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First name: Justin

Last name: Moore

Organization:

Title:

Comments: Please see attached for my comments.

My name is Justin Moore. I was born in Palmer, Alaska and currently reside in Talkeetna, AK. Since graduating high school I lived in Fairbanks until just recently.

Due to a busy high school schedule and living in Fairbanks, I have not been able to winter recreate in the Chugach National Forest yet. I have, however, camped, boated and fished in the CNF for the summer months since I was 4 years old. My first camping trip was with my father to the CNF was to the Primrose Campground. It was in early May. On our way there we stopped and watched the snowmachiners riding Turnagain Pass in beautiful spring conditions. I can remember being angry at my dad because we didn't bring our sleds to ride. At Primrose he told me all about riding up the Primrose Trail and Firehouse to access Lost Lake. I couldn't help dreaming of the day we could ride there together. He also spoke fondly of riding to the Spencer Glacier and the Blackstone Glacier. He was one of few people making it to the Nellie Juan area in the early 2000's.

Now I am in my early 20's and married. I've moved back home to be part of the family business and to spend more time with my dad. My wife's family lives in Seward, so naturally plans are in the works to ride at Lost Lake, Snow River corridor, and the 20 mile River corridor this winter and into the future.

I would highly encourage the CNF Supervisor to adopt alternative B of the proposed plans. It leaves open areas that are currently being used for winter motorized recreation. I feel plan C and D unnecessarily close areas to winter motorized recreation and I oppose their adoption.

Winter snowmachine use is compatible with the CNF. The new snowmachines of today produce less emissions, weigh less, and have greater floatation than ever before. This results in less damage to ecosystems and interference with other recreationalists in the CNF.

Winter motorized recreation brings in millions of dollars of income into communities surrounding the CNF and will continue to do so if these incredible areas remain open to motorized access.

I would also note that the maps are hard to read, and I hope that the CNF continues to provide the 20 Mile River access corridor and Snow River access corridor, as well as any other corridors I am unaware of to access winter motorized open areas. I would love to see the USFS further embrace winter motorized access and provide improve trails, trailheads, and parking in the future.

In closing, please seriously consider adopting alternative B.

Sincerely,

Justin Moore

Talkeetna AK.