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Comments:

I stand with Colorado Off Highway Vehicle Coalition regarding the proposal.

Keep the Plan simple - a minimal amount of management standards applied at the landscape level should be the target- it will ease future site specific planning and allow the public to become involved in a far more effective manner.

Throughout the assessments the importance of expanding current motorized opportunities is recognized and this must be supported. This is critically important to good planning and balanced planning in the future.

No new Wilderness recommendations - a huge portion of the GMUG has been inventoried and specifically released by Congress. The USFS recommending Wilderness in planning after Congress has specifically said "no" to Wilderness in these areas makes no sense.

Land managers always ask for communities to come together on issues and bring them a collaborative solution. Colorado did this decades ago on many of these Wilderness boundaries. We are asking that land managers not upset the consensus position that was brought to them decades ago regarding the management of many of these areas.

There is no support for many of the citizen Wilderness and proposed Legislation designating Wilderness on the GMUG such as the San Juan Wilderness Legislation, as this proposal has been proposed for more than a decade and was not even proposed for the 5 years before reintroduction this year in Congress. This is evidence of the lack of support for the San Juan Legislation.

Managing poor forest health in an effective manner must be a landscape level goal for the GMUG moving forward and any management standards that would complicate these efforts must be looked at very closely to insure there is a good basis for the restriction.

The poor forest health on the GMUG is degrading all habitat for wildlife and addressing this issue can only be done with active management and treatment of these areas and such treatment must be prioritized in planning. Poor forest health is a major challenge to the recreational community as fallen trees must be removed and can create major safety concerns.

Generally, existing management of recreation is highly effective and as a result concerns about user conflicts driving management decisions should be minimal.

There should be no exclusionary corridors around the Continental Divide Trail or other National Trails System designated routes as this would be a violation of federal law, violate the CDT trail plan and could not be brought into compliance with multiple use planning requirements.

Any planning efforts must comply with the best available science on whatever the management issue is in the area. Any citizen science or unpublished research must be viewed very critically by land managers.