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Comments: In crafting an opposition to the Lolo National Forest Land Management Plan Revision #62960, it's crucial to address the core concerns that stem from the plan's implications on public access and the specific interests of motorized vehicle enthusiasts who have historically enjoyed and contributed to the maintenance of this expansive area. The proposed revisions appear to significantly reduce access to the forest, particularly for those who rely on motorized vehicles to explore its remote reaches. This approach not only undermines the principle of public land being accessible to all but also overlooks the vital role motorized access plays in the exploration and appreciation of such vast natural landscapes.

One cannot stress enough the timeless truth that "They're not making more public land." This statement underscores the finite nature of our natural resources and the need to manage them in a way that balances conservation with accessibility. The trails within the Lolo National Forest are not only already established, but they also have been utilized responsibly by motorists who adhere to the 'Tread Lightly' principles. These enthusiasts understand the importance of minimizing their environmental footprint and work diligently to ensure their activities do not degrade the land they so deeply appreciate.

Furthermore, it's important to highlight the economic contributions made by the off-highway vehicle (OHV) community through permit fees that directly fund trail maintenance and improvement projects. These financial contributions are a testament to the community's commitment to the stewardship of public lands. Limiting access to motorized vehicles does not merely inconvenience a small group of individuals; it neglects the broader implications of reducing funding and support for trail upkeep, potentially leading to a decline in the overall quality and safety of these spaces.

The notion that access restrictions would predominantly benefit a limited number of horseback riders annually is a concern that merits attention. While all forms of recreation should be encouraged and facilitated, it's imperative that decisions regarding land use not disproportionately favor one group to the detriment of another, especially when the affected group has demonstrated a tangible commitment to the land's welfare.

Lastly, it's a common misconception that hikers care more for the forest than motor enthusiasts. This assumption is not only unfounded but also dismissive of the genuine respect and appreciation that many motorized users have for the natural environment. It's critical to recognize that passion for the outdoors and conservation efforts are not exclusive to any single mode of exploration.

In conclusion, the proposed Lolo National Forest Land Management Plan Revision #62960, in its current form, seems to overlook the multifaceted value that motorized access brings to the forest, both in terms of economic contributions and in fostering a diverse community of outdoor enthusiasts. A more balanced approach that considers the interests and contributions of all stakeholders is not only fair but essential in ensuring the sustainable management and enjoyment of our cherished public lands.