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Organization:

Title:

Comments: My name is Jeren Schmidt and I live in Sitka, Alaska. Ive been in Southeast Alaska for 20 years and prior to that I was in South-central Alaska for 19 years. We live off the land. We hunt and fish in and around our local forests. We harvest fish from rivers; deer, many varieties of berries, fiddlehead fern, and fungi from our forests. We hike and camp and recreate in these forests. Do not open our forests to cutting and road building. I am writing a comment on the Alaska Roadless Rule DEIS because I am concerned with how the Rule and the proposed full exemption will impact my fishing, hunting, subsistence harvesting, foraging for wild foods, the peace and solitude I find in nature, recreating, the status of the Tongass as a national and global treasure, the forest's ability to sequester carbon and mitigate climate change impacts, the conservation of resources for future generations practicing my culture.

Out of the alternatives described in the AKRR DEIS I support alternative 4: 'roadless' Priority. It is a workable compromise that allows for economic development and the protection of roadless characteristics. I depend on roadless areas in the Tongass National Forest for healthy fish habitat, deer habitat and subsistence hunting, foraging and gathering wild foods, practicing my culture, recreating and enjoying nature, carbon sequestration and local climate change mitigation, viewing wildlife, keeping public lands wild for future generations, fiscal responsibility and saving taxpayer dollars economic livelihood. A full exemption does not protect these values, nor does it effectively balance economic development and conservation of roadless area characteristics. A full exemption from the Roadless Rule and increased logging and roadbuilding will negatively impact the Tongass and what I and many others use and depend on the forest to provide for us.

The Roadless areas on the Tongass that are especially important to me are those on or around Baranof Island, Chichagof Island, Admiralty Island, Kupreanof Island, Kuiu Island, Wrangell and Etolin Islands, all of the inventoried roadless areas on the Tongass the southern mainland from Bradfield Canal to Dixon Entrance Prince of Wales Island, Yakutat forelands, the northern mainland above Port Snettisham (around Juneau), the central mainland from Hobart Bay to Stikine River. I want the roadless areas in these locations to stay in roadless status in any alternative selected by the Forest Service, and be managed to provide for low-impact recreation such as camping, hiking, hunting, and fishing medium-impact recreation development, such as Forest Service cabins, trails, mooring buoys, and 3-sided shelters, passive or active watershed restoration of salmon streams and wildlife habitat. It is important to me that the T77 and the TNC conservation priority areas retain their roadless protections.

I do not support the Forest Services preferred alternative of a full exemption. A full exemption is not in the interests of Southeast Alaskans who live in and use the Tongass National Forest, because A full exemption of the roadless rule will harm our current way of life.. The State of Alaska says that a full exemption is needed for rural economic development opportunities. However, a full exemption would not help create more rural economic development opportunities, it would instead harm our existing rural economies that are based on the visitor industry and commercial fishing industry.

It would further harm rural economic opportunities because pursuing the same outdated economic model of old growth clearcut harvesting for export stifles innovation and possibility in other sectors, such as mariculture, sustainable young growth harvest, and rural agriculture. If the Forest Service wants to support rural economic development, they should invest in creating and maintaining recreation infrastructure.

I urge the Forest Service to prioritize the voices of Southeast Alaskans over those of our political representation and corporate interests. Choosing a full exemption will not create a long lasting, durable solution for roadless areas on the Tongass. It will only increase the legal challenges, uncertainty for businesses, and conflict on the

Tongass going forward.