



**City of Fernley  
CITY MANAGER'S  
OFFICE**

Administration,  
Human Resources,  
Budgeting,  
Risk Management,  
& Contracts

December 11, 2006

060068

Mr. M. Lee Bishop, EIS Document Manager  
Office of Logistics Management  
Office of Civilian Radioactive Waste Management  
U.S. Department of Energy  
1551 Hillshire Drive M/S 011  
Las Vegas, NV 89134

FAX: 1-800-967-0739

Re: **Mina Corridor - Supplement Yucca Mountain Rail Corridor and  
Rail Alignment EIS Scoping**

At the Wednesday, 12/6/06 City Council meeting, the Council authorized Councilman Monte Martin and City Manager Gary Bacock to respond to the EIS Scoping and attached is the detailed response to the U.S. Department of Energy.

If you have any questions regarding this letter, please feel free to contact Councilman Martin or City Manager Bacock (775) 784-9851.

Sincerely,

*Monte Martin*  
Monte Martin  
Councilman Ward 3

*Gary A. Bacock*  
Gary A. Bacock  
City Manager

cc: Mayor and Council  
Donna Kristaponis, Lyon County Manager  
Jeff Page, Lyon County Emergency Manager  
Jim Lemke, District Chief, North Lyon County Fire Protection District  
Dawn Merritt, APR, Communications Department, Bechtel SAIC  
File

[CM.YuccaMt.MinaCorridorCMcover.1211.1206]

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The information below precludes the Scoping process, as follows:

Maps failed to clearly show the complete rail access route (Existing + Proposed) or the main rail line that they connect to, they only show the proposed new corridor.

Maps and handout literature don't show where radioactive material is linking to the proposed routes. There probably is Nuclear material coming from both the west and north (from California and Idaho/Washington).

Lyon County seems totally left out of the official Scoping but heavily affected if the route becomes a reality: Key information about the *Communities actually affected and potential impacts are obscure and these communities are not brought into the process.*

Hazen

Fernley

*Silver Springs* (including Lahontan State Recreation Area which is an important regional recreation area with up to 40,000 people on a holiday).

The Mina Corridor EIS Area is very limited; the Northern part of EIS ends at Wabuska-which is neither the initial or final terminus of the track.

It is unfortunate that the only comments solicited are for the proposed new track along the Mina Corridor. Comments should be solicited for existing track and connections to main UP RR tracks and an acknowledgment of the sites within 50 miles that the main track goes through. *Why do current scoping directions preclude input except along the actual proposed new corridor?*

The existing Wabuska track of the proposed Mina project goes to Silver Springs - Lake Lahontan to Hazen where it then joins in to the main UP track which runs east to Fallon and west to Fernley and then Reno. Northern EIS Scoping Hearings were limited to Reno and Fallon.

Fernley is not even on the Maps.

The nearest EIS scoping was at least 30 miles away from Fernley.

There were no EIS scoping meetings held in Lyon County.

Though the new proposed route may be much cheaper it seems to channel traffic through the most populated areas in Northern Nevada.

**Any Previous EIS Data On Fernley Over Two Years Old Is Very Inaccurate And Must Be Updated.**

1. Fernley Incorporated July 2001.
2. At Incorporation the Population was about 9,500.
3. In the Last 5 years Fernley has experienced extremely rapid growth. The two previous year's saw population increases of over 18% per year.
4. Fernley's population is about 20,000 now and still growing rapidly.
5. Fernley now has proposed subdivisions and Industrial Areas within 2 miles of Hazen.

**ATTACHMENT TO CITY OF FERNLEY'S LETTER RE: SUPPLEMENTAL YUCCA  
MOUNTAIN RAIL CORRIDOR AND RAIL ALIGNMENT EIS SCOPING – MINA CORRIDOR  
12/11/06 - Page 2 of 2**

6. There are many large subdivisions right along the 10 mile RR track frontage Fernley has with Hwy 50A and the RR tracks which is just to the north of Hwy 50A.
7. There is extensive traffic along Hwy 50A it has just been widened to 4 lanes all the way from the Roundabout to the Churchill County line.
8. Fernley's main business park is growing rapidly and is near the main RR track.

**Concerns**

- 1) The last EIS for Fernley is obsolete.
- 2) We are concerned that our emergency response team (City of Fernley, North Lyon County Fire Protection District, and the Lyon County Sheriff's Department) have adequate radiological training & equipment for possible incidents.
- 3) Fernley has at least 10 miles of frontage with the main East/West RR track.
- 4) Most of Fernley's 20,000 people live within a mile North or South of the main tracks the proposed corridor seems to link to.
- 5) Virtually all of Fernley's businesses and industry are within a mile of the main tracks the proposed corridor seems to link to.
- 6) Fernley now has planned subdivisions and an industrial area within 2 miles of Hazen.
- 7) We think that an EIS should be conducted from Wabuska to Hazen.
  - a) There are obvious potential problems such as will the track be built to handle the weight of the train and cars carrying the waste?
  - b) What about places where the track intersects important state roads. Is either the road or the RR going to be made into an under or over pass? (at least four places that there are "at grade" crossings [Hazen (Hwy 50A), Silver Springs (Hwy 50), Near Fort Churchill State Historic Park (Hwy 95A), and Wabuska (Hwy 95A)].
  - c) The City is in the process of designing a fresh water treatment plant which has a common frontage with the UP East/West main track.