Below is the letter sent in regards to the Fat Tire Truck tours.

To whom it may concern:

I am writing on behalf of the Two Rivers Dog Mushers Association in regard to DNR application LAS 35688 (Arctic Fat Tire Tours LLC) . Our organization prides itself on promoting the sport of dog mushing in all its forms and to organize races. We also address trail concerns that may affect all winter sport enthusiast in addition to maintaining our local trail system. Most recently over 500-man hours were spent on the Jenny M trail trimming brush and making the trail passable in winter conditions.

I hope to address several concerns our organization has in regard to the purposed tour company by addressing trail conditions, trail etiquette, trail usage volume, inconsistencies in purposed vehicle size and finally to review documented effects OHVs have on terrain such as ours. Trail conditions can change with the season and storm to storm. Our community has a great network of users who ensure that conditions are minimally impacted by insuring regular grooming. This is done in a variety of ways. A snow machine pulling a load helps to pack the trail after fresh snow. Groomers that are pulled by snow machine ensure smoothing of bumps and ruts to form from repeated use. In some cases when extreme damage to the trail is noted as it was in last year's 100-200 race, it takes a team of individuals with shovels to fill in the damage. In this particular case it was caused on Pheasant Farm road by a pick-up and a 4-wheeler who got stuck and created 2-foot-deep ruts in the trail. This is a huge hazard for machine and dog. Potentially resulting in broken legs (dogs) or machines being dumped on their side. OHVs of the purposed class will inevitably create ruts and damage to even the most well maintained of trails. This damage will occur after just one tour in some conditions. The company's own website boast "Whether it's snow, rain or mud, we won't let it stop us." Driving a 4-wheeler on a muddy trail gets ruts (6" to a foot deep on average) at 600-1000 pounds and 8000-pound machine would have a disastrous effect. When asked in the application about stopping tours during times of increased risk of damage to the trail the applicant said, "Scheduling alterations for spring thaw is not necessary due to the fat trucks weight distribution, width of tires and tire pressure." There is no mention of plans for how to mitigate damage aside frrom this or repair damage should it occur.

Our community is home to and a destination for avid snow machiners, dog mushers with teams of all size and caliber, bikejoring, and skijoring. It is well understood that we have a shared trail system, and we all do our best to be courteous to other users. The rule of thumb honored by users is those with the least control have the right of way. In passing

head on with a dog team a snow machine does several things. They pull partially off trail or to the far side of the trail, preferably kill their engine, and allow a dog team to pass. Dogs, like other animals, will often veer into a headlight so this etiquette is vital for the safety of both machine and team. There are many examples of recent mishaps between machine and team that have had devastating effects for all involved. In the case of the OHV occupying the trail of this size (8 feet wide) most teams will not have space to pass nor would there be ample room for the Fat Truck to pull off trail without doing substantial damage to the terrain. Passing a dog team from behind with a machine of this size would create havoc for a musher. A dog's response to a vehicle of this size is traumatizing and would affect the mentality of the team just as moose who attacks or snowmachine collision with teams affect the mentality of the team.

Trail usage varies by day of the week and time of the day. Our trail system is also home to numerous races including the historic Yukon Quest and the TRDMA 100/200. The purposed trails by the Fat Truck company encompass routes used by both race organizations. On a given day numerous teams use these main arteries to access other trails and if tours occur at the volume purposed it leaves little time for a team to consider training times when a tour isn't happening. During a race anywhere from 10-25 teams could be using the area. With tours happening 6 days a week it will clash with the local use of trails for these events. The volume of purposed tours on the same trails occurring year-round "snow, rain or mud" will create damage to the terrain.

In review of the application submitted when compared to the manufacturing information several inconsistencies were found and should be clarified before any consideration is given.

Actual Specs of Fat Trucks by Zeal Motors (https://fattruckatv.com/models/2-8-c/):
✅ Weight: 6,000 lbs. (NO cargo)
✅ Payload: 2,200 lbs. (amount of passenger weight the truck can carry)
✅ Total Weight: 8,200 lbs.
✅ Width: 8-feet wide (100")
Incorrect Specs stated in Zach's application:
⁉️ Weight: 2,200 lbs. (No cargo)
⁉️ Payload: 1,320 lbs.
⁉️ Total Weight: 3,520 lbs.
⁉️ Width: 5' 8" (68")
⁉️ Total Weight Difference between model specs vs quoted specs: 4,680 lbs.
⁉️ Total Width Difference: 32" (2.6-Feet)

In a different section of the application, they claimed a different weight AND a different model. They claimed the 2.8 wagon model in title, yet the 2.8 truck model in weight (see attached link).

The applicant also notes that there is no noted plan for halting tours in spring thaw. When asked specifically by DNR if they planned to use sloughs or rivers he said no but then checked terrain used would be wetlands, rivers and other bodies of water.

In an article published by Sierra Forest Legacy they highlight the following "ORVs cause substantial erosion of the soils on which they travel. This problem is exacerbated on steep slopes and in areas with fragile soils. Eroded soil has several impacts on forest ecology besides the obvious impact of the loss of valuable nutrients and organic matter which are vital to the core functions of a forest system. The eroded soils also find their way into local streams and rivers which increases the both the sedimentation and turbidity of that waterway. This aquatic impact is seriously detrimental to the organisms living in the aquatic environment including fish which depend upon clear water during spawning. ORVs also impact soils due to their weight. The compaction of soils diminishes the ability of the roots of plants to penetrate into the earth and establish themselves. As the soil is compacted by the vehicle time and time again it becomes less porous, causing a decrease in its permeability to both water and air, thus significantly disrupting the natural nutrient cycle and hydrologic function that soil plays in the forest ecosystem."

The article goes on to discuss the other effects of pollution and damage to vegetation as well as effects on wildlife. You can read the full article here: https://www.sierraforestlegacy.org/FC_FireForestEcology/TFH_OHV.php

An article by Foltz and Yanosek from 2005 does a wonderful job of highlighting the effects of ATV use on National Forest lands and grasslands. The US Forest Service point blank says that … "use is a threat to forested lands and grasslands. Some undesirable impacts include severely eroded soils, user created unplanned roads, disrupted wetland ecosystems, as well as general habitat destruction and degraded water quality throughout forested lands." Impacts of all terrain vehicles (ATV) on National Forest lands and grasslands [Abstract] | US Forest Service Research and Development

Our organization is at the highest levels extremely opposed to such a tour company moving into the area to run tours on local trails. The effects to local tourism and recreation usage would be devastating and the potential for damage to the trails and environment as well as

potential harm to wildlife and human/K9 athletes is great in our opinion. We are happy to discuss concerns further if desired.

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