

113TH CONGRESS
1ST SESSION

H. R. 587

To authorize the establishment of the Niblack and Bokan Mountain mining area road corridors in the State of Alaska, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 6, 2013

Mr. YOUNG of Alaska introduced the following bill; which was referred to the Committee on Natural Resources

A BILL

To authorize the establishment of the Niblack and Bokan Mountain mining area road corridors in the State of Alaska, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Niblack and Bokan
5 Mountain Mining Area Roads Authorization Act”.

6 **SEC. 2. NIBLACK AND BOKAN MOUNTAIN MINING AREA**
7 **ROAD CORRIDORS.**

8 (a) ESTABLISHMENT.—Notwithstanding any prohibi-
9 tion against road construction in inventoried roadless
10 areas under the Roadless Area Conservation Rule estab-

1 lished under part 294 of title 36, Code of Federal Regula-
2 tions (and successor regulations), not later than 180 days
3 after the date of enactment of this Act, the Secretary of
4 Agriculture, acting through the Chief of the Forest Serv-
5 ice, shall, for purposes of connecting the Prince of Wales
6 Island road system in the State of Alaska to the area of
7 the Niblack and Bokan Mountain patented mineral claims
8 on the southeast side of Prince of Wales Island, estab-
9 lish—

10 (1) a road corridor that follows 1 of the 2
11 routes identified as “Niblack Route 1” or “Niblack
12 Route 2” on the map entitled “Road to Niblack
13 Mine and Bokan Mountain Route Extension”, num-
14 bered 1, and dated June 21, 2012; and

15 (2) a road corridor to the Bokan Mountain
16 mine that branches off the Niblack Mine road cor-
17 ridor established under paragraph (1).

18 (b) REQUIREMENTS.—A road corridor established
19 under subsection (a) shall—

20 (1) minimize the economic costs of the road
21 corridor by using, to the maximum extent prac-
22 ticable, the road network in existence on the date of
23 the establishment;

24 (2) minimize effects of the road corridor on sur-
25 face resources;

1 (3) prevent unnecessary or unreasonable sur-
2 face disturbance; and

3 (4) comply with all applicable laws (including
4 regulations).

5 (c) COOPERATING AGENCIES.—The State of Alaska
6 and the Prince of Wales Community Advisory Council may
7 participate as cooperating agencies during the preparation
8 of any environmental impact statement prepared with re-
9 spect to a road corridor under subsection (a).

10 (d) FEDERAL PERMITS.—It is the intent of Congress
11 that any Federal permit required for construction of a
12 road corridor established under subsection (a) be issued
13 or denied by the date that is not later than 1 year after
14 the date of application for the permit.

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