



# Utah Historic Trails Consortium

300 Rio Grande Salt Lake City, Utah 84101 Ph.(801) 533-3500

Mormon Trails Association  
National Society,  
Daughters of Utah Pioneers  
National Society,  
Sons of Utah Pioneers  
National Pony Express Assoc.,  
Utah Division  
Oregon/California Trails Assoc.,  
Utah Crossroads  
The Church of Jesus Christ  
of Latter-day Saints  
Utah Department of Community  
and Economic Development  
Utah Department of Natural  
Resources  
Utah Department of Transportation  
Utah Travel Council  
Utah Division of Parks  
and Recreation  
Utah Division of State History  
Utah Division of Lands  
and Forestry  
Utah Division of Indian Affairs  
Utah Statehood Centennial  
Commission  
U.S. Department of Agriculture,  
Forest Service,  
Intermountain Region  
U.S. Department of the Interior,  
National Park Service,  
Rocky Mountain Region  
U.S. Department of the Interior,  
Bureau of Land Management, UT  
U.S. Mormon Battalion, Inc.  
U.S. Mormon Battalion  
Auxiliary

January 31, 2001

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  
U.S. Nuclear Regulatory Commission  
Washington, DC 20555-0001

Dear Mr. Delligatti:

As I advised you in my letter of December 27, 2000, our Utah Historic Trails Consortium met on January 25, 2001 and discussed your Draft Memorandum of Agreement on the proposed Private Fuel Storage Facility in Skull Valley, Utah. Our members reviewed the Draft Copy and voted to authorize me to sign for our Consortium said Agreement as a Consulting Party. We wish to stipulate, however, that our signing this document is approval only of the Cultural Resources Inventory Study and associated mitigation proposals and in no way should be construed as approval of the Private Fuel Storage Project itself.

We also wish to raise some additional questions concerning the proposed Rail Line which will run down the West side of Skull Valley. At present the view across the valley is little changed from the time wagons made their way along the Hastings Cutoff Trail and building a Rail Line will certainly damage the pristine value of that view. Our other concern relates to the actual route of the line in the vicinity of the pristine trail and we ask that members of our Consortium be involved on-site when a survey is completed which will determine the actual location of the Railroad where it crosses Hastings Cutoff. We would appreciate your including these two concerns in any future drafts of your Memorandum of Agreement.

Sincerely,

George Ivory, Chairman  
Utah Historic Trails Consortium

NMS501Rblu

**UTAH STATE HISTORIC PRESERVATION OFFICER**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

**ADVISORY COUNCIL ON HISTORIC PRESERVATION**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

**INVITED CONSULTING PARTIES:**

**CONFEDERATED TRIBES OF THE GOSHUTE RESERVATION**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

**TRIBAL COUNCIL OF THE TE-MOAK WESTERN SHOSHONE INDIANS OF NEVADA**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

**PAIUTE INDIAN TRIBE OF UTAH**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

**UTAH HISTORIC TRAILS CONSORTIUM**

By: George Swary  
Date: January 31, 2001

**OHNGO GAUDADEH DEVIA**

By: \_\_\_\_\_  
Date: \_\_\_\_\_

UTAH HISTORIC TRAILS CONSORTIUM  
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Midvale, Utah 84047-2283



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