April 26, 2000

The Honorable Vince Garcia, Chairman
South Fork Band Council
Te-Moak Tribe of Western Shoshone
HC30-B13-Lee
Elko, NV 89801

SUBJECT: NATIONAL HISTORIC PRESERVATION ACT CONSULTATION PROCESS FOR THE PROPOSED PRIVATE FUEL STORAGE FACILITY

Dear Chairman Garcia:

By letter dated July 1, 1999, the U.S. Bureau of Land Management (BLM) informed you that it is considering an application for a proposed rail line along the western side of Skull Valley. The proposed rail line would start at Skunk Ridge and extend along the eastern side of the Cedar Mountains to a proposed independent spent fuel storage facility (ISFSI) on the Reservation of the Skull Valley Band of Goshute Indians. BLM indicated that the proposed rail line would require an amendment to the BLM Pony Express Resource Management Plan and extended an opportunity for you to be a consulting party in the process of compliance with the National Historic Preservation Act (NHPA). In addition to the amendment to the BLM Pony Express Resource Management Plan, the proposed project (the ISFSI and rail line) would require federal approvals from the U.S. Nuclear Regulatory Commission (NRC), the U.S. Bureau of Indian Affiars (BIA), and the U.S. Surface Transportation Board (STB). Because the agencies' required actions for the construction and operation of the proposed project are related, the agencies agreed to cooperate in the preparation of an environmental impact statement (EIS) for these actions. Similarly, the agencies also agreed to participate jointly in the Section 106 process and other required consultations. NRC, BIA, and STB also would like to extend an opportunity for you to participate as a consulting party in the process of compliance with the NHPA. If you have already expressed your desire to participate in the NHPA consultation process, you need not respond to this letter unless you have decided to no longer participate.

Enclosed is a map which shows the proposed location of the rail line and the ISFSI. Specifically, the areas for the proposed project include:

1. The ISFSI site: 820 acres located in the northwest corner of the reservation in Township 5 South (T5S), Range 8 West (R8W), all of Section 6, and portions of Sections 5, 7, and 8.

2. The utility corridor and access road: 202 acres from the eastern boundary of the ISFSI site to the Skull Valley Road. The utility corridor would be located in T5S, R8W, Sections 7, 8, and 9.

3. Rail Line: Proposed to originate at Skunk Ridge and run along the base of the Cedar Mountains to the ISFSI site. The proposed rail line would be located in T1N, R9W Sections 17, 18, 20, 21, 22, 27, and 34; T1S, R9W Sections 3, 10,

15, 22, 27, and 34; T2S R9W Sections 3, 10, 15, 22, 27, and 34; T3S, R9W Sections 3, 10, 15, 22, 27, and 34; T4S, R9W Sections 3, 10, 15, 22, 27, and 34; T5S, R9W Sections 1, 2, and 3; and T5S, R8W Section 6.

If you have any questions about the proposed project or would like to participate in the NHPA consultation process for any aspect of the proposed project, please contact Scott Flanders of the NRC at (301) 415-1172; Garry Cantley of the BIA at (602) 379-6750; Laird Naylor of the BLM at (801) 977-4357; or Harold McNulty of the STB (202) 565-1539. Written request to participate as a consulting party can be sent to:

Scott Flanders, Environmental Project Manager
U.S. Nuclear Regulatory Commission
Mail Stop O-13D13
Washington D.C. 20555-0001

Garry Cantley, Archeologist
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2370 South 2300 West
Salt Lake City, UT 84119

Harold McNulty, Project Manager
U.S. Surface Transportation Board
Section of Environmental Analysis
1925 K Street NW, 5th Floor
Washington, DC 20423

Sincerely,
**/RA/ ORIGINAL SIGNED BY /S/**
Mark S. Delligatti, Senior Project Manager
Spent Fuel Licensing Section
Licensing and Inspection Directorate
Spent Fuel Project Office
Office of Nuclear Material Safety
and Safeguards

Docket No. 72-22

Enclosure: Map

cc: Service Lists

15, 22, 27, and 34; T2S R9W Sections 3, 10, 15, 22, 27, and 34; T3S, R9W Sections 3, 10, 15, 22, 27, and 34; T4S, R9W Sections 3, 10, 15, 22, 27, and 34; T5S, R9W Sections 1, 2, and 3; and T5S, R8W Section 6.

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Harold McNulty, Project Manager
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Section of Environmental Analysis
1925 K Street NW, 5th Floor
Washington, DC 20423

Sincerely,
**/RA/ ORIGINAL SIGNED BY /S/**
Mark S. Delligatti, Senior Project Manager
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Enclosure:Map

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| **NAME:** | SFlanders:dd | | VTharpe | | MDelligatti | | SShankman | | WBrach | |
| **DATE:** | 04/21/00 | | 04/21/00 | | 04/21/00 | | 04/26/00 | | 04/26/00 | |

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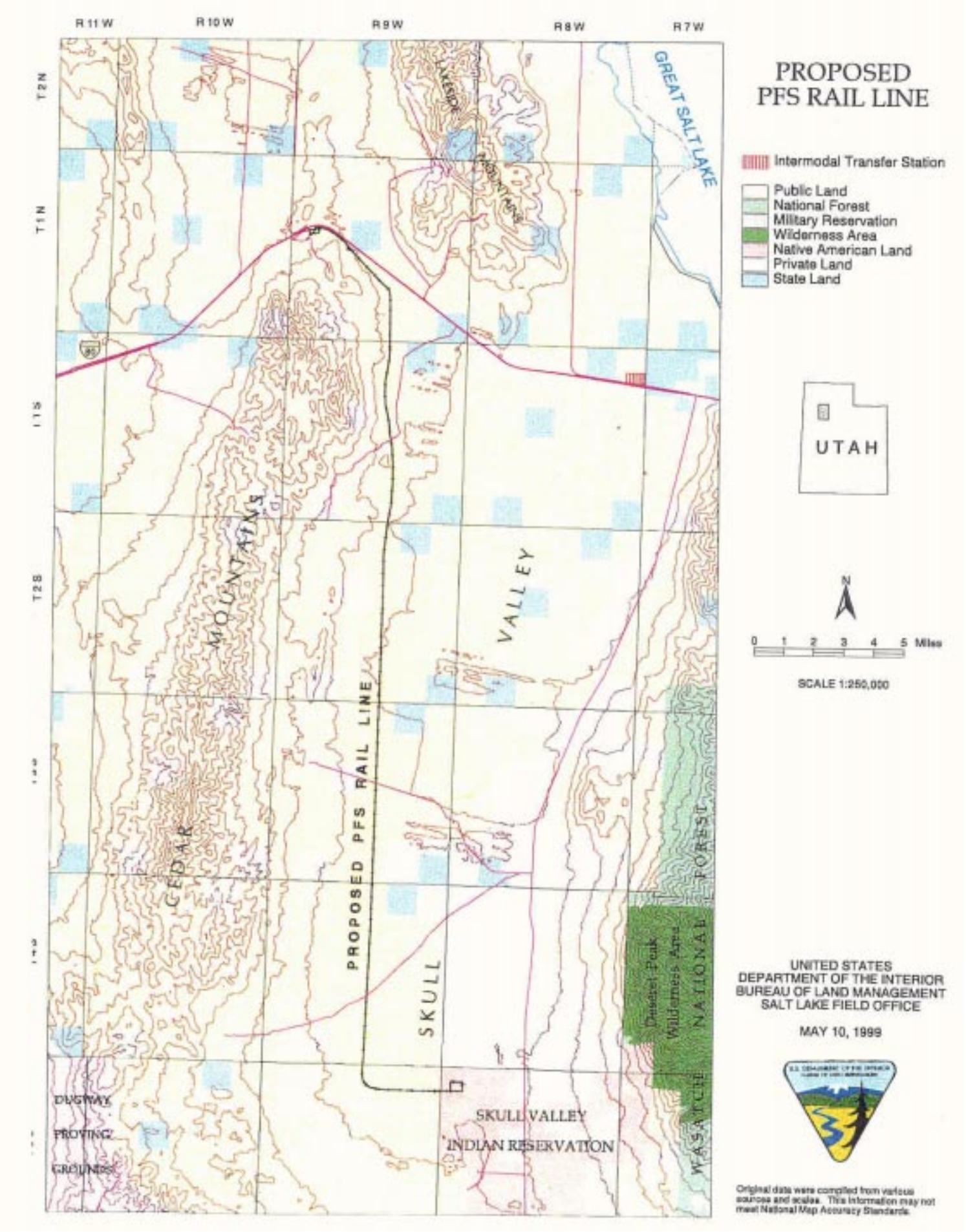
PROPOSED
PFS RAIL LINE
Intermodal Transfer Station
Public Land
National Forest
Military Reservation
Wilderness Area
Native American Land
Private Land
State Land
UTAH
N
0 1 2 3 4 5 Miles
SCALE 1:250,000
UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
SALT LAKE FIELD OFFICE
MAY 10, 1999
Original data were compiled from various sources and scales. This information may not meet National Map Accuracy Standards.
R 11 W
R 10 W
R 9 W
R 8 W
R 7 W
T 2 N
T 1 N
T 1 S
T 2 S
GREAT SALT LAKE
CEDAR MOUNTAINS
SKULL VALLEY
PROPOSED PFS RAIL LINE
Deseret Peak Wilderness Area
WASATCH NATIONAL FOREST
SKULL VALLEY INDIAN RESERVATION
DUGWAY PROVING GROUNDS

Enclosure

cc's for PFS EIS:

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