

Alternative. The Strategic Arms Reduction Treaty II (START II) requires deactivation of the Peacekeeper Missile System. Deactivation will only occur if the Treaty is ratified by Russia and entered into force. As modified by the Helsinki Agreement, the Treaty requires complete dismantlement by December

31, 2007. In order to meet the Treaty deadline, deactivation could start as early as October 2000.

Public scoping meetings are planned in the towns of Cheyenne, Wheatland, and Torrington, Wyoming. The purpose of these meetings is to determine the scope of issues to be addressed and to

help identify significant environmental issues to be analyzed in depth. Notice of the times and locations of the meetings will be made available to the community using the local news media. The schedule for the scoping meetings is as follows:

Date	Location	Time
June 28, 1999	East High School, 2800 E. Pershing Blvd., Cheyenne, WY ...	6:30–9:30 p.m.
June 29, 1999	Wheatland High School, 1207 13th Street, Wheatland, WY ...	6:30–9:30 p.m.
June 30, 1999	Torrington High School, 23rd Ave & West C, Torrington, WY	6:30–9:30 p.m.

In addition to seeking public input on environmental issues and concerns at the scoping meetings, the Air Force is soliciting written comments regarding the EIS scope. To ensure the Air Force will have sufficient time to fully consider public inputs on issues, written comments should be mailed for receipt no later than August 2, 1999.

Please direct written comments or requests for further information concerning the Peacekeeper system deactivation/dismantlement EIS to: Mr. Jonathan D. Farthing, HQ AFCEE/ECA 3207 North Road, Brooks AFB, TX 78235–5363, (210) 536–3787.

Janet A. Long,

Air Force Federal Register Liaison Officer.

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BILLING CODE 5001–05–U

DEPARTMENT OF ENERGY

Office of Arms Control and Nonproliferation Policy; Proposed Subsequent Arrangement

AGENCY: Department of Energy.

ACTION: Subsequent arrangement.

SUMMARY: The Department is providing notice of a proposed “subsequent arrangement” under the Agreement for Cooperation Between the Government of the United States of America and the Government of Canada Concerning the Civil Uses of Atomic Energy and the Agreement for Cooperation Between the Government of the United States of America and the Government of the Republic of Korea Concerning Civil Uses of Atomic Energy. This notice is being issued under the authority of Section 131 of the Atomic Energy Act of 1954, as amended (42 U.S.C. 2160).

The subsequent arrangement RTD/CA(KO)–1 concerns the return of 8,431 grams of CANFLEX Fuel Bundle of which 6,747 grams consists of 111.7 grams of the isotope U–235 (1.64 percent enrichment) and the remaining 1,684 grams consists of 33.3 grams of

the isotope U–235 (1.98 percent enrichment). Included in this return is 5,153 grams of enriched sintered UO₂ pellets of which 3,965 grams consists of 65 grams of the isotope U–235 (1.64 percent enrichment) and the remaining 1,188 grams consists of 23.5 grams of the isotope U–235 (1.98 percent enrichment). The material is being returned to Canada from the Republic of Korea to be irradiated for performance test in NRU reactor in Canada as part of a Joint Canada/Korea fuel development program. This will be the first of a series of returns to Canada until the total amount of material originally transferred to the Republic of Korea to be incorporated into CANFLEX fuel bundles is returned to AECL. The original retransfer was implemented September 1998 and is documented as RTD/KO(CA)–7.

In accordance with Section 131 of the Atomic Energy Act of 1954, as amended, we have determined that this subsequent arrangement will not be inimical to the common defense and security.

This subsequent arrangement will take effect no sooner than June 28, 1999.

Dated: June 7, 1999.

For the Department of Energy.

Edward T. Fei,

Deputy Director, International Policy and Analysis Division, Office of Arms Control and Nonproliferation.

[FR Doc. 99–14883 Filed 6–10–99; 8:45 am]

BILLING CODE 6450–01–P

DEPARTMENT OF ENERGY

Floodplain and Wetlands Involvement; Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada

AGENCY: Department of Energy.

ACTION: Notice of floodplain and wetlands involvement.

SUMMARY: The U.S. Department of Energy (DOE) is proposing to construct, operate and monitor, and eventually close a geologic repository for the disposal of spent nuclear fuel and high-level radioactive waste at Yucca Mountain, Nye County, Nevada. As part of its proposal, DOE is considering shipping spent nuclear fuel and high-level radioactive waste in the State of Nevada over a rail line that would be constructed or over an existing highway route that may need upgrading to accommodate heavy-haul trucks. Portions of the rail corridor or highway route would cross perennial and ephemeral streams and their associated floodplains, as well as possible wetlands. Furthermore, portions of the transportation system in the immediate vicinity of the proposed repository would be located within the 100-year floodplains of Midway Valley Wash, Drillhole Wash, Busted Butte Wash and/or Fortymile Wash. No other aspect of repository-related operations or nuclear or nonnuclear repository facilities would be located within the 500-year or 100-year floodplains of these washes. In accordance with DOE regulations for Compliance with Floodplain/Wetlands Environmental Review Requirements (10 CFR Part 1022), DOE will prepare a floodplain and wetlands assessment commensurate with proposed decisions and available information. The assessment will be included in the Environmental Impact Statement (EIS) for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada. A draft of this EIS is scheduled to be published during the summer of 1999.

DATES: The public is invited to comment on this notice on or before July 1, 1999. Comments received after this date will be considered to the extent practicable.

ADDRESSES: Comments on this notice should be addressed to Ms. Wendy Dixon, EIS Project Manager, Yucca Mountain Site Characterization Office,

U.S. Department of Energy, P.O. Box 30307, M/S 010, Las Vegas, Nevada 89036-0307. Comments also can be submitted via electronic mail to: eisir@notes.ymmp.gov.

FOR FURTHER INFORMATION CONTACT:

Proposed Action: Ms. Wendy Dixon, EIS Project Manager, at the above address, or by calling (800)-881-7292.

Floodplain and Wetlands

Environmental Review Requirements:

Ms. Carol Borgstrom, Office of NEPA Policy and Assistance (EH-42), U.S. Department of Energy, 1000 Independence Avenue, S.W., Washington, D.C. 20585, (202)-586-4600 or leave a message at (800) 472-2756.

SUPPLEMENTARY INFORMATION:

In accordance with the Nuclear Waste Policy Act, as amended, DOE is studying Yucca Mountain in Nye County, Nevada, to determine its suitability for the deep geologic disposal of commercial and DOE spent nuclear fuel and high-level radioactive waste. In 1989, DOE published a Notice of Floodplain/Wetlands Involvement (54 FR 6318, February 9, 1989) for site characterization at Yucca Mountain, and in 1992 published a Floodplain Statement of Findings (57 FR 48363, October 23, 1992).

DOE is now preparing an EIS (DOE-EIS-0250) to assess the potential environmental impacts from the construction, operation and monitoring, and eventual closure of the proposed geologic repository. DOE issued a Notice of Intent to prepare the EIS on August 7, 1995 (60 FR 40164). As part of its proposal, DOE is considering shipping spent nuclear fuel and high-level radioactive waste in the State of Nevada over a rail line that would be constructed or over an existing highway route that may need upgrading to accommodate heavy-haul trucks. For the rail mode, DOE is evaluating five potential corridors (Figure 1). For the heavy-haul truck mode, DOE is evaluating three potential locations for an intermodal transfer station associated with five potential highway routes (Figure 2; an intermodal transfer station is a facility at which shipping casks containing spent nuclear fuel and high-level radioactive waste would be transferred from trains to trucks, and empty shipping casks would be transferred from trucks to trains). The rail corridors would be about 400 meters (0.25 mile) wide. The Carlin Corridor would be the longest at 520 kilometers (323 miles) followed by the Caliente (513 kilometers, 319 miles), Caliente-Chalk Mountain (345 kilometers, 214 miles), Jean (181 kilometers, 112 miles),

and Valley Modified (159 kilometers, 98 miles) corridors. The heavy-haul routes would utilize existing roads and rights-of-ways which typically would be less than 400 meters (0.25 miles) in width. The Caliente Route would be the longest at 533 kilometers (331 miles) followed by the Caliente-Las Vegas (377 kilometers, 234 miles), Caliente-Chalk Mountain (282 kilometers, 175 miles), Sloan/Jean (190 kilometers, 118 miles) and Apex/Dry Lake (183 kilometers, 114 miles) routes.

Portions of the transportation system in the immediate vicinity of the proposed repository are likely to be located within the 100-year floodplains of Midway Valley Wash, Drillhole Wash, Busted Butte Wash and/or Fortymile Wash (Figure 3). Fortymile Wash, a major wash that flows to the Amargosa River, drains the eastern side of Yucca Mountain. Midway Valley Wash, Drillhole Wash and Busted Butte Wash are tributaries to Fortymile Wash. Although water flow in Fortymile Wash and its tributaries is rare, the area is subject to flash flooding from thunderstorms and occasional sustained precipitation. There are no naturally occurring wetlands near the proposed repository facilities, although there are two man-made well ponds in Fortymile Wash that support riparian vegetation.

If the Proposed Action were implemented, DOE would use an existing road during construction of the repository that crosses the 100-year floodplain of Fortymile Wash (Figure 3). This road and other features of site characterization that involve floodplains have previously been examined by DOE and a Statement of Findings was issued in 1992 (57 FR 48363, October 23, 1992). It is uncertain at this time whether this existing road would require upgrading to accommodate the volume and type of construction vehicles.

In addition, transportation infrastructure would be constructed either in Midway Valley Wash, Drillhole Wash and Busted Butte Wash, or in Midway Valley Wash, Drillhole Wash and Fortymile Wash. The decision on which washes would be involved is dependent on future decisions regarding the mode of transport (rail or truck) which, in turn, would require the selection of one rail corridor or the selection of one site for an intermodal transfer station and its associated heavy-haul route. Structures that might be constructed in a floodplain could include one or more bridges to span the washes, one or more roads that could pass through the washes, or a combination of roads and culverts in the washes. No other aspect of repository-

related operation of nuclear or nonnuclear facilities would be located within 500-year or 100-year floodplains.

Outside of the immediate vicinity of the proposed repository, the five rail corridors, and the three sites for an intermodal transfer station and associated five heavy-haul routes, would cross perennial and ephemeral streams, and possibly wetlands. It is likely that a combination of bridges, roads and culverts, or other engineered features, would be needed to span or otherwise cross the washes and possible wetlands, although the location of such structures is uncertain at this time.

DOE will prepare an initial floodplain and wetlands assessment commensurate with the proposed decisions and available information. This assessment will be included in the Draft EIS that is scheduled to be issued for public comment later this summer. If, after a possible recommendation by the Secretary of Energy, the President considers the site qualified for an application to the U.S. Nuclear Regulatory Commission for a construction authorization, the President will submit a recommendation of the site to Congress. If the site designation becomes effective, the Secretary of Energy will submit to the Nuclear Regulatory Commission a License Application for a construction authorization. DOE would then probably select a rail corridor or a site for an intermodal transfer station among those considered in the EIS. Following such a decision, additional field surveys, environmental and engineering analyses, and National Environmental Policy Act reviews would likely be needed regarding a specific rail alignment for the selected corridor or the site for the intermodal transfer station and its associated heavy-haul truck route. When more specific information becomes available about activities proposed to take place within floodplains and wetlands, DOE will conduct further environmental review in accordance with 10 CFR Part 1022. Information that would be considered in a subsequent assessment includes, for example, the identification of 500-year and 100-year floodplains among feasible alignments of the selected rail corridor or the site of the intermodal transfer station and its associated heavy-haul route, identification of individual wetlands, and whether the floodplains and wetlands could be avoided. If the floodplains and wetlands could not be avoided, information on specific engineering designs and associated construction activities in the floodplains and wetlands also would be needed to permit a more detailed assessment and

to ensure that DOE minimizes potential harm to or within any affected floodplains or wetlands.

Issued in Las Vegas, Nevada, on the 4th day of June 1999.

Wendy Dixon,
EIS Project Manager.

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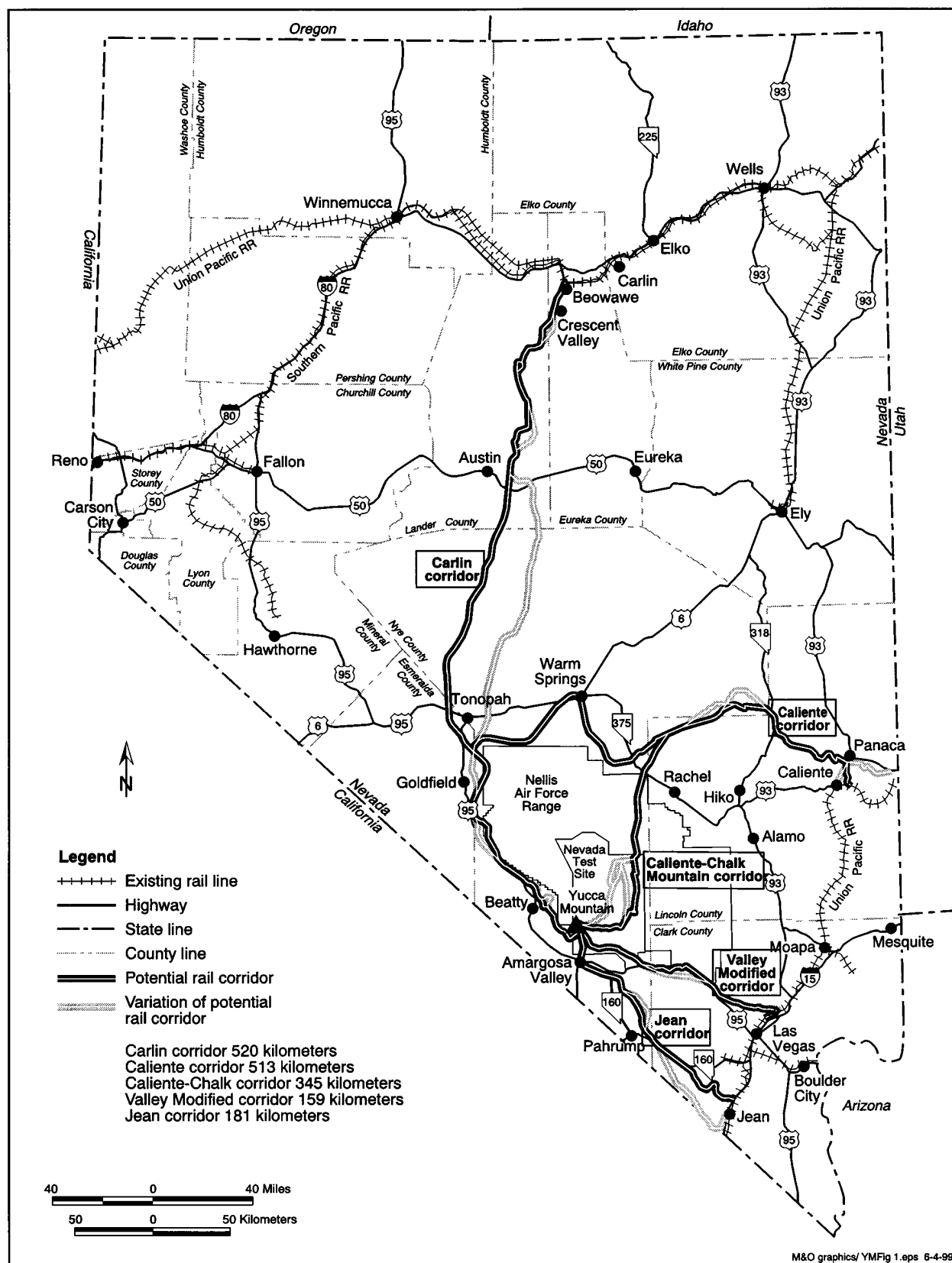
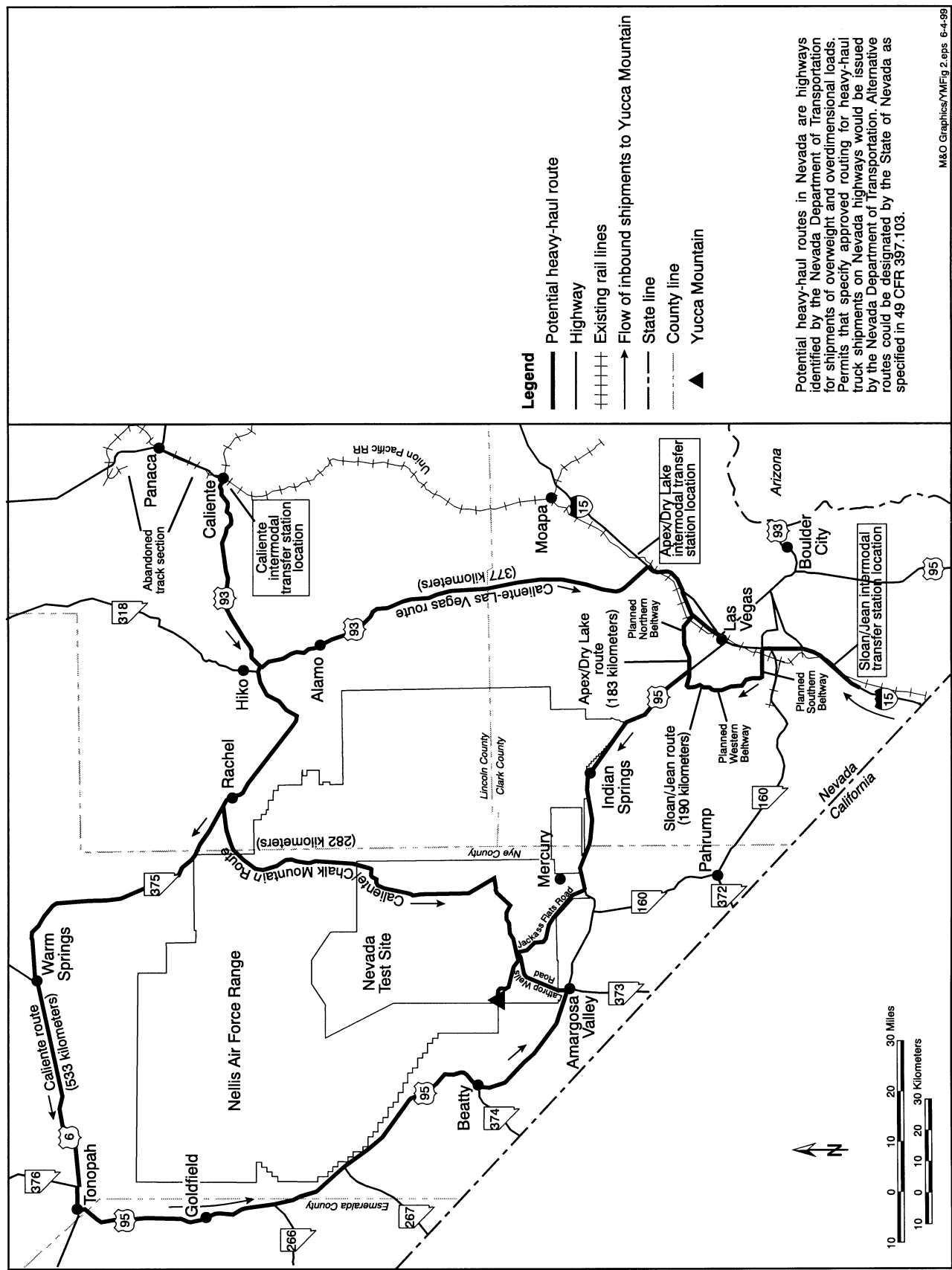


Figure 1. Potential Nevada rail corridors to Yucca Mountain.



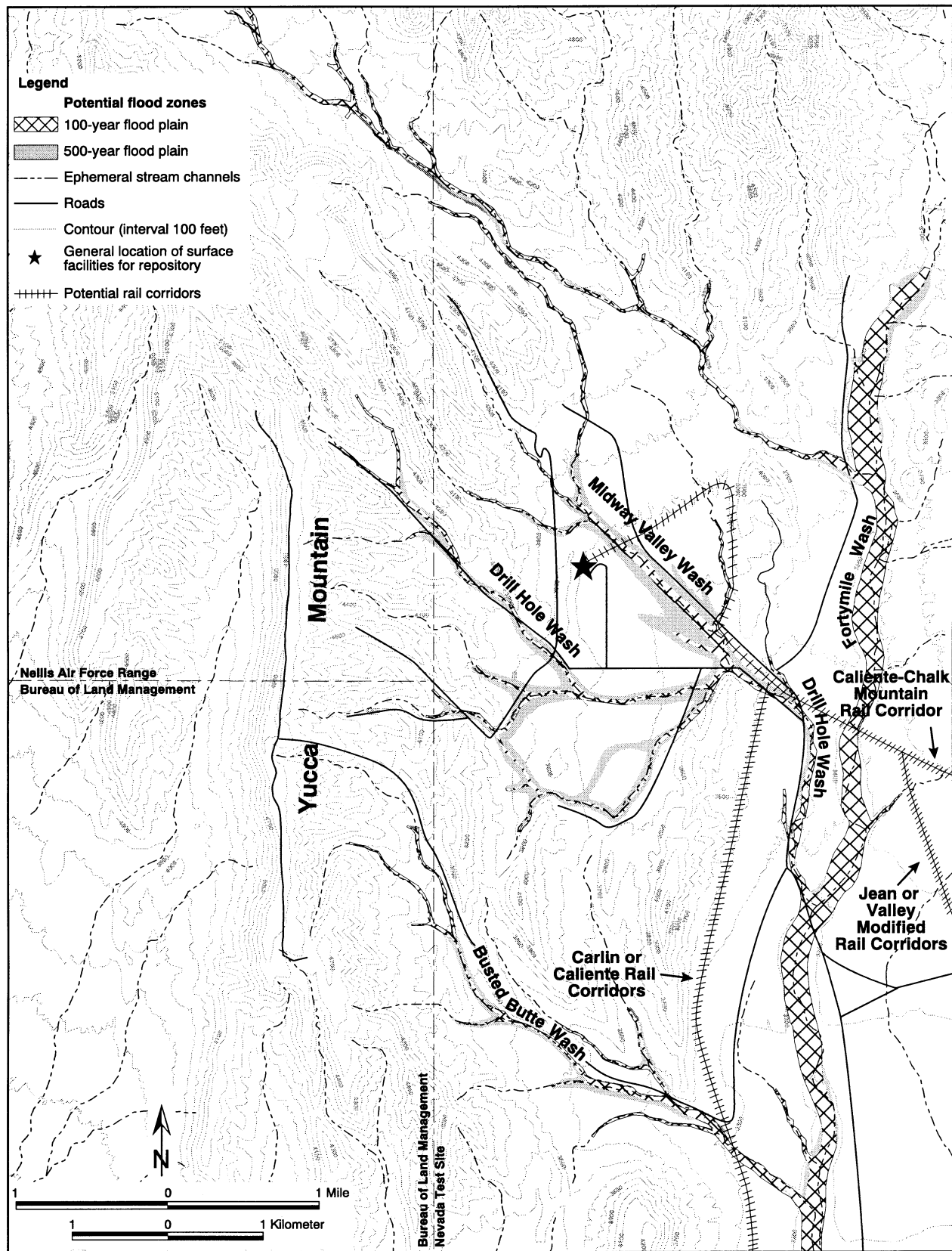


Figure 3. Yucca Mountain site topography, plains, and potential rail corridors.