

# Central Gravina Island Timber Sale

District Planning Staff Officer

I have been the staff officer on the District for the last five years.

I have considerable experience with this project in the past and present.

## Frequently Asked Questions

Question 1: Why are we proposing a timber sale EIS on Gravina, wasn't the project withdrawn?

Answer: The past project was withdrawn in 2004 to conduct additional analysis as a result of new information. But the project was not removed from future consideration after the analysis of the new information.

Question 2: What was the nature of this new information?

Answer: The State of Alaska released the Bostwick Forest Land Use Plan; that plan identified new unit and road locations, and has started construction on that road system. Alaska Mental Health Trust conducted timber harvests on their lands. The Gravina Access Project also has started in the form of road construction. The Airport is extending the runway.

The Forest Plan Amendment was initiated and as a result of early intense consultation and public hearings it became evident that Gravina Island had a high probability to be affected by decisions made in the Forest Plan Amendment.

Question 3: Why are all the harvests focused on the center of Gravina Island as compared to the past project.

Answer: The Forest Plan Amendment changed the land use designations (LUD) for portions of Gravina Island. Please refer to the two LUD maps for those changes. Most notable is the Semi-Remote Recreation LUD around Bostwick Inlet. Small Old Growth Reserves also had modifications. Old harvest units in these new designations had to be withdrawn from consideration.

Also the Forest Plan now has an "Adaptive Management Strategy" that Phases timber planning over three scenarios. Only lands that are designated in the first Phase are available at this time for timber planning. Phase 2 and 3 designation areas may be available in the future for timber planning. Units and roads that now fall into Phase 2 and 3 have been withdrawn from this analysis.

Question 4: Your unit and road proposals look so different from the past alternatives, how come?

Answer: The new road alignments are a result of the State timber sale that have necessitated changes in our road access. We now have existing road access to a marine access facility (MAF) on Tongass Narrows that previously did not exist. Through our partnership we believe we have proposed a road system that meets the needs of both land ownerships.

Question 5: Are you proposing an alternative that builds MAF in Bostwick Inlet?

Answer: Due to the connection with an existing road system, the changes to the Forest Plan LUD's, and the Forest Plans Adaptive Management Phase Process we are not proposing an alternative that builds a MAF in Bostwick Inlet