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Organization:

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Comments: 1. Thank you for the opportunity to comment on the Proposal prior to the beginning the formal NEPA process. It is difficult for an individual to understand all that goes into the planning process. It seems to me that changes are being made just for the sack of making changes to something that has worked for years and years to satisfy individuals who have the time and expertise to demand change.

2. Individuals, like me who work, have a difficult time getting to your presentations. Maybe you should consider some presentations on the weekend. Presentations to the Public have sometimes conflicted with the RMP provisions.

3. Whether intentionally vague on purpose or not, the maps are hard to read especially on the PDF format. Many of use do not have and cannot afford the latest computers and programs.

4. Travel management should have more input from local users and consider more of the current and historical use.

5. Plans should be only considered as plans. There needs to be a great deal of flexibility for errors in the plan, when the plan is executed.

6. The Winter ROS needs a lot of review and revision as it proposes massive closures compared to existing travel management as compared to the use over since the 60's. You need to consider the uniqueness of the Grand Mesa. It is close to the two major cities on the Western Slope, Grand Junction and Montrose. It has an all-weather road to the top. It has 3 operating lodges on the west end, a downhill ski area on the west end, 3 cross country ski areas, 1 lodge and downhill ski area on the east end, 1 lodge in the middle, over 200 lakes, a State Park and a Forest Visitors Center. There are at least 14 historical trailheads for snowmobiling and the longest continuous snowmobile trail in the lower 48 states. The Grand Mesa Forest is the lifeline to the surrounding communities economically and for the water supply. Changing the dynamic will be a disaster to these communities and businesses. The 4 snowmobile clubs provide over 200 miles of multiple use trails and have put over a \$1,000,000 on those trails over the past 50 years. The snowmobile clubs have historically groomed trails strictly for non-motorized cross-country skiing and dog sledding. Further, the Federal gas tax refund to State Trails paid in full by the motorized community provides about \$10,000,000 per year which is split about 30% to motorized, 30% non-motorized and 40% to State Parks.

7. Lynx habitat needs to be managed in accordance with the 2013 LCAS and best available science such as creating separate categories of habitat rather than single habitat standard for management since all habitat is different.

8. The Continental Divide Trail management must comply with the National Trail Systems Act mandates and the Continental Divide Trail Plan, which specifically states these routes are multiple use routes and not restricted to hiking and horseback riding only.