patrols. Any necessary mitigation along this route would be minimal.

I am willing to discuss this idea with anyone that is interested.

Sincerely,



Glennon Zelch Retired civil engineer, member of the Pioche Town Board, Lincoln County Planning Commission and Lincoln County Flood Control Board