

Lower Sonoran and Sonoran Desert National Monument (SDNM) Draft Resource Management Plan and Draft Environmental Impact Statement (DRMP/EIS) *(My cursory analysis)*

http://www.blm.gov/pgdata/etc/medialib/blm/az/pdfs/planning/son_des/drmp.Par.65408.File.dat/complete.pdf

399 instances of "target shooting" *(you think they want to ban "target shooting"?)*

46 instances of "smuggl_" (smuggler, smuggling)

34 instances of "UDA" (Undocumented Aliens)

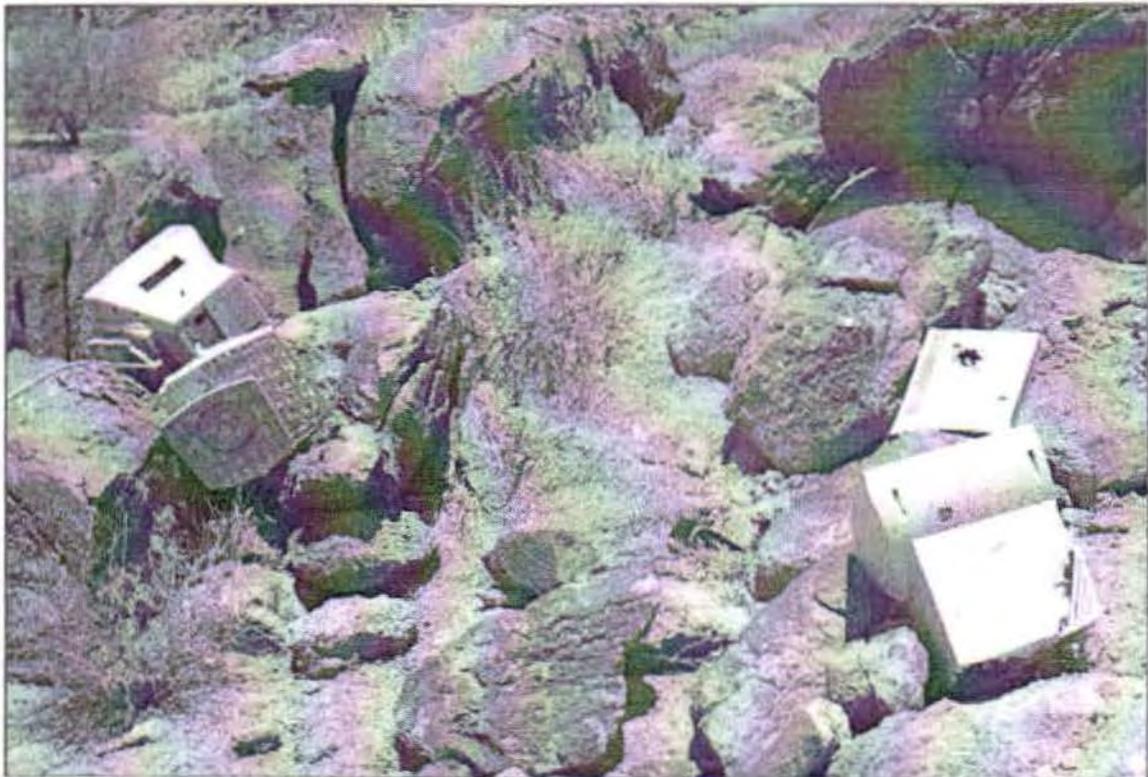
Lower Sonoran Desert Monument - Public Meetings

Everyone who has enjoyed visiting the Sonoran Desert along the I-8 corridor needs to start reading the document at the link below to see how these proposed administrative changes will affect our ability to continue to utilize, enjoy, and protect this natural resource.

Then plan on attending one of the public meetings in Phoenix on October 4th, 6-9pm, the one in Mesa, October 12th, 6-9pm or the one in Casa Grande on October 13th, 6-9pm. (see schedule below)

Oct. 4:	6-9 pm	Phoenix Public Meeting BLM National Training Center 9828 North 31st Avenue Phoenix AZ 85051 * Must present photo ID / Driver's License
Oct. 12:	6-9 pm	Mesa Public Meeting Red Mountain Multigenerational Center 7550 E Adobe Road, Mesa AZ 85207
Oct. 13:	6-9 pm	Casa Grande Public Meeting Vista Grande High School cafeteria 1556 N Arizola Rd, Casa Grande AZ 85122

Note: All Drug & Human Smuggling related pictures contained herein were NOT part of the SDNM DRMP/EIS. Only pictures of debris and damage caused by target shooters (typical-below) were included in that document as evidence of "environmental impact" and reason to ban the activity. I've included a few pictures of my own that the SDNM DRMP/EIS forgot to include.



**Examples of shooting areas that are inappropriate or do not have backstops.
Figure G.2. Inappropriate Shooting Sites (p. 1195)**

Analysis of Selected sections:

**1.3.5.13. Considered 13: Border Activity –
Undocumented Immigrants and Drug Smuggling (p.
15)**

Manage illegal immigration and drug smuggling

Drug Smuggling

Manage Illegal Immigration and drug smuggling

● Rationale: BLM does not manage specifically for illicit immigration or drug smuggling.

U.S. Customs and Border Protection (CBP), under the Department of Homeland Security

(DHS), has the mission and responsibility for securing the U.S. Border and enforcing federal immigration and drug laws. While the BLM can respond to crime and resource impacts from border activity, jurisdiction of illegal immigration and international drug smuggling lies with the CBP and DHS. BLM law enforcement is predominantly responsible for visitor safety and resource protection. In coordination with CBP, DHS, and state and local law enforcement agencies, BLM:

○ Develops integrated resource and law enforcement goals and priorities on NLCS units and other Borderlands locales;

○ **coordinates resource rehabilitation and mitigation with deployment of law enforcement**

resources to maximize effectiveness of both within the Borderlands;

(translation:.... Restrict LE from going where the bad guys go)

○ monitors smuggling activity levels, resource impacts and mitigation efforts through existing and developing technologies;

○ communicates and coordinates effectively with agency partners and public, including

sharing of funding and intelligence;

○ works with partners to identify key areas for increased enforcement, closure, restoration,

protection efforts and visitor safety;

○ actively deploys and collaborates on enhanced communication technologies;

○ implements coordinated safety measures for agency staff, fire and law enforcement

personnel, and public visitors.





Vekol Valley Grassland (p. 345)

The Vekol Valley Grassland ACEC has been impacted by off-route motor vehicle use and heavy foot and bicycle traffic propagated principally by illegal drug and people smuggling. **In general, it is heavily used by drug and people smugglers, which largely negates efforts to close the area to OHV or off-route use, which has remained stable or decreased over the years.** *(translation: Hey... we would really like to ban OHV use in this area and if it was just USC's causing the damage, we would move to prohibit OHV travel in this area. Because "smugglers don't obey no stink 'n rules", were not going to bother and instead go after the REAL environmental offenders.... those pesky USC target shooters !)*



3.5.2.1. Landfills and Wildcat Dumping (p. 347)

Undocumented immigrants and drug smugglers also produce copious amounts of trash concentrated along roads, *(where are the pictures of the "copious amounts of trash left by UDAs" in this document ?? The only pictures in the document are pictures of trash left in the desert by target shooters)* **in staging and pick up/drop off areas, and dispersed throughout the SDNM. Similar smuggling-related problems occur in the Ajo Block and Sentinel Plains.** *(Yeah.... But we cleaned all that up last summer so nobody would notice.... Nothing to look at here folks... move on ! Its those broken bottles and shot-up CRTs caused by those pesky USC target shooters that are the REAL Problem!)*







3.5.2.8. Drug Smuggling and Undocumented Immigrant Traffic (p. 352)

Illegal immigration and drug smuggling continue to be issues on public lands in the southwestern border of the United States with Mexico. Illegal activities affect public lands within 100 miles of the international boundary in the Lower Sonoran and SDNM. The BLM collaborates with DOI agencies and state, tribal, and local governments to resolve issues caused by illegal borderland activities. Partnership efforts include:

- Coordinating with the Department of Homeland Security to provide needed support and coordination for deployment of border security infrastructure,
- Providing a leadership role in the mitigation of environmental impacts caused by illegal immigration and smuggling,
- Strengthening communication and intelligence sharing with other law enforcement agencies, particularly the U.S. Border Patrol, and
- Sharing funding with partner agencies, tribes, and organizations who manage lands within 100 miles of the U.S.-Mexico border.

Between FY 2003 and 2010, the BLM allocated \$7 million toward these borderlands mitigation efforts, including the removal of trash, waste, and abandoned vehicles; road and trail restoration; and repair of damaged landscapes. Volunteer organizations participate in these critical efforts to remediate and restore public lands.

So instead of working with the "volunteers.... US Citizen/ outdoor enthusiasts (like target shooters) who actually care about conserving our desert resources, who are an extra set of "eyes and ears" for Law Enforcement in these remote areas. who's permit and access fees help finance conservation efforts, and who "self police" by volunteering to clean up the mess left by others.... BLM wants more restrictions on USC access.

I wonder how much of that 7 million dollars went to cleaning up after those pesky USC target shooters ??

Border security for BLM employees and visitors continues to be a challenge. Escalation of drug-smuggling activities has created concerns for both the Lower Sonoran and SDNM.

The BLM has posted travel caution signs, increased interactions with visitors, and is providing additional information at public access points and on websites.

Various areas of the Lower Sonoran and SDNM are used as travel routes by drug and UDA smugglers and independent parties of UDAs. Regular use by human and drug smuggling traffickers has become apparent over the last decade, with summertime lulls; however, over the past two years, traffic has been intense year-round with no respite during the heat of summer.

The most heavily traveled routes for smuggler and UDA traffic are in the SDNM south of I-8, where traffic is widespread and heavy. The Ajo Block and Sentinel Plain areas also have received smuggler and UDA traffic. Law-enforcement activity in the

Decision Areas typically include the recovery of stolen vehicles abandoned by or confiscated from smugglers, recovery of weapons, drug interdictions involving the seizure of illegal drugs, and the apprehension of UDAs (Hanson 2010).

Law enforcement officers report that smugglers are often armed (Brasington 2010). Additionally, UDAs are themselves very much at risk from exhaustion and exposure to the elements as they attempt to walk considerable distances to reach pick-up points along I 8, SR 238, or other locations. The increased risk to the UDAs lives and health, from climatic exposure and other environmental hazards of the Decision Areas, has been clearly demonstrated by the number of people dying trying to cross the Sonoran Desert in recent years. Smuggler and UDA traffic through the Decision Areas has increased within the last decade, while traffic in other regional areas has declined. This trend is due to the Decision Area's proximity to the United States/Mexico border (Brasington 2010), remote unpopulated terrain, and strong interdiction efforts elsewhere, such as in California, New Mexico, and other parts of Arizona.

Increases in illegal and armed cross-border trafficking, coupled with increases in public visitation to these areas, intensifies related public safety concerns.

(The solutions to "Public Safety Concerns" cede access to SDNM to the smugglers by restricting access to US Citizens... problem solved!)

Public Safety & Hazardous Materials. (p. 379)

Illegal immigration and smuggling will continue to impact public lands at current or increasing levels. Impacts may shift as illegal immigrants and smugglers adapt to new border enforcement techniques.

From Travel Management on Travel Management (p. 712)

(argument against continuing "existing roads & trails" travel)

Continuing the current OHV designation of "existing roads and trails" as required by the

Monument proclamation **could result in an increase in new routes** being established over the lifetime of the plan, **even though proliferation is prohibited**. *(We don't need new rules.... Just enforce existing rules)* Currently, 632 miles of existing roads, primitive roads and trails exists. Continuing the temporary closure around the Anza NHT would eliminate impacts from driving off of existing roads in the immediate area, but over time, it is expected that use levels of would increase in other areas of the Monument. Additional use in other areas of the Monument could affect Monument objects, raising the intensity of use assuming use level does not decrease overall in SDNM.

Continuation of this designation would have a negligible effect on travel since most people would continue to use the area with few restrictions. *(Now THAT is a real problem that begs a solution !)*

Law enforcement success in reducing driving off of existing roads and trails would be hampered due to continued vagueness on the ground about what constitutes an existing route. *(ie...LE will be restricted from pursuing the bad guys as the bad guys drive wherever they want)*

Issuing a map *(to LE and USCs... not the smugglers)* showing the existing roads and trails would likely be sufficient to enforce the rule in areas where route densities are low and the navigation is simple enough to determine a location. **Illegal activities, such as smuggling, that create new roads would further confuse the public and would lead to use on these unauthorized roads.** *(ie... only smugglers will have accesses to the "un-official US Government smuggling routes/roads")*

In areas with more dense routes, the establishment of new routes could confuse the public attempting to find the existing roads and could result in the continued use of newly created routes. Some people would simply use any road not posted with a closed sign, regardless of a map, in turn raising the difficulty for the BLM to maintain sufficient signs. Currently, an average of four route markers per mile is required to sign a low-density route network. Each new road intersection would require at one to two new signs to direct visitors to stay on the existing route while a newly created route is reclaimed over a several year timeframe.

There are no requirements for vehicle drivers, including those of OHVs, to be licensed or otherwise trained, except in Area A where the BLM has carried forward a requirement from the USAF requiring licensed vehicles and drivers inside this relinquished area. This has had the effect of damaging an area adjacent to the Anza NHT through cross-country driving, which resulted in issuance of a temporary closure order for 88 miles of primitive roads in June of 2008. A lack of acquired legal access points would continue the occasional loss of access across lands not in the BLM's jurisdiction. As lands adjacent to public lands develop, long standing access points could be eliminated, or changed to local resident access only by excluding public access. The continued deferral of roads and trails maintenance would cause changes in use patterns as route conditions change to the degree that routes are impassable. This could have the effect of unauthorized route proliferation where new routes are established for access to previously accessible locations or areas.

The closure of unauthorized routes would have no effect on the legal existing travel network, but could moderately affect public perception of the available routes due to an increase in 'route closed' signs, thus having the indirect minor effect of diminished law enforcement success in maintaining compliance in high use areas.

Although routes would not be designated under the No-Action Alternative, 15 miles of primitive roads and roads would remain closed in the Vekol Valley Grasslands ACEC and in washes inside the Area A boundary, *(all major smuggling*

routes are un-affected so nothing will change no matter what option is selected except further restrictions on USC's) where driving vehicles in the washes is prohibited. 617 miles of road, primitive roads and trails would remain open, totaling 98 percent of the routes in SDNM.

Cumulative Impacts on Special Designations – Wilderness Areas (p.876)

The Table Top and South Maricopa Mountains wilderness areas will continue to be subject to ongoing levels of incursions by drug smugglers and human traffickers. Over-the-long-term smuggling-related roads, trails, look outs and trash accumulations would continue, damaging wilderness values and discouraging primitive recreation opportunities. This resource damage and decline in primitive recreation opportunities, while not irreversible, is difficult to reclaim and restore. *(all major smuggling routes are un-affected so nothing will change no matter what option is selected except further restrictions on USC's)*

3.2.13.4. Fire History (p. 306)

Between 1989 and 2009, approximately 70 percent of the total number fires in the Planning Area occurred in the PHD Desert South of I-10 FMU, and approximately 98 percent of all fires in the Planning Area were human-caused. Most of these fires typically occurred along main travel corridors and rivers. **An increasing portion of the fires within the Planning Area is associated with UDAs or drug trafficking operations.** *(John McCain was right !... smugglers and UDAs cause fires !)*



No Badges Required !

From Travel Management on Hazardous Materials & Public Safety (p. 830)

Compared to Alternatives A and B, fewer miles of routes available for travel under Alternative C would **create less opportunity for visitors to travel to remote areas** and encounter smugglers and UDAs, **thus reducing safety risks associated with such encounters.** **(this is a solution ? ...ceding US Territory to smugglers by restricting access to USCs ?? Those who give up liberty for the sake of security deserve neither!)**

Heavily traveled routes used by UDAs would remain areas of substantial litter accumulation.



(BLM put up the right sign the first time !)

CONCLUSION:

Under ALL of the suggested draft options for changing the present regulations on the SDNMit's business as usual for drug smugglers and UDAs who caused BLM to allocate \$7 million dollars in as many years to clean up their mess and damage. Only US Citizens will see access to SDNM further restricted.

SMUGGLER FREQUENCY LIST

file: frequency_smg_091111.pdf
 (supercedes all previous documents)

Scan Range:

VHF: 136-174mc

UHF: 400-520mc

Emission Key:

FM = Analog FM (in the clear)

BSI = Baseband Speech Inversion

NXDN = NXDN Digital Encrypted

RCSI = Rolling Code Speech Inversion

SBSI = Slit Band Speech Inversion

Frequency	Emission	Monitor Location					Doug	Other	Comments
		Luke	Sas	Nog	SV	Naco			
136.0437	NXDN	x							
136.1812	NXDN	x							
136.2625	NXDN	x							
137.1125	NXDN	x							
137.1150	NXDN	x							
137.1187	NXDN	x							
137.3125	NXDN	x							
139.4562	BSI	x							
140.3875	RCSI/BSI	x							
140.3937	RCSI	x							
140.3975	RCSI	x							
141.0625	BSI		x						
141.6937	NXDN	x	x						
141.7500	NXDN	x							
141.8750	NXDN	x							
142.5875	NXDN	x							
143.4875	FM	x							
144.2062	BSI	x							
144.2687	NXDN	x							
144.4200	RCSI	x							
144.7850	BSI/RCSI	x	x						
144.7875	BSI	x							
144.8850	NXDN	x							
145.7375	BSI	x							
144.7875	BSI	x							
145.7500	NXDN	x							
146.3187	FM	x							
146.4875	NXDN	x							
148.1125	FM	x							
148.7562	NXDN	x							
149.5250	NXDN	x							
150.5050	NXDN	x							
150.5850	NXDN/BSI	x							

Frequency	Emission	Luke	Sas	Nog	SV	Naco	Doug	Other	Comments
150.5925	NXDN	x							
150.7425	RCSI	x	x						
151.3325	RCSI/BSI	x	x						
151.4825	NXDN	x							
151.4850	NXDN	x							
151.4675	NXDN	x							
151.4825	NXDN	x							
151.4850	NXDN	x							
151.6325	NXDN	x							
152.2025	FM	x	x						
153.2375	FM	x							
153.4475	FM	x							
153.7175	NXDN	x							
153.9725	SBSI	x	x						
154.2125	BSI/NXDN	x	x						
154.2200	BSI	x	x						
154.5050	NXDN							x	Phx/White Tanks
154.5250	FM		x						
155.3775	NXDN	x							
155.8500	FM	x							
155.8875	FM	x							
156.4650	NXDN	x							
156.4850	NXDN	x							
156.4875	NXDN	x							
156.7500	SBSI	x							
156.8775	FM	x							
157.2225	FM	x	x						
157.6125	NXDN	x	x						
157.7550	FM/BSI	x						x	I-8
157.8500	RCSI	x							
157.8750	BSI	x							
158.0750	FM	x							
158.0775	FM	x							
158.7000	FM	x							
158.7750	BSI/FM	x							
158.7600	FM							x	I-8
159.0250	FM	x							
159.5175	FM	x							
159.6150	NXDN	x							
160.2156	RCSI		x						
160.3875	NXDN	x	x					x	I-8
161.1600	NXDN	x							
161.2200	NXDN	x							
161.3700	NXDN	x							
162.0500	RCSI	x							
162.1000	BSI	x						x	I-8

Frequency	Emission	Luke	Sas	Nog	SV	Naco	Doug	Other	Comments
162.1259	FM		x					x	I-8
162.6675	NXDN	x							
162.9167	NXDN	x							
163.2187	NXDN	x							
163.2250	FM	x							
163.3000	NXDN	x							
164.2187	FM	x							
164.4250	FM	x							
164.5250	FM	x						x	I-8
164.9750	FM		x						
165.2125	BSI	x							
165.2187	BSI	x							
165.6625	BSI/NXDN	x	x						
165.8125	BSI	x							
165.8500	BSI	x	x						
165.8562	BSI		x					x	I-8
165.8625	BSI	x	x						
165.8850	BSI		x						
166.1250	FM							x	I-8
166.4850	NXDN	x							
166.5875	BSI		x						
166.7850	RCSI	x							
166.7875	RCSI	x							
166.7937	RCSI/BSI	x							
166.8125	RCSI		x						
166.8437	BSI							x	I-8
166.8500	BSI								
166.9250	NXDN	x							
167.8437	FM	x							
168.2125	BSI/RCSI	x						x	I-8
168.2156	RCSI		x					x	3pts
168.2187	RCSI/BSI	x							
168.4625	FM	x							
168.5125	BSI	x	x					x	3pts
168.5187	BSI	x							
168.5250	FM/BSI	x							
169.6150	NXDN	x							
169.9250	FM							x	I-8
170.1687	NXDN	x							
170.2187	NXDN	x							
170.4500	FM	x							
171.8562	BSI		x						
171.9687	NXDN	x							
172.3132	FM	x							
172.3312	FM	x	x						
172.7875	RCSI	x							

Frequency	Emission	Luke	Sas	Nog	SV	Naco	Doug	Other	Comments
400.6187	FM	x							
417.7250	BSI	x							
421.2000	RCSI	x							
437.3750	BSI	x							
449.1875	NXDN/BSI	x							
450.6312	BSI	x							
450.9562	NXDN	x							
450.9625	NXDN	x							
451.4437	NXDN	x							
455.9625	NXDN	x							
455.9687	NXDN	x							
455.9825	NXDN	x							
456.6250	NXDN/BSI	x							
456.8250	FM		x						
457.8500	RCSI	x							
458.3125	BSI	x	x						
459.1875	BSI	x							
459.4250	BSI	x							
461.8125	BSI	x							
462.0687	NXDN		x						
463.5500	BSI	x							
463.6750	BSI/SBSI	x							
463.7625	BSI	x							
464.1125	BSI	x							
468.6750	SBSI	x							
469.6187	FM	x							
485.8250	BSI	x							
486.0187	BSI	x							
490.0750	BSI/SBSI	x							
500.5125	BSI	x							
500.8250	RCSI	x							