Name of Announcement	Agency	Timing/Target Date	Current Status
Non-Responsive			
Non-Responsive			
Bristol Bay Watershed Assessment	EPA Region 10		

Brief description of announcement (including who may like or dislike it)
The proposed Northern Rail Extension (NRE) Project is a federally-funded 80-mile extension of rail line from Fairbanks to Delta Junction, in Interior Alaska. The applicant, state-owned but privately-run Alaska Railroad Corporation (ARRC), has applied for authorization to build Phase 1 of 4: a 2.6-mile segment consisting of a permanent 3,300-foot long bi-modal bridge across the Tanana River, a state-funded 2-mile levee, and solid fill road and rail embankment within the braidplain of the Tanana River. E elevated, in November and December 2010, concerns regarding ARRC's proposal to the Corps pursuant to Section 404(q) of th Clean Water Act and the 1992 Memorandum of Agreement, finding that the project would result in substantial and unaccepta impacts to the Tanana River - an Aquatic Resource of National Importance (ARNI). EPA asserted the applicant has not clearly demonstrated that their preferred alternative is the least environmentally damaging practicable alternative (LEDPA), noting specific defficiencies in the alternatives analysis. The Alaska Department of Fish & Game, Alaska Department of Natural Fisher Service also provided substantive comments on the project. In January 2011, ARRC filed a petition with the Surface Transportation Board, lead agency in preparing the EIS, requesting that "the Board issue a declaration affirming that EPA's attempts to prevent the issuance of CWA Section 404 permits for the NRE project are preempted [by the Interstate Commerc Commission Termination Act], and therefore cannot continue." EPA filed a reply to the Petition of Alaska Railroad Corporatio for Declaratory Order on March 2, 2011, defending EPA's role in the 404 permitting process. On the same day, ARRC submitte FOIA request for all internal and external communications related to the Northern Rail Extension Project, spanning from the beginning of the NEPA process, through the 404 process, up to the date of the request. EPA requested additional time to sear collect, and process all responsive records agency-wide, and agreed to an extended due date of May 11, 2011.
Colville Delta 5 (CD-5) is a proposed oil production pad located west of the Colville River Delta on the Nigliq Channel near Nuiqsut, Alaska on the North Slope. This project is part of ConocoPhillips Alpine Development and would provide future acces to the National Petroleum Reserve-Alaska (NPR-A) via a proposed vehicle and pipeline bridge over the Nigliq Channel. EPA an the U.S. Fish and Wildlife Service (USFWS) elevated concerns regarding ConocoPhillip's CD-5 development to the Corps pursua to Section 404(q) of the Clean Water Act and the 1992 Memorandum of Agreement, finding that the project would result in substantial and unacceptable impacts to the Colville River Delta - an Aquatic Resource of National Importance (ARNI). EPA an USFWS both identified a roadless alternative incorporating Horizontal Directional Drilling (HDD) as the least environmentally damaging practicable alternative (LEDPA). In February 2010, the Corps Alaska District denied ConocoPhillips' permit applicatio determining that the preferred alternative failed to comply with the Clean Water Act Guidelines and was not the LEDPA. In Ap 2010, ConocoPhillips filed a request for appeal of the Corps Alaska District's permit denial. In December 2010, Corps Pacific Ocean Division remanded certain portions of the request for appeal to the Alaska District for further consideration and action. EPA has received correspondences regarding the permit denial and appeals process from the Alaska Congressional Delegation the Alaska State Legislature, the Native Village of Nuiqsut, the City of Nuiqsut, and the Local and Regional Alaska Native Corporations.