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Comments: I grew up in Idaho on the Palouse. As such the Nez Perce - Clearwater National Forest were always lands that my family camped at, recreated on, and visited. My parents took myself and my brothers on our first camping trips in the Palouse Range District of the Nez Perce - Clearwater National Forest when we were kids and I took my family on their first backpacking trip in the Kelly Creek (Hoodoo) Recommended Wilderness areas many years later.

While I understand competing needs of recreation, wildlife, and resource my sentiment is that anthropogenic influence is a mostly irreversible process; therefore, any decisions or steps that the Forest Service takes towards such ends should be done so gradually and with great caution. Having grown up nearby I understand that continuing to provide an economic stimulus to the area, primarily with logging, is important for those communities. Therefore, logging should continue in certain areas and grow some. However, I am certain that a large increase in resource extraction would benefit outside investors and corporations much more than it would benefit local communities.

The wilderness areas or recommended wilderness areas should continue to be maintained as such and possibly expanded. This should be of utmost priority. This includes the Great Burn, East and West Meadow Creek and Mallard-Larkins Recommended Wilderness Areas. While this causes me to mostly support Plan Z, I believe that allowing vehicles of any kind in Wilderness Areas would be detrimental to the goal of setting aside these areas in the first place. Snowmobiling in particular can cause even more harm than summer motorized travel in that the vehicles are not confined to a road.

The 2017 decision by the Nez Perce-Clearwater National Forest Supervisor to disallow most motorized travel was a step in the right direction. The Lolo National Forest has long managed their wilderness areas as non-mechanized use, including overland vehicles in the winter (snowmobiles) setting a precedence and example of leaving the wild parts of this large, roadless area intact. The protection of the wildlife in this area which can be affected by noise pollution is extremely important. Places like this don't exist in much of the rest of the country and care should be taken to preserve them as is with minimal human impact. No mechanized vehicle, including snowmobiles, should be allowed.

Another issue that I am very passionate about is the regular maintenance of the Idaho Centennial Trail (ICT). It is an inspirational goal for passionate Idahoans and other Americans and can be a life-long dream for some. Much of this trail resides in the Nez Perce - Clearwater National Forest. Several reports from recent hikers have discussed that the section of trail on the Nez Perce - Clearwater National Forest were some of the least maintained, causing delays of their trip measured in days. Of course the Forest Service has many competing priorities for trail maintenance, but ensuring the ICT is cleared once every 2-3 years would be my recommendation.

It is my understanding that Alternative W is a "have it most" approach. While I do think balancing wilderness and economic impact is important, the amount of logging and resource extraction allowed under this plan is absurd. A 4-fold increase in resource extraction is not required to keep local communities economically viable. The deluge of resource extraction opportunities would invite outside corporations to come and plunder the area to which they have ties. Additionally, the dropping of sediment limits in mountain streams, loss of requirements to preserve certain percentages of old-growth of old trees, and an infringement of riparian zones by development are untenable. Following Idaho Roadless Rule will allow far too much motorized travel and logging if Alternative W is followed. Anywhere in the Nez Perce - Clearwater National Forest not set aside as Wilderness Areas will be open to environmentally devastating consequence and land that could be responsibly used will be lost to future

generations.

To reiterate, I recommend the Forrest Service consider Alternative Z with amendments to restrict any mechanized travel within Wilderness Areas, including snowmobiles and mountain biking. If local issues dictated occasional variances from Alternative Z in the final plan including additional resource extraction (in moderation), that would be reasonable.

Thank you for taking these comments, and thank you for the tireless work that you do to maintain America's public lands.