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Organization:

Title:

Comments:

My name is Alicia Maryott and I live in Juneau, Alaska. Born and raised in Juneau and Im 32. The forest is vital to Tlingit, Haida and Tsimshian peoples whose land the Tongass is on. Cedar bark weaving, we have the last largest forest in the country and as soon as we open it up, its no saying how bad it could get. This is not a decision that should be made without consulting local tribes. This is their land and it is because of their respectful stewardship that its still healthy. I am writing a comment on the Alaska Roadless Rule DEIS because I am concerned with how the Rule and the proposed full exemption will impact my subsistence harvesting, foraging for wild foods, the peace and solitude I find in nature, recreating, practicing my culture, the status of the Tongass as a national and global treasure, the forest's ability to sequester carbon and mitigate climate change impacts, the conservation of resources for future generations hunting, fishing.

Out of the alternatives described in the AKRR DEIS I support alternative 1: no action. It protects important fish and wildlife habitat from clearcutting and roadbuilding. I depend on roadless areas in the Tongass National Forest for healthy fish habitat, deer habitat and subsistence hunting, foraging and gathering wild foods, practicing my culture, recreating and enjoying nature, carbon sequestration and local climate change mitigation, viewing wildlife, keeping public lands wild for future generations, fiscal responsibility and saving taxpayer dollars . A full exemption does not protect these values, nor does it effectively balance economic development and conservation of roadless area characteristics. A full exemption from the Roadless Rule and increased logging and roadbuilding will negatively impact the Tongass and what I and many others use and depend on the forest to provide for us.

The Roadless areas on the Tongass that are especially important to me are those on or around Admiralty Island, the northern mainland above Port Snettisham (around Juneau), all of the inventoried roadless areas on the Tongass Yakutat forelands, Revillagigedo Island (near Ketchikan), Wrangell and Etolin Islands, Kupreanof Island, the central mainland from Hobart Bay to Stikine River, the southern mainland from Bradfield Canal to Dixon Entrance Chichagof Island, Baranof Island. I want the roadless areas in these locations to stay in roadless status in any alternative selected by the Forest Service, and be managed to provide for the uses and activities I listed above. It is important to me that the T77 and the TNC conservation priority areas retain their roadless protections.

I do not support the Forest Services preferred alternative of a full exemption. A full exemption is not in the interests of Southeast Alaskans who live in and use the Tongass National Forest, because It will harm the environment and be burden/contribute to economic disparity as Alaskan Natives who subsist will have fewer resources with the fish and deer, etc die off in these areas due to industry greed.. The State of Alaska says that a full exemption is needed for rural economic development opportunities. However, a full exemption would not help create more rural economic development opportunities, it would instead harm our existing rural economies that are based on the visitor industry and commercial fishing industry.

It would further harm rural economic opportunities because pursuing the same outdated economic model of old growth clearcut harvesting for export stifles innovation and possibility in other sectors, such as mariculture, sustainable young growth harvest, and rural agriculture. If the Forest Service wants to support rural economic development, they should invest in creating and maintaining recreation infrastructure transition to second growth logging devote resources to support our fishing and visitor industries.

I urge the Forest Service to prioritize the voices of Southeast Alaskans over those of our political representation and corporate interests. Choosing a full exemption will not create a long lasting, durable solution for roadless areas on the Tongass. It will only increase the legal challenges, uncertainty for businesses, and conflict on the Tongass going forward.

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