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Comments: To Caleb Zurstadt; I wanted to comment on the South Fork RAMP project. First I'm a board member of CITRA and also a CIMBA member and want to say I agree completely with Steve Lacey's comments on the project representing the Central Idaho Trail Riders Alliance. In addition to this I have some additional comments of my own. I would like to see a pack bridge some time in the future crossing the South Fork of the Salmon to open up the river corridor for hiking the entire length without a dangerous ford near the Willey ranch. This would connect to the proposed reconstruction on the lower end to Elk creek. I would like you to consider reopening the Deer Point Road out of Pony meadows id #503599000. To my knowledge this was closed due to an outfitter not wanting hunters riding out in his area he guides people in. A seasonal closure would have been enough. This road was up high and had little erosion potential. It had great views of the South Fork drainage and was ATV usable. On the ATV trail to Miners Peak it would be nice if an old roadbed could be used as a non-motorized single track mountain bike up/ down trail to connect into one of the existing loops. I have concerns with all the talk of sediment created from old roads and motorized use, with no comparison to how much is created from natural non human caused sources. I have a place on the South Fork and spend a lot of time in the River corridor and see countless places where small to large blowouts into the river occur, being dealt with naturally as the river has for eons. The huge event in Elk creek in the 90's filled many large deep holes in the river full of sediment only to have it flushed clean the next spring. This is the beauty of a free flowing river. Please consider that the effect of the small number of human users in the river corridor pales in comparison to what mother nature can unleash in a single event. One other idea I wanted to suggest in the road decommissioning process is that since most of the roads have 50 + years of natural re-growth happening already, maybe just spot treating the true problem areas would be more effective. How about a helicopter airlifting a mini-ex into a hard to get to spot with a hand crew so not to disturb many years of mother natures work reclaiming our old roads. I think this could be done for a lot lower cost than full de-commissioning at \$ 250K per mile. Thanks for the ability to comment. Scott