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Comments: I'm concerned about classifying e-bikes as motorized vehicles. If this happens, it could jeopardize funding sources for traditional mountain bike trails. A better solution would be:

- Adopt Class 1 e-bikes as non-motorized transportation.

- Adopt Class 2 and 3 e-bikes as motorized transportation.

- Allow Class 1 on non-motorized trails upon completion of an environmental review and public comment process, driven by local forests and/or districts.

- Prohibit Class 2 and 3 on non-motorized trails.

- Encourage programmatic NEPA review of eMTB impact on non-motorized trails, at the District, Forest or Regional level, to ease the review burden on a trail by trail basis.

- Approach eMTB access by using a "Closed Unless Signed Open" basis.

By allowing Class 1 on non-motorized trails on a case by case basis and upon completion of a review process, the USFS offers flexibility at the local level and preserves maintenance funding sources that can be pursued by hikers, equestrians, and mountain bikers to help maintain thousands of miles of trail throughout the United States.

It is my understanding that the above approach is also in line with the wishes of People for Bikes, the International Mountain Bicycling Association, multiple mountain bike manufacturers, as well as my own local mountain bike organization, the Evergreen Mountain Bike Alliance.

Thank you,

Jay Wilkinson