

**File Code:** 7700**Date:** October 30, 2015**Route To:****Subject:** Travel Management Implementation (36CFR212.5(b))**To:** Regional Forester, R10

On March 29, 2012 the Deputy Chief of the Forest Service issued a letter of direction requiring all units in the Forest Service to complete a science-based travel analysis process by the end of fiscal year 2015. The Travel Analysis Process is a key step towards identifying the minimum road system as required under Subpart A of the 2005 Travel Management Rule. The letter of direction recognizes that completion of a Roads Analysis in accordance with FS-643, "*Roads Analysis: Informing Decisions about Managing the National Forest Transportation System*", satisfies the science-based Travel Analysis requirement of Subpart A. If a forest has completed such a Roads Analysis on all NFS roads on the unit, an appropriate line officer may review the prior report to assess the adequacy and relevance of the analysis for compliance with Subpart A.

The Tongass National Forest (TNF) has met this requirement. In 2003 the TNF completed a Forest-Wide Roads Analysis Process (RAP) on our maintenance level 3-5 roads, following the six step process outlined in publication FS-643. Between the years of 2004 and 2007, the TNF completed individual Roads Analyses for each Ranger District on the Forest. These District-Wide RAP's evaluated all National Forest System roads of all maintenance levels on each district, and followed the six step process outlined in FS-643 as well as subsequent handbook direction in FSH 7709.55 Ch20, Travel Analysis. This work satisfies the requirement of the 2012 Deputy Chief's Letter.

However, following the completion of the Roads Analysis work described above, the TNF has also completed an Access and Travel Management Plan (ATMP) for each Ranger District through the NEPA process. The environmental analyses for the ATMPs utilized the opportunities and recommendations from the individual RAPs and analyzed a range of alternatives for the future management of the road systems on the districts. The selected alternative in each of these ATMPs constitute the identified minimum road system per the requirements of Subpart A of the 2005 Travel Management Rule (36CFR212.5(b)).

Implementation of the minimum road system on the TNF is on-going. The ATMPs were first utilized in the designation of roads, trails, and areas on the district Motor Vehicle Use Maps per the requirements of Subpart B of the 2005 Travel Management Rule. Opportunities to implement other ATMP decisions, such as road closures and decommissioning, are closely tied with other resource management projects and available funding. Travel Management is an on-going, iterative process. The district-wide RAPs and ATMPs may be updated periodically as environmental, social, and economic conditions of the forest change. They will continue to be used to inform project scale environmental analyses, and opportunities will be continue to be sought to refine and adjust road management activities as conditions warrant.



The following list of deliverables were requested by the Washington Office in response to the 2012 letter of direction:

1. Travel Analysis Report
2. Map showing roads that are likely needed and those that are not likely needed for future resource management purposes, (in both pdf and mxd format).
3. List of roads determined to not likely be needed for the future.

Items responsive to this request have been placed on the Regional Office “O” drive file space at:

O:\NFS\R10\Collaboration\TravelAnalysisReport2015\Final_Reports\1005_Tongass

If you have any questions regarding our reply, please contact the Forest Engineer, David Morton, by phone at (907) 772-5826 or via e-mail dlmorton@fs.fed.us.

/s/ M. Earl Stewart

M. EARL STEWART
Forest Supervisor, Tongass NF

cc: Sam Carlson, Christy Darden, David L. Morton, Rick Collins