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First name: Loretta

Last name: Morgan

Organization:

Title:

Comments: I moved to this area because of the easy access to public land. The land is my church. I have always purchased Northwest forest passes, Washington State discover passes, hunting and fishing licenses, paid extra fees on my car tabs for state parks, volunteered with 501c3 organizations such as the Back Country Horsemen of Washington and Pacific Crest Trail Association to clean up snow parks, trails and campgrounds, and to build and maintain existing trails .

The land must be managed for all US citizens. We must manage the public land because we live closely to it. We must maintain access to control fire, crime, illegal immigration and Recreation. Agencies should not have to pay to access closed gates to enforce the law. Citizens pay for permits, licenses and fees, year after year only to see that access diminish and to ask those same citizens who paid thousands of dollars over a lifetime to pay more tax dollars decommissioning roads to restrict that access is Criminal. As a citizen gets older and possibly disabled his chances for recreation diminish further.

Roads through the National Forest are beneficial to all visitors and increase the value of those public lands. The primary use is Recreation . Citizens of the area rely on the roads to access wood for heat which cleans up the forest floor after Timber Harvest . Under no circumstance of forest management does decommissioning roads represent a solution for fire danger. In regards to forest habitat the existing closed roads that allow walking access provide healthy forest overgrowth that feeds wildlife and allows pathways through dense forest to winter feeding grounds and predator escapement. Forest grouse and turkey use roads to gravel and feed on small grasses that wouldn't have normally grown in the shadows of a forest . In the trail study I don't see a good argument or specific scientific evidence that decommissioning roads is a good solution . Erosion will happen anyway as water seeks its easiest route. Larger patches of forest are harder to clean and harvest timber . The larger the forest area the greater the risk that the whole thing will burn because there are no fire breaks or access . Digging up and decommissioning the time settled, overgrown roads will increase greater possibility of erosion. Whether a road is open ,closed ,overgrown or washed out mushroom collectors ,berry pickers, firewood gathers ,fisherman ,hunters, snowshoers use these roads.

A new executive order could open up the national forest to logging to reduced fire danger we don't need another plan to limit access.

Open forest roads attract tourists, Sportsmen and campers that provide income to small communities that are struggling.

What impact will this project have on the community and wildlife if the tribe is going to manage the logging ? Will the Tribe close roads in logging areas further restricting public access for the duration of the logging contract? At the cost of \$60k a mile to build a road ...Who pays for decommissioning the roads? Will a Sovereign Nation be subject to state laws regarding the project? Will citizens be required to pay additional fees to access locked gates in the project area? What exactly is the tribe's intent by creating projects on both sides of the national forest between Washington and the Idaho Panhandle? Why can't the USFS manage the logging in the project areas?