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Comments:

CNF Supervisor's Office,

My name is Riley Bronga and I support Alternative A for the Chugach National Forest (CNF). I believe CNF is extremely well managed today and I do not promote any of the other alternatives as they all reduce the amount of motorized and winter motorized area.

I am a lifelong Alaskan, born and raised in Anchorage, and have enjoyed the Alaskan outdoors my whole life. Of these outdoors, Chugach National Forest is most dear to me. I grew up cross country and backcountry skiing in CNF. As I explored more I found new passions in backcountry snowboarding and snowmachining. CNF is a paradise for these sports but snowmachining access and area is already overcrowded and threatened by low snow conditions and forest plans that reduce the riding area. I responsibly and courteously ride my snowmachine in virtually all the legal access points CNF has to offer. I ride in 20 Mile Drainage, Whittier, Placer Drainage, Skookum Glacier, Spencer Glacier, Grand View, Turnagain Pass, Johnson Pass, Resurrection Pass, Summit Lake, the Kenai Peninsula, Lost Lake, and more. You can find me in the mountains nearly every weekend.

Every year snowmachines become quieter, more efficient, and more environmentally friendly. These recreational vehicles are evolving extremely fast and in the next 10 years we will see massive improvements. The snowmachine industry will continue to help drive Alaska's economy if given the chance to grow. Rampant climate change is already limiting our ability to ride snowmachines in the current riding zones - as this problem inevitably continues, we need more riding access and area, not less. I do not support Alternatives B, C, or D as they all reduce motorized and winter motorized area and access.

Beyond winter recreation, I also frequent CNF to fish and hunt in a legal, sustainable, and ethical fashion. My friends and I ocean fish and hunt on the islands of Prince William Sound. I also use a jetboat to access fishing on the Placer and 20 Mile Rivers. I believe CNF is extremely well managed in its current condition and I hope that the future land management plan does not reduce the amount of motorized and winter motorized access or area.

Thank you,  
Riley Bronga