

**TO: EIS OFFICE,
U.S. Department of Energy,
Office of Civilian Radioactive Waste Management,
1551 Hillshire Drive,
Las Vegas, NV 89134**

From: William C. Kirby – HC, Box 08696, Dyer, Nevada 89010

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COMMENTS: I William H. Kirby respectfully submit these comments as an individual resident of Esmeralda County and these comments are separate from any comments that may be submitted later from the Esmeralda County Board of County Commissions of which I am a member and Vice-Chairman. These comments are preliminary comments and may be revised or expanded prior to the comment closing date in January 2008.

- (1) Draft Supplemental Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada (SEIS)

- 1
- [The Final EIS should include design for the Transportation Aging Disposal (TAD) canisters. Without the final design it is difficult to assess if the TADs will impact the repository system, including transportation components.
 - The Final EIS should include final costs and financial details for the TADs.

Since the TADs can only be shipped via rail or by heavy-haul trucks. The Final EIS should provide more details, plans, and costs of shipping the TADs via rail and heavy-haul trucks. Impacts of shipping the TADs need to be better defined in the final EIS.]

- (2) Draft Supplemental Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada – Nevada Rail Transportation Corridor (Draft Nevada Rail Corridor SEIS) and Draft Environmental Impact Statement for a Rail Alignment for the Construction and Operation of a Railroad in Nevada to a Geologic Repository at Yucca Mountain, Nye County, Nevada (Draft Rail Alignment EIS)

- 2
- [When determining the Goldfield alternative segment 3 as the preferred route the Draft Nevada Rail Corridor SEIS does NOT appear to have accurate information. When comparing the Goldfield alternative segments 3 and 4 the numbers used for private parcels, mining claims, and impacts are not accurate. The final EIS needs to examine these findings further.]

- 3
- [Since 2004 Esmeralda County residents and officials have previously submitted written comments stating very clearly that the western side of Esmeralda County (**Goldfield alternative segment 4**) was overwhelmingly the preferred route for a railroad passing through our county. However, the EIS gives no consideration to Esmeralda County for past comments and preferences when designating Goldfield alternative segment 3.
 - The final EIS should include moving the rail to the west near (Goldfield alternative segment 4) to ensure the future exploration, development and mining of the mineralized lands. Goldfield segment 4 is the closest route to Silver Peak would also be an advantage to Chemetall Foote Corp. for shipping and receiving materials for their plant in Silver Peak. The Goldfield alternative segment 4 has a large differential financial benefit to Esmeralda County over the other three Goldfield alternatives.]
- 4
- [The final EIS should include a through-going rail system running both north from Yucca Mountain and also south from Yucca Mountain connecting to the Union Pacific rail road line south of Las Vegas. The through-going rail system would serve to eliminate the necessity for rail shipments through the Las Vegas Valley where government leaders are concerned about the effect nuclear shipments may have on the tourism industry. In the large sense a through going railroad would link San Francisco/Oakland/Reno to Las Vegas/Los Angeles, a major addition to the flow of commerce in Central Nevada and the western seaboard.]
- 5
- [If high level radioactive waste is transported by truck over U.S. highway 95 in Esmeralda County it will create impacts without economic gain. The final EIS should address future Department of Energy investments in highway and infrastructure improvements.]
- 6
- [Considering the unknown costs and impacts of the Caliente Route, the DOE needs to further examine the entire Mina Rail route including further mitigation with the Walker River Paiute Tribe and also further examine alternative routes around the Walker River Paiute Reservation.]