

November 6, 2006

Dr. Jane Summerson, EIS Document Manager
OCRWM, DOE
1551 Hillshire Drive
Las Vegas, NV 89134

065026

RE: Caliente Scoping Meeting on EIS Supplement

Dear Dr. Summerson:

As I must be out of town on the night of your public meeting, I am asking Mayor Kevin Phillips to present this letter concerning my views of the two routes of transportation of high level nuclear waste and spent fuel through Nevada to the Yucca Mountain repository:

My primary point is that the institutional constraints of the Mina Route are many times greater than those of the Caliente Route.

I would like to compare the routes under several headings of consideration. As I have not been to a public meeting concerning the Mina Route, and have only seen maps projecting the entire Mina Route, my understanding may be incomplete. But knowing the terminis of the rail route to Mina (at Thorne) the points I will attempt to present should hold up under investigation.


As it would be difficult to present my discussion points in a dialogue manner, I will attempt to present them in a comparison table, as follows:

POINT	CALIENTE CORRIDOR	MINA ROUTE
Population Centers	Within the State of Nevada there is only one population center within one (1) mile of a community within the Caliente Corridor – that being the City of Caliente	Most Northern Tier cities would be effected: West Wendover, Wells, Elko, Carlin, Battle Mountain, Winnemucca, Lovelock, and Hawthorne – smaller communities on the Mina Route have not been cited but have an aggregated population of over 3,200
Maximum Exposed Individuals	Caliente = 1200 residents	Aggregated population of all cited communities is over 41,000
Public Parks	None effected	At least three state parks
Other Entities	None effected	At least three native American nations for which separate negotiations would have to be effected

Regardless of engineering concerns, which might make one route more desirable than another, social and economic impact concerns (which include all of the above cited points) must be seriously considered in selection of the “preferred route” for such waste transportation.

The public perception is that the Department of Energy, and all government agencies, seek to inform the communities involved only to the extent that the information proffered supports the agency’s agenda. I hope that this is not the case and that all aspects of the various impacts will be seriously considered and eventually mitigated.

Sincerely,



Bryan R. Elkins
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