



United States Department of Agriculture

# **Errata for the Final Environmental Impact Statement Rulemaking for Alaska Roadless Areas**

Tongass National Forest

October 16, 2020



# Contents

## Contents

|   |          |
|---|----------|
| <b>Introduction</b> .....                         | <b>1</b> |
| <b>Corrections or Additions to the FEIS</b> ..... | <b>1</b> |
| Abstract .....                                    | 1        |
| Chapter 1 .....                                   | 1        |
| Chapter 3 .....                                   | 1        |
| Chapter 5 .....                                   | 2        |
| Appendix B .....                                  | 3        |
| Table 3.1-4 .....                                 | 4        |



## Introduction

This document lists the corrections (known as errata) to the September 2020 Final Environmental Impact Statement (FEIS) for the Rulemaking for Alaska Roadless Areas. Errata are entered by chapter and page number from the FEIS.

## Corrections or Additions to the FEIS

### Abstract

*Replace:*

Cooperating Agencies:                   Angoon Community Association; Central Council Tlingit and Haida Indian Tribes of Alaska; Hoonah Indian Association; Hydaburg Cooperative Association; Organized Village of Kasaan; and State of Alaska.

*With the following:*

Cooperating Agency:                   State of Alaska.

### Chapter 1

FEIS, page 1-6, Cooperating Agencies.

*Remove the following:*

The following are cooperating agencies for the Alaska Rulemaking process:

- State of Alaska.
- Angoon Community Association;
- Central Council Tlingit and Haida Indian Tribes of Alaska;
- Hoonah Indian Association;
- Hydaburg Cooperative Association;
- Organized Village of Kasaan; and

FEIS, page 1-7, second paragraph, second sentence

*Replace:*

Six tribes agreed to become cooperating agencies and entered into a MOU. Since then, the Organized Village of Kake withdrew as a Cooperating Agency in December 2019.

*With the following:*

Originally six Alaska Native Tribes became cooperating agencies. However, after the publication of the proposed rule, one Alaska Native Tribe withdrew as cooperating agency, and after the publication of the Final Environmental Impact Statement the remaining five tribal cooperating agencies withdrew.

### Chapter 3

FEIS, page 3-19, Table 3.1-4

*Replace:*

Table 3.1-4

*With the following:*

Revised Table 3.1-4 at end of this document.

FEIS, page 3-163 and 3-164, last full sentence on page 3-163 through end of the paragraph on page 3-164.

*Replace:*

There are approximately 4,900 miles of roads on Tongass NFS lands, including both opened and closed system roads (3,600 miles) and non-system or decommissioned roads (1,300 miles) (see Table 3.3-21). Of the 3,700 miles of classified Tongass NFS roads, over 80 percent are not open to use or not maintained for highway vehicles. There are another 4,300 miles of roads that are on non-NFS lands.

*With the following:*

There are approximately 4,950 miles of roads on Tongass NFS lands, including both opened and closed system roads (3,350 miles), non-system or decommissioned roads (1,300 miles), and non-NFS roads (300 miles). Of the 3,350 miles of system or classified Tongass NFS roads, over 80 percent are not open to use or not maintained for highway vehicles. There are another 4,050 miles of roads that are on non-NFS lands.

FEIS, page 3-166, second paragraph under “National Forest System Roads”

*Replace:*

There are about 5,100 miles of system and non-system roads on NFS lands (Table 3.3-21). Over the next 100 years, an estimated additional 1,000 miles of new roads would be constructed under all alternatives, totaling about 6,100 miles of roads over 100 years. This would be an increase of about 21 percent over existing conditions.

*With the following:*

There are about 4,950 miles of roads on NFS lands including open roads, closed roads, decommissioned roads, and non-NFS roads. Over the next 100 years, an estimated additional 1,000 miles of new roads would be constructed under all alternatives, totaling about 5,900 to 5,950 miles of roads on NFS lands after 100 years (Table 3.3-21). This would be an increase of about 20 to 21 percent over existing conditions.

## Chapter 5

FEIS, page 5-3, second bullet

*Replace:*

These six tribes worked with the Forest Service as cooperating agencies providing input on the development of this EIS.

*With the following:*

Originally these six Alaska Native Tribes became cooperating agencies. However, after the publication of the proposed rule, one Alaska Native Tribe withdrew as cooperating agency, and after the publication of the Final Environmental Impact Statement the remaining five tribal cooperating agencies withdrew.

## Appendix B

FEIS, page B-4, Table B-1, last row on page, fourth column.

*Correct the sentence:*

Over 460,000 acres of forest have been harvested and 9,400 miles of road have been constructed on the Forest as of 2016. Additionally, there have been over 450,000 acres of forest land harvested on non-National Forest System (NFS) lands within the Forest boundary.

*With the following:*

Approximately 474,000 acres of productive old growth forest have been harvested and about 4,950 miles of road have been constructed on National Forest System (NFS) lands. When non-NFS lands are included, about 874,000 acres of productive old growth forest have been harvested and about 9,000 miles of road have been constructed within the Forest boundary.

Table 3.1-4

| <b>Table 3.1-4</b>             |                           | <b>Estimated Old Growth Harvest Acres on Each Ranger District by Stratum and Alternative<sup>1</sup></b> |               |               |               |               |               |
|--------------------------------|---------------------------|--|---------------|---------------|---------------|---------------|---------------|
| <b>Ranger District</b>         | <b>Stratum</b>            | <b>Estimated Old-Growth Harvest Acres</b>  |               |               |               |               |               |
|                                |                           | <b>Alt 1</b>   | <b>Alt 2</b>  | <b>Alt 3</b>  | <b>Alt 4</b>  | <b>Alt 5</b>  | <b>Alt 6</b>  |
| Craig                          | Existing Roded            | 3,100  | 2,850         | 2,150         | 1,600         | 1,550         | 1,550         |
|                                | Roded Roadless            | 0  | 800           | 800           | 800           | 800           | 800           |
|                                | Logical Extensions        | 0  | 0             | 950           | 950           | 950           | 950           |
|                                | Distant from Roads        | 0  | 0             | 0             | 500           | 650           | 650           |
|                                | <b>Subtotal</b>           | <b>3,100</b>   | <b>3,650</b>  | <b>3,900</b>  | <b>3,850</b>  | <b>3,950</b>  | <b>3,950</b>  |
| Hoonah                         | Existing Roded            | 800  | 800           | 700           | 450           | 400           | 400           |
|                                | Roded Roadless            | 0  | 0             | 0             | 0             | 0             | 0             |
|                                | Logical Extensions        | 0  | 0             | 150           | 150           | 150           | 150           |
|                                | Distant from Roads        | 0  | 0             | 0             | 300           | 300           | 300           |
|                                | <b>Subtotal</b>           | <b>800</b>   | <b>800</b>    | <b>850</b>    | <b>900</b>    | <b>850</b>    | <b>850</b>    |
| Juneau                         | Existing Roded            | 300  | 300           | 250           | 150           | 150           | 150           |
|                                | Roded Roadless            | 0  | 0             | 0             | 0             | 0             | 0             |
|                                | Logical Extensions        | 0  | 0             | 0             | 0             | 0             | 0             |
|                                | Distant from Roads        | 0  | 0             | 0             | 0             | 50            | 50            |
|                                | <b>Subtotal</b>           | <b>300</b>   | <b>300</b>    | <b>250</b>    | <b>150</b>    | <b>200</b>    | <b>200</b>    |
| Ketchikan<br>Misty Fjords      | Existing Roded            | 6,350  | 5,750         | 4,500         | 3,550         | 3,400         | 3,400         |
|                                | Roded Roadless            | 0  | 900           | 900           | 900           | 900           | 900           |
|                                | Logical Extensions        | 0  | 0             | 1,550         | 1,550         | 1,550         | 1,550         |
|                                | Distant from Roads        | 0  | 0             | 0             | 1,300         | 1,450         | 1,450         |
|                                | <b>Subtotal</b>           | <b>6,350</b>   | <b>6,650</b>  | <b>6,950</b>  | <b>7,300</b>  | <b>7,300</b>  | <b>7,300</b>  |
| Petersburg                     | Existing Roded            | 12,000   | 10,900        | 8,650         | 6,950         | 6,700         | 6,700         |
|                                | Roded Roadless            | 0  | 1,000         | 1,000         | 1,000         | 1,000         | 1,000         |
|                                | Logical Extensions        | 0  | 0             | 2,950         | 2,950         | 2,950         | 2,950         |
|                                | Distant from Roads        | 0  | 0             | 0             | 2,000         | 2,100         | 2,100         |
|                                | <b>Subtotal</b>           | <b>12,000</b>  | <b>11,900</b> | <b>12,600</b> | <b>12,900</b> | <b>12,750</b> | <b>12,750</b> |
| Sitka                          | Existing Roded            | 1,000  | 1,000         | 850           | 550           | 500           | 500           |
|                                | Roded Roadless            | 0  | 0             | 0             | 0             | 0             | 0             |
|                                | Logical Extensions        | 0  | 0             | 200           | 200           | 200           | 200           |
|                                | Distant from Roads        | 0  | 0             | 0             | 250           | 300           | 300           |
|                                | <b>Subtotal</b>           | <b>1,000</b>   | <b>1,000</b>  | <b>1,050</b>  | <b>1,000</b>  | <b>1,000</b>  | <b>1,000</b>  |
| Thorne Bay                     | Existing Roded            | 13,450   | 12,200        | 9,800         | 8,200         | 8,000         | 8,000         |
|                                | Roded Roadless            | 0  | 500           | 500           | 500           | 500           | 500           |
|                                | Logical Extensions        | 0  | 0             | 1,300         | 1,300         | 1,300         | 1,300         |
|                                | Distant from Roads        | 0  | 0             | 0             | 800           | 900           | 900           |
|                                | <b>Subtotal</b>           | <b>13,450</b>  | <b>12,700</b> | <b>11,600</b> | <b>10,800</b> | <b>10,700</b> | <b>10,700</b> |
| Wrangell                       | Existing Roded            | 5,400  | 4,900         | 3,850         | 3,150         | 3,000         | 3,000         |
|                                | Roded Roadless            | 0  | 550           | 550           | 550           | 550           | 550           |
|                                | Logical Extensions        | 0  | 0             | 950           | 950           | 950           | 950           |
|                                | Distant from Roads        | 0  | 0             | 0             | 900           | 1,100         | 1,100         |
|                                | <b>Subtotal</b>           | <b>5,400</b>   | <b>5,450</b>  | <b>5,350</b>  | <b>5,550</b>  | <b>5,600</b>  | <b>5,600</b>  |
| <b>Total Acres<sup>1</sup></b> | <b>Existing Roded</b>     | <b>42,500</b>  | <b>38,700</b> | <b>30,750</b> | <b>24,600</b> | <b>23,750</b> | <b>23,750</b> |
|                                | <b>Roded Roadless</b>     | <b>0</b>   | <b>3,750</b>  | <b>3,750</b>  | <b>3,750</b>  | <b>3,750</b>  | <b>3,750</b>  |
|                                | <b>Logical Extensions</b> | <b>0</b>   | <b>0</b>      | <b>8,050</b>  | <b>8,050</b>  | <b>8,050</b>  | <b>8,050</b>  |
|                                | <b>Distant from Roads</b> | <b>0</b>   | <b>0</b>      | <b>0</b>      | <b>6,050</b>  | <b>6,850</b>  | <b>6,850</b>  |
|                                | <b>Total</b>              | <b>42,500</b>  | <b>42,500</b> | <b>42,500</b> | <b>42,500</b> | <b>42,500</b> | <b>42,500</b> |

<sup>1</sup> These estimates are very approximate and based on many assumptions. They are intended to provide a realistic, but rough indication of the distribution of harvest. Total- and subtotals may not exactly equal the sum of individual entries due to rounding.