



Department of Energy
Office of Civilian Radioactive Waste Management
1551 Hillshire Drive
Las Vegas, NV 89134-6321

QA: N/A

MAR 04 2008

RECEIVED BY BSC CC

DATE: 03/06/2008

Ms. Doris Metcalf
U.S. Department of the Interior
Bureau of Land Management/Ely Field Office
702 North Industrial Way
HC33 Box 33500
Ely, NV 89301-9408

Dear Ms. Metcalf:

Please find enclosed a Right of Way (ROW) application for a proposed U.S. Department of Energy (DOE) rail line from a site near Caliente, Nevada, to a geologic repository at Yucca Mountain, Nye County, Nevada (Enclosure 1). Included with the ROW application is a Plan of Development that contains more detailed information about the proposed rail project (Enclosure 2). The *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, DOE/EIS-0250F-S2D* (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, DOE/EIS-0369D* (Draft Rail Alignment EIS), was issued on October 5, 2007. The final Nevada Rail Alignment EIS is expected to be published in 2008.

The Draft Rail Alignment EIS evaluates the potential environmental impacts of constructing and operating a railroad along specific rail alignments within the Caliente and Mina Corridors. The Draft Nevada Rail Alignment EIS identifies the Caliente Implementing Alternative as the preferred alternative. The Bureau of Land Management (BLM) participated as a cooperating agency in its preparation. Enclosed for your information is a DVD of 26 technical reports containing detailed information on various aspects of the proposed project (e.g., Engineered Plan and Profile Drawing Set, Construction Plan, Operations and Maintenance Report, Facilities Design Analysis Report) (Enclosure 3).

The rail line would be constructed, operated, and maintained consistent with Best Management Practices and Standard Operating Procedures, as well as typical industry practices of Class 1 railroads. The rail line would be constructed, operated, and maintained under contract to DOE.

Ms. Doris Metcalf

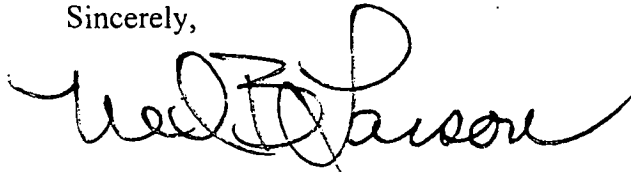
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Reimbursement of costs associated with this application should be charged to Task 002 of U.S. Department of Energy Interagency Agreement Number DE-AI28-04RW12238. The DOE looks forward to working with BLM in securing a ROW for the project.

If you have any questions or need additional information, please call Mark A. Vandenberg of my staff at (702) 794-1367.

Sincerely,



Ned B. Larson, Director
Nevada Rail Infrastructure Project

Enclosures:

- 1. ROW Application
- ~~2. Yucca Mountain Project Rail Line,
Caliente Rail Corridor Plan of Development~~
- ~~3. DVD of 26 Technical Reports~~

} BSC cc
did not
receive
these enclosures
LMM
03-06-2008

MAR 04 2008

bcc w/encl 1:

J. G. Lanthrum, DOE (RW-10) FORS

B. L. Levine, DOE (GC-52) FORS

J. R. Summerson, DOE (RW-6) NV

M. C. Urie, DOE (GC-52) NV

C. W. Montana, DOE/NSF (LM-20) Las Vegas, NV, M/S 505

M. F. Dwyer, BLM, Las Vegas, NV

W. L. Garfield, BSC, Las Vegas, NV

K. S. Knapp, BAH, Las Vegas, NV

M. A. Vandenberg, USBR, Las Vegas, NV

bcc w/encls:

Records Processing Center =

*28 Lmm
03-06-2008*

MFR: OLM:MAV-1190

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BSC CCU/MM

**APPLICATION FOR TRANSPORTATION AND
 UTILITY SYSTEMS AND FACILITIES
 ON FEDERAL LANDS**

FORM APPROVED
 OMB NO. 1004-0189
 Expires: November 30, 2008

FOR AGENCY USE ONLY

NOTE: Before completing and filing the application, the applicant should completely review this package and schedule a preapplication meeting with representatives of the agency responsible for processing the application. Each agency may have specific and unique requirements to be met in preparing and processing the application. Many times, with the help of the agency representative, the application can be completed at the preapplication meeting.

Application Number

Date Filed

1. Name and address of applicant (*include zip code*)

Ned B. Larson
 US Department of Energy
 Office of Civilian Radioactive Waste
 Management
 1551 Hillshire Drive
 Las Vegas, Nevada 89134

2. Name, title, and address of authorized agent if different from item 1 (*include zip code*)

Charles W. Montana
 Certified Realty Officer, U.S. Department of Energy
 1551 Hillshire Drive
 Las Vegas, Nevada 89134

3. TELEPHONE (*area code*)

Applicant (702) 794-1454

Authorized Agent

(702) 630-0379

4. As applicant are you? (*check one*)

- a. Individual
- b. Corporation*
- c. Partnership/Association*
- d. State Government/State Agency
- e. Local Government
- f. Federal Agency

* If checked, complete supplemental page

5. Specify what application is for: (*check one*)

- a. New authorization
- b. Renewing existing authorization No.
- c. Amend existing authorization No.
- d. Assign existing authorization No.
- e. Existing use for which no authorization has been received *
- f. Other*

* If checked, provide details under item 7

6. If an individual, or partnership are you a citizen(s) of the United States? Yes No

7. Project description (*describe in detail*): (a) Type of system or facility, (*e.g., canal, pipeline, road*); (b) related structures and facilities; (c) physical specifications (*length, width, grading, etc.*); (d) term of years needed; (e) time of year of use or operation; (f) Volume or amount of product to be transported; (g) duration and timing of construction; and (h) temporary work areas needed for construction (*Attach additional sheets, if additional space is needed.*)

The U.S. Department of Energy (DOE), Office of Civilian Radioactive Waste Management (OCRWM), proposes to construct, operate, and maintain a rail line in Nevada for the shipment of spent nuclear fuel, high-level radioactive waste, and other materials. DOE studied five potential rail corridors (Caliente, Valley Modified, Caliente-Chalk Mountain, Jean and Carlin) from existing rail lines in Nevada to the repository site in the *Final 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 [DOE/EIS-0250F]* (Yucca Mountain FEIS). In a Record of Decision (69 FR 18557) DOE announced its selection of the Caliente corridor in which to evaluate potential alignments for the construction of a proposed rail line to Yucca Mountain. In the Yucca Mountain Final EIS, DOE noted that determining the specific alignment in which to construct the proposed rail line would require further National Environmental Policy Act (NEPA) (42 U.S.C. 4321 et seq.) review.

The DOE issued the *Draft Supplemental Environmental Impact Statement for a Geological Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain, Nye County, Nevada — Nevada Rail Transportation Corridor [DOE/EIS-0250F-S2D]* (Draft Nevada Rail Corridor SEIS) and the *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 [DOE/EIS-0369D]* (Draft Nevada Rail Alignment EIS), on October 5, 2007. The Draft Nevada Rail Alignment EIS analyzes the potential impacts of construction and operation of a railroad along specific alignments in the Caliente Corridor. The DOE identified the Caliente Implementing Alternative as its preferred alternative in the Draft Nevada Rail Alignment EIS. Within the preferred alternative, DOE has identified a preferred alignment within the Caliente corridor in which DOE is requesting BLM to issue a right-of-way. Maps of the preferred alignment within the Caliente corridor are available in the Draft Nevada Rail Alignment EIS. The proposed rail line would connect to the Union Pacific Rail Road (UPRR) near Caliente, NV, and would traverse Lincoln, Nye, and Esmeralda counties before entering the Nevada Test Site and terminating at the Yucca Mountain Site. Alignments within the Mina corridor are also analyzed in the Draft Nevada Rail Alignment EIS but were identified as nonpreferred and therefore, not included in this application.

Pursuant to the Bureau of Land Management's (BLM) application guidelines and procedures for a proposed project of this scope and size, enclosed with this application is a Plan of Development (POD) containing more detailed information about the proposed project, and a map depicting the preferred alignment within the Caliente corridor and its related structures and facilities. Because the Nevada Rail Alignment EIS is in draft form and the public and agency review of this EIS is in process, the information contained in the POD is also in draft form and is subject to change as decisions are made and new information becomes available. Specifically, the preferred alignment reflected in the Record of Decision may be different than the preferred alignment contained in this application. The application, therefore, will be amended to be consistent with the preferred alignment in the Record of Decision.

The proposed rail line would also require the construction of temporary and permanent ancillary facilities to support the operation of the rail line (e.g., construction camps, access roads, water wells, maintenance facilities). The physical specifications of the proposed project would require a 1000-foot construction nominal width to eventually become a 400-foot width during operation of the rail line, including gaining access to and acquiring sufficient lands under this right-of-way for the selected rail alignment, ancillary facilities, and associated infrastructure. The length of the Caliente rail line will be approximately 330 miles. Construction and operation of the project would be conducted year round.

Construction of the rail line would occur in several stages to include—

- Design and engineering
- Acquisition and stockpiling of materials
- Preparation and construction of the rail bed, including drainage structures
- Construction of track and major structures
- Construction of signals and communication systems
- Construction of ancillary support facilities

The estimated time for construction of the proposed rail line, ancillary facilities, and associated infrastructure is 4 to 10 years depending on availability of funding. Operation of the rail line would be from 25 to 50 years. The amount of spent nuclear fuel and high-level radioactive waste transported over the rail line would be approximately 9,500 casks over the life of the project. Primarily during the construction phase of the rail and repository, DOE would also make approximately 24,000 shipments of other materials along the proposed line, including fuel and construction material.

One alternative of the proposed action being considered is allowing "shared use" of the rail line for common carriage. The Surface Transportation Board regulates construction and operation authority over common carriage rail lines.

In order to mitigate environmental impacts, both Best Management Practices (implemented as part of the proposed action), as well as identification of specified impacts and mitigation measures will be employed. Permanent and temporary access roads would also be built early in the construction process to reach rail line construction initiation points and major structures to allow for movement of equipment to the construction locations. Existing paved, gravel, and secondary roads would be utilized, where possible.

The railroad infrastructure would include a system to maintain communication among the operating trains, control center, and the signal control systems. Options being considered include the installation of a fiber optic cable along the entire length of the alignment and the construction of communication towers.

Several temporary and mobile construction camps would be required to house construction workers and provide logistical bases for construction activities. These temporary camps would be located within the ROW construction corridor and would be used intermittently depending on the construction phase and their proximity to the actual construction work. These camps would consist of trailers and temporary facilities that include dormitories, medical and food service, administrative offices, maintenance, materials lay-down, and waste management. Each camp would have a construction footprint of nearly 80,000 square meters (20 acres). There would be up to 12 camps along the proposed Caliente rail line approximately every 50 kilometers (30 miles) in areas that would enable efficient construction. A portable wastewater treatment facility would be installed at each camp. No leach fields or other waste disposal or sewage disposal areas are planned within the ROW. Additional staging areas for construction materials, and field offices acting as satellites to construction camps would also be established within the ROW, as necessary. During construction of the rail line, an unpaved service road would be constructed parallel to the proposed rail line within the ROW. It would be left in place to provide additional access to the rail

line for maintenance during operations.

8. Attach a map covering area and show location of project proposal

The rail line and its related structures and facilities would be located within the township, range, and sections described under 70 FR 76854 and 72 FR 1235 for the Caliente rail alignment. A map depicting the preferred alignment for the proposed project is included in the Plan of Development.

9. State or Local government approval: Attached Applied for Not Required

10. Nonreturnable application fee: Attached Not required

11. Does project cross international boundary or affect international waterways? Yes No (if "yes," indicate on map)

12. Give statement of your technical and financial capability to construct, operate, maintain, and terminate system for which authorization is being requested.

Federal Government Agency

13a. Describe other reasonable alternative routes and modes considered.

Other reasonable alternative routes and modes considered are addressed in the Yucca Mountain FEIS and its Record of Decision (69 FR 18557; April 8, 2004). In general, the alternative modes considered within the state of Nevada included transporting by legal-weight truck, rail, and heavy-haul trucks. The alternative routes considered and analyzed in the Yucca Mountain FEIS included the Carlin, Jean, and Valley-Modified Corridors, which have been updated and further described in the Draft Nevada Rail Corridor SEIS. The Caliente-Chalk Mountain route was also originally analyzed in the Yucca Mountain FEIS, but was excluded from further consideration due to national security concerns raised by the U.S. Air Force. Accordingly, it was not included and updated in the Draft Nevada Rail Corridor SEIS. Of the reasonable alternative routes and modes considered and analyzed in the Yucca Mountain FEIS, DOE selected the Caliente corridor to evaluate potential alignments for the construction of a rail line to the Yucca Mountain repository (69 FR 18565; April 8, 2004).

DOE had also considered the Mina rail corridor. This route was originally eliminated from detailed study because a rail line within the Mina rail corridor would cross the Walker River Paiute Reservation and the Walker River Paiute Tribe had informed the DOE that it would not allow nuclear waste to be transported across the Reservation. However, in May 2006 the Tribal Council for the Walker River Paiute Tribe informed DOE that it would allow DOE to evaluate the environmental impacts of transporting nuclear waste across the Walker River Paiute Reservation. DOE prepared a preliminary feasibility study of the Mina rail corridor and announced its intent to expand the scope of the Nevada Rail Alignment EIS to incorporate analysis of the potential environmental impacts associated with constructing and operating a railroad along a Mina rail alignment (*Amended Notice of Intent to Expand the Scope of the Environmental Impact Statement for the Alignment, Construction, and Operation of a Rail Line to a Geologic Repository at Yucca Mountain, Nye County, NV*, 71 FR 60484, October 13, 2006). On April 17, 2007, the Tribal Council for the Walker River Paiute Tribe announced a resolution withdrawing the Tribe from participating in this EIS process. Accordingly, DOE has analyzed and identified the Mina Implementing Alternative as nonpreferred in the Draft Nevada Rail Alignment EIS.

b. Why were these alternatives not selected?

In making the determination to select rail over transporting by legal-weight or heavy haul trucks, DOE considered human health and environmental impacts and determined transporting spent nuclear fuel and high-level radioactive waste to the Yucca Mountain repository would result in the least impact of the three modes considered. (See also 69 FR 18559-18562; April 8, 2004, for more information regarding why the legal-weight and heavy haul truck alternative modes were not selected.)

After consideration of public comments and the Yucca Mountain FEIS, the Department of Energy selected Caliente as its preferred corridor over the alternative routes (Carlin, Caliente-Chalk Mountain, Jean, and Valley-Modified) because of its more remote location, the diminished likelihood of land use conflicts, and national security issues raised by the U.S. Air Force on the Caliente-Chalk Mountain corridor (69 FR 74951; December 29, 2003). In its Record of Decision (69 FR 18557; April 8, 2004), the Department of Energy decided to evaluate alignments within the Caliente corridor for possible construction of a rail line. The other reasonable alternatives were not selected predominately because each had potential land use conflicts that exceeded those associated with the Caliente rail corridor. (See 69 FR 18563-18564; April 8, 2004, and the Draft Nevada Rail Corridor SEIS for additional information regarding why these alternative routes were not selected.)

As mentioned previously in 13a, DOE also considered Mina as an alternative route. DOE analyzed the Mina Implementing Alternative in the Draft Nevada Rail Alignment EIS but identified it as a nonpreferred alternative after the Tribal Council for the

Walker River Paiute Tribe announced on April 17, 2007 a resolution withdrawing the Tribe from participating in the EIS process.

c. Give explanation as to why it is necessary to cross Federal Lands.

BLM manages a majority of the land area (more than 80 percent) in the State of Nevada. It would not be possible to construct a 330-mile rail line from Caliente to the Yucca Mountain site without crossing Federal lands.

14. List authorizations and pending applications filed for similar projects which may provide information to the authorizing agency. (*Specify number, date, code, or name*)

- Authorization granted to the Bureau of Land Management under Title 43 Code of Federal Regulations Subpart 2807—Grant Administration and Operation.
- Public Land Order No. 7653; Withdrawal of Public Lands for the Department of Energy To Protect the Caliente Rail Corridor; Nevada; 70 FR 76854 (December 28, 2005)
- Serial Register No. NVN 082752; Notice of Proposed Withdrawal and Opportunity for Public Meeting; Nevada; 72 FR 1235 (January 10, 2007)

15. Provide statement of need for project, including the economic feasibility and items such as: (a) cost of proposal (construction, operation, and maintenance); (b) estimated cost of next best alternative; and (c) expected public benefits.

Statement of Need

The Nuclear Waste Policy Act (NWPA), as amended (42 United States Code [U.S.C.] 10101 et seq.) established a comprehensive framework for the Federal Government to provide disposal of the nation's spent nuclear fuel and high-level radioactive waste and initiated a process to select a site for a potential geologic repository. On February 15, 2002, the President, in accordance with NWPA, approved the Secretary of Energy's recommendation of the Yucca Mountain Site for development as a geologic repository for the disposal of spent nuclear fuel and high-level radioactive waste. On July 23, 2002, the President signed into law a joint resolution of the U.S. House of Representatives and the U.S. Senate designating the Yucca Mountain Site for development as a geologic repository. (Yucca Mountain Development Act, Public Law 107-200). This created a national need to transport spent nuclear fuel and high-level radioactive waste to the repository. In 2004, DOE announced the selection of the mostly rail scenario analyzed in the Yucca Mountain FEIS for transportation of spent nuclear fuel and high-level radioactive waste both nationally and in Nevada. Based on its obligation under the NWPA and its decision to select the mostly rail scenario, DOE needs to construct a railroad in Nevada to connect existing rail service to the repository. The estimated cost of the project is 2.2 billion dollars and will be funded by fees from nuclear waste-generating facilities.

Estimated Cost of Next Best Alternative

In the Draft Nevada Rail Alignment EIS, the cost of the preferred alignment within the Caliente Rail Corridor was estimated to be 2.2 billion dollars. The nonpreferred Mina Rail Corridor was estimated to be 1.7 billion dollars.

Expected Public Benefits

In accordance with the NWPA, as amended, and Public Law 107-200, the DOE is preparing a license application to the Nuclear Regulatory Commission for authorization to construct a repository at Yucca Mountain. The proposed rail project will assist in construction of the repository as well as ultimate transport of spent nuclear fuel and high-level radioactive waste to the repository for disposal. As recognized in the Presidential Letter to Congress on February 15, 2002, in support of the Yucca Mountain site recommendation process, proceeding with the repository program is necessary to protect public safety and health and is important for national security and our energy future. If the shared-use option analyzed in the Draft Rail Alignment EIS is selected, which is currently preferred by the Department of Energy, commercial shippers would be allowed to use the rail line to ship general freight.

16. Describe probable effects on the population in the area, including the social and economic aspects, and the rural lifestyles.

Potential effects of the project on population, including social and economic aspects are analyzed in the Draft Nevada Rail Alignment EIS. See Draft Nevada Rail Alignment EIS for land use (Sections 4.2.2.2 and 4.2.2.3), and socioeconomics (Sections 4.2.9.2 and 4.2.9.3).

17. Describe likely environmental effects that the proposed project will have on: (a) air quality; (b) visual impact; (c) surface and ground water quality and quantity; (d) the control or structural change on any stream or other body of water; (e) existing noise levels; and (f) the surface of the land, including vegetation, permafrost, soil, and soil stability.

Potential environmental effects from the project on air quality, visual impact, surface and groundwater quality and quantity, the

control or structural change on any stream or other body of water, existing noise levels, and the surface of the land, including vegetation, permafrost, soil, and soil stability are described, in part, in the enclosed draft POD and are analyzed in the Draft Nevada Rail Alignment EIS. See Draft Rail Alignment EIS for air quality (Section 4.2.4.3), aesthetics (Sections 4.2.3.2 and 4.2.3.3), surface water (Sections 4.2.5.2 and 4.2.5.3), groundwater (Sections 4.2.6.2 and 4.2.6.3), noise (Sections 4.2.8.2 and 4.2.8.3), land surface and soils (Sections 4.2.1.2 and 4.2.1.3), and vegetation (Section 4.2.7.2).

18. Describe the probable effects that the proposed project will have on (a) populations of fish, plantlife, wildlife, and marine life, including threatened and endangered species; and (b) marine mammals, including hunting, capturing, collecting, or killing these animals.

Potential impacts from the project on populations of fish, plantlife and wildlife, including threatened and endangered species, and hunting, capturing, collecting, or killing these animals are described, in part, in the enclosed POD and are analyzed in the Draft Nevada Rail Alignment EIS. See Draft Rail Alignment EIS Section 4.2.7.2 for biological effects on fish, plantlife, wildlife, threatened and endangered species, and effects associated with potential loss of these biological resources.

19. State whether any hazardous material, as defined in this paragraph, will be used, produced, transported or stored on or within the right-of-way or any of the right-of-way facilities, or used in the construction, operation, maintenance or termination of the right-of-way or any of its facilities. "Hazardous material" means any substance, pollutant or contaminant that is listed as hazardous under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended, 42 U.S.C. 9601 et seq., and its regulations. The definition of hazardous substances under CERCLA includes any "hazardous waste" as defined in the Resource Conservation and Recovery Act of 1976 (RCRA), as amended, 42 U.S.C. 6901 et seq., and its regulations. The term hazardous materials also includes any nuclear or byproduct material as defined by the Atomic Energy Act of 1954, as amended, 42 U.S.C. 2011 et seq. The term does not include petroleum, including crude oil or any fraction thereof that is not otherwise specifically listed or designated as a hazardous substance under CERCLA Section 101(14), 42 U.S.C. 9601(14), nor does the term include natural gas.

Hazardous materials may be used during construction, operation, and maintenance of the rail line and its related structures and facilities. Hazardous and solid wastes may be generated, managed, and transported within the right-of-way. See also Draft Rail Alignment EIS Sections 4.2.1.2.2 and 4.2.1.3.3 for additional information.

20. Name all the Department(s)/Agency(ies) where this application is being filed.

U.S. Department of Interior, Bureau of Land Management, Ely Field Office

I HEREBY CERTIFY, That I am of legal age and authorized to do business in the State and that I have personally examined the information contained in the application and believe that the information submitted is correct to the best of my knowledge.

Signature of Applicant

Date



3/3/08

Title 18, U.S.C. Section 1001, and Title 43 U.S.C. Section 1212, make it a crime for any person knowingly and willfully to make to any department or agency of the United States any false, fictitious, or fraudulent statements or representations as to any matter within its jurisdiction.

APPLICATION FOR TRANSPORTATION AND UTILITY SYSTEMS
AND FACILITIES ON FEDERAL LANDS

GENERAL INFORMATION
ALASKA NATIONAL INTEREST LANDS

This application will be used when applying for a right-of-way, permit, license, lease, or certificate for the use of Federal lands which lie within conservation system units and National Recreation or Conservation Areas as defined in the Alaska National Interest Lands Conservation Act. Conservation system units include the National Park System, National Wildlife Refuge System, National Wild and Scenic Rivers System, National Trails System, National Wilderness Preservation System, and National Forest Monuments.

Transportation and utility systems and facility uses for which the application may be used are:

1. Canals, ditches, flumes, laterals, pipes, pipelines, tunnels, and other systems for the transportation of water.
2. Pipelines and other systems for the transportation of liquids other than water, including oil, natural gas, synthetic liquid and gaseous fuels, and any refined product produced therefrom.
3. Pipelines, slurry and emulsion systems, and conveyor belts for transportation of solid materials.
4. Systems for the transmission and distribution of electric energy.
5. Systems for transmission or reception of radio, television, telephone, telegraph, and other electronic signals, and other means of communications.
6. Improved right-of-way for snow machines, air cushion vehicles, and all-terrain vehicles.
7. Roads, highways, railroads, tunnels, tramways, airports, landing strips, docks, and other systems of general transportation.

This application must be filed simultaneously with each Federal department or agency requiring authorization to establish and operate your proposal.

In Alaska, the following agencies will help the applicant file an application and identify the other agencies the applicant should contact and possibly file with:

Department of Agriculture
Regional Forester, Forest Service (USFS)
Federal Office Building, P.O. Box 21628
Juneau, Alaska 99802-1628
Telephone: (907) 586-7847 (or a local Forest Service Office)

Department of the Interior
Bureau of Indian Affairs (BIA)
Juneau Area Office
Federal Building Annex
9109 Mendenhall Mall Road, Suite 5 Federal Building Annex
Juneau, Alaska 99802
Telephone: (907) 586-7177

Bureau of Land Management
222 West 7th Ave., Box 13
Anchorage, Alaska 99513-7599
Telephone: (907) 271-5477 (or a local BLM Office)

National Park Service (NPS)
Alaska Regional Office, 2525 Gambell Street, Rm. 107
Anchorage, Alaska 99503-2892
Telephone: (907) 257-2585

U.S. Fish & Wildlife Service (FWS)
Office of the Regional Director
1011 East Tudor Road
Anchorage, Alaska 99503
Telephone: (907) 786-3440

Note-Filings with any Interior agency may be filed with any office noted above or with the: Office of the Secretary of the Interior, Regional Environmental Officer, Box 120, 1675 C Street, Anchorage, Alaska 99513

Department of Transportation
Federal Aviation Administration
Alaska Region AAL-4, 222 West 7th Ave., Box 14
Anchorage, Alaska 99513-7587
Telephone: (907) 271-5285

NOTE - The Department of Transportation has established the above central filing point for agencies within that Department. Affected agencies are: Federal Aviation Administration (FAA), Coast Guard (USCG), Federal Highway Administration (FHWA), Federal Railroad Administration (FRA).

OTHER THAN ALASKA NATIONAL INTEREST LANDS

Use of this form is not limited to National Interest Conservation Lands of Alaska.

Individual department/agencies may authorize the use of this form by applicants for transportation and utility systems and facilities on other Federal lands outside those areas described above.

For proposals located outside of Alaska, applications will be filed at the local agency office or at a location specified by the responsible Federal agency.

SPECIFIC INSTRUCTIONS
(Items not listed are self-explanatory)

Item

7 Attach preliminary site and facility construction plans. The responsible agency will provide instructions whenever specific plans are required.

8 Generally, the map must show the section(s), township(s), and ranges within which the project is to be located. Show the proposed location of the project on the map as accurately as possible. Some agencies require detailed survey maps. The responsible agency will provide additional instructions.

9, 10, and 12 - The responsible agency will provide additional instructions.

13 Providing information on alternate routes and modes in as much detail as possible, discussing why certain routes or modes were rejected and why it is necessary to cross Federal lands will assist the agency(ies) in processing your application and reaching a final decision. Include only reasonable alternate routes and modes as related to current technology and economics.

14 The responsible agency will provide instructions.

15 Generally, a simple statement of the purpose of the proposal will be sufficient. However, major proposals located in critical or sensitive areas may require a full analysis with additional specific information. The responsible agency will provide additional instructions.

16 through 19 - Providing this information in as much detail as possible will assist the Federal agency(ies) in processing the application and reaching a decision. When completing these items, you should use a sound judgment in furnishing relevant information. For example, if the project is not near a stream or other body of water, do not address this subject. The responsible agency will provide additional instructions.

Application must be signed by the applicant or applicant's authorized representative

If additional space is needed to complete any item, please put the information on a separate sheet of paper and identify it as "Continuation of Item".

SUPPLEMENTAL

NOTE: The responsible agency(ies) will provide instructions

CHECK APPROPRIATE
BLOCK

I - PRIVATE CORPORATIONS

ATTACHED

FILED*

a. Articles of Incorporation

b. Corporation Bylaws

c. A certification from the State showing the corporation is in good standing and is entitled to operate within the State.

d. Copy of resolution authorizing filing

e. The name and address of each shareholder owning 3 percent or more of the shares, together with the number and percentage of any class of voting shares of the entity which such shareholder is authorized to vote and the name and address of each affiliate of the entity together with, in the case of an affiliate controlled by the entity, the number of shares and the percentage of any class of voting stock of that affiliate owned, directly or indirectly, by that entity, and in the case of an affiliate which controls that entity, the number of shares and the percentage of any class of voting stock of that entity owned, directly or indirectly, by the affiliate.

f. If application is for an oil or gas pipeline, describe any related right-of-way or temporary use permit applications, and identify previous applications.

g. If application is for an oil and gas pipeline, identify all Federal lands by agency impacted by proposal.

II - PUBLIC CORPORATIONS

a. Copy of law forming corporation

b. Proof of organization

c. Copy of Bylaws

d. Copy of resolution authorizing filing

e. If application is for an oil or gas pipeline, provide information required by item "I-f" and "I-g" above.

III - PARTNERSHIP OR OTHER UNINCORPORATED ENTITY

a. Articles of association, if any

b. If one partner is authorized to sign, resolution authorizing action is

c. Name and address of each participant, partner, association, or other

d. If application is for an oil or gas pipeline, provide information required by "I-f" and "I-g" above.

- If the required information is already filed with the agency processing this application and is current, check block entitled "Filed." Provide the file identification information (e.g., number, date, code, name). If not on file or current, attach the requested information.

NOTICES

NOTE: This applies to the Department of the Interior/Bureau of Land Management (BLM).

The Privacy Act of 1974 provides that you be furnished with the following information in connection with the information provided by this application for an authorization.

AUTHORITY: 16 U.S.C. 310 and 5 U.S.C. 301.

PRINCIPAL PURPOSE: The primary uses of the records are to facilitate the (1) processing of claims or applications; (2) recordation of adjudicative actions; and (3) indexing of documentation in case files supporting administrative actions.

ROUTINE USES: BLM and the Department of the Interior (DOI) may disclose your information on this form: (1) to appropriate Federal agencies when concurrence or supporting information is required prior to granting or acquiring a right or interest in lands or resources; (2) to members or the public who have a need for the information that is maintained by BLM for public record; (3) to the U.S. Department of Justice, court, or other adjudicative body when DOI determines the information is necessary and relevant to litigation; (4) to appropriate Federal, State, local, or foreign agencies responsible for investigating, prosecuting violation, enforcing, or implementing this statute, regulation, or order; and (5) to a congressional office when you request the assistance of the Member of Congress in writing.

EFFECT OF NOT PROVIDING THE INFORMATION: Disclosing this information is necessary to receive or maintain a benefit. Not disclosing it may result in rejecting the application.

The Paperwork Reduction Act of 1995 requires us to inform you that:

The Federal agencies collect this information from applicants requesting right-of-way, permit, license, lease, or certifications for the use of Federal Lands.

Federal agencies use this information to evaluate your proposal.

No Federal agency may request or sponsor and you are not required to respond to a request for information which does not contain a currently valid OMB Control Number.

BURDEN HOURS STATEMENT: The public burden for this form is estimated at 25 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any other aspect of this form to: U.S. Department of the Interior, Bureau of Land Management (1004-0189), Bureau Information Collection Clearance Officer (WO-630) 1849 C Street, N.W., Mail Stop 401 LS, Washington, D.C. 20240.

A reproducible copy of this form may be obtained from the Bureau of Land Management, Land and Realty Group, 1620 L Street, N.W., Rm. 1000 LS, Washington, D.C. 20036.