Ms. Robin Sweeney
EIS Document Manager
Office of National Transportation
Office of Civilian Radioactive Waste Management
U.S. Department of Energy
1551 Hillshire Drive, M/S 011
Las Vegas, Nevada 89134
Fax No. 1-800-967-0739

RECEIVED
MAY 27 2004

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Re: Adverse Impacts of the Proposed Yucca Mountain Nuclear Waste Repository Rail Line East of Goldfield Nevada.

Dear Ms. Sweeney,

The proposed Yucca Mountain rail route east of Goldfield, Nevada and west of the Nellis Air Force Range bisects the historic high grade Goldfield Mining District and is not the best alternative for a north/south rail line in the area. It should be eliminated from further consideration for the following reasons:

- The Goldfield District is an historic high grade gold district with past production of more than 4 million ounces of gold. Districts with histories similar to the Goldfield District have been highly productive during modern times utilizing modern exploration, mining and processing techniques. There have been numerous publications and articles written on this significant and well known district.
- The route bisects areas of known alteration and mineralization with past precious metal production.
- The route interferes with plans to continue with exploration and advancement of the project in that area and affects over 5,600 acres of patented and unpatented land that have been located, claimed and maintained by a private party.
- The adverse long term economic impact on local communities of Goldfield (Esmeralda County seat) and Tonopah (Nye County seat) may be immeasurable if the rail line is constructed as proposed. It is the future exploration, development and mining of these mineralized lands which create jobs and business development upon which the rural communities rely. Each mine consistent with the size and nature of the deposit potential could employ up to 300 people. Jobs in the mining industry are exactly the kind of highly paid manufacturing jobs this country needs to retain, which has a positive economic impact throughout the community by the creation of direct and indirect support jobs. Once the rail line is completed the shorter term positive economic impact of its construction will end, particularly if the line is not available for common use.
- The state of Nevada would lose direct revenue if potential deposits are not developed and the State is not paid the Net Proceeds of Mine Tax as well as the Sales/Use Tax. This in turn would again affect Esmeralda and Nye Counties who would benefit by payment of these taxes through the proceeds sharing to the counties.
- There are other identified alternatives available that will result in less adverse impact to all parties.
- Any route within the Nellis Air Force Range should be first considered since a) it has been previously withdrawn from entry under the public land and mining laws b) it is consistent with the intended security for a national nuclear repository and c) it will have the least adverse impact on the general public.

An alternate route should be selected which is located west of state highway 95 A and the town of Goldfield, that is not within the historic mining district. The alternate route west of Goldfield minimizes the adverse impact on property rights and the potential economic development of the

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communities of Goldfield and Tonopah, Nevada. If a rail road is built, it must be available for commercial use to benefit the local communities. Any action by the Bureau of Land Management or the Department of Energy must assure the preservation of existing rights including those under the public land laws and mining laws.

Sincerely,

Conn Davis

Date: 5/21/04

Name: CONN DAVIS

Address: [redacted]

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