

Scoping Report
Resource Management Plan Amendment
for the
Glade Run Recreation Area and Travel Management Plan
and associated
Environmental Assessment

Prepared by
United States Department of the Interior
Bureau of Land Management
Farmington Field Office

December 2011

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EXECUTIVE SUMMARY

This report documents the public scoping process for the Bureau of Land Management's (BLM) Farmington Field Office (FFO) Resource Management Plan (RMP) Amendment for the Glade Run Recreation Area to develop a Recreation Area and Travel Management Plan (RTMP) in Farmington, New Mexico with an associated Environmental Assessment (EA). The purpose of the RTMP is to identify the actions that are necessary to manage a variety of recreational and travel activities and implement recreation program objectives within the Glade. The RTMP will address recreation, transportation and travel issues within the planning area. This document summarizes the comments provided by the public and identifies the issues to be carried forward in the alternative development process.

Public scoping is a requirement of the National Environmental Policy Act of 1969, as amended, (NEPA, 40 Code of Federal Regulations [CFR] 1501.7) and BLM planning regulations (43 CFR 1610.2 and 43 CFR 1610.41). Scoping is the term used by the Council on Environmental Quality in their regulations implementing NEPA (40 CFR Parts 1500 et. seq.) to define the early and open process for determining the extent or "scope" of issues to be addressed in the planning process. The purpose of public scoping is to identify issues important to the management of public lands and resources. These issues will guide the development of alternatives that will be evaluated in the EA and will ultimately guide development of the Plan.

Scoping also provides the public the opportunity to learn about the management of public lands and assists the BLM with identifying the public's concerns regarding the resources within the planning area. This scoping report summarizes the scoping process, reports on the comments received, and identifies the issues raised by the public during the scoping process. It is made available to the public in accordance with CFR 1610.2(d) in order to allow those who provided input during the scoping process an opportunity to verify their issues were properly identified and recorded.

Purpose and Need for the Glade Plan

The purpose of this planning effort is to revise the Glade Run Trail System plan (1996, GRTS) for the comprehensive assessment, evaluation and updating of current land use decisions on BLM administered lands in the Glade. Since the development of the 1996 GRTS plan, many political, social and environmental changes have occurred that affect resource conditions and influence public land users.

Land use planning is critical to ensuring a coordinated and consistent approach to managing public lands. The resource management planning process is a key tool used by BLM, in collaboration with interested publics, to manage the resources and uses on public lands managed by BLM. While the Farmington RMP provided the overall goals, objectives, and guidance for land and resource management decisions, including recreational use, the RTMP will identify the specific actions that are necessary to manage a variety of recreational and travel activities and

implement recreation programs within the Glade. The RTMP will be a combination of a Recreation Area Management Plan and a Travel Management Plan.

The Recreation Area Management Plan (RAMP) portion of the RTMP will identify the management, administrative, monitoring and information/education actions needed for implementing recreation goals and objectives for the Glade. RAMP decisions establish goals and objectives for resource management (i.e. desired future conditions), develop the procedures needed to achieve those goals and objectives, and develop the parameters for uses of BLM lands. Subsequent to the recreation area management plan, implementation-level decisions are made on site-specific actions that implement the RAMP (i.e., right-of-way grants, recreation & public purpose leases, etc.). RAMP decisions ordinarily are made on a broad scale and guide site-specific implementation decisions. These decisions will include actions related to Special Recreation Permits, use restrictions, fees, interpretation, monitoring, facilities and services, and volunteer stewardship.

The Travel Management Plan (TMP) portion of the RTMP will address transportation and travel management within the Glade. Issues being addressed include motorized and non-motorized access to trails and roads on public land, public safety and awareness, conflicts between different user groups, and the protection of natural and cultural resources in the Glade. The TMP plan will help BLM to proactively manage public access and consider various aspects of road and trail system planning and management, including route designation. TMP decisions establish goals and objectives for considering uses of routes, including recreation, traditions, commercial, administrative, and educational uses. In addition to off-highway vehicle (OHV) use, the TMP plan will also address non-motorized travel (foot, horseback) and mechanized vehicles (mountain bicycle).

In summary, the RTMP comprises both the RAMP and TMP as described individually above. The RTMP will identify specific recreation actions, travel plans and decisions including:

- Route designation for individual motorized, non-motorized and multiuse routes
- Visitor services and facilities to be provided
- Updates and clarification to the Special Recreation Permit process
- Process for consideration of requests for Recreation & Public Purpose leases
- Law enforcement
- Resource protection
- Development of educational and interpretive programs, information and materials
- Use restrictions and fees
- Potential partnerships
- Other management actions
- Monitoring activities
- Administrative support for recreation

In addition, many new studies and sources of information have been generated since the 1996 GRTS was written which will be used to help develop alternatives and analyze impacts.

Public and Agency Scoping Activities

A Notice of Intent (NOI) was published in the *Federal Register* announcing the initiation of the planning process. In addition, news releases, legal notices, and website postings provided information on the process and identified opportunities for the public to provide input. Formal public meetings were held in multiple locations near the planning area. Other outreach efforts included a variety of formal and informal meetings with local governments, industry, interested groups, and numerous one-on-one contacts with public land users and interested members of the public. Comments were accepted in a variety of formats, including written comments provided at meetings, GPS or other electronic map formats, and both email and hard copy letters sent to the BLM to ensure those who wished to participate could do so effectively.

Section 1 provides a background for this planning effort and its legal limitations/sideboards. Section 2 summarizes the public involvement process. Section 3 reviews the scoping efforts and identifies groups invited to comments. Section 4 summarizes the public comments. Throughout the scoping period, 514 individuals provided comments concerning the future management of the planning area. Many of these comments were repeated submissions of form letters. Analysis of the comments identified 1,641 unique comments. Issues and opportunities that were identified during this scoping effort are outlined in Section 5. The majority of the recreation and transportation comments addressed prior management plans, which is addressed in this RTMP planning effort (see Section 4 and 5), and travel routes, area designations, and safety concerns. Through analysis of the public comments, some were not within the scope of this planning effort (Section 6). Finally, several comments provided new data to be used in developing the RTMP (Section 7).

Issues and Opportunities

Preliminary issues for the RTMP were included in the NOI. Section 5 of this report summarizes the additional issues and opportunities identified through scoping. Major themes addressed in public and agency comments included:

- Provide opportunities for motorized recreation that meet the level of demand
- Offer a range of motorized and non-motorized recreation settings and experience opportunities for users
- Provide opportunities for non-motorized recreation that meet the level of demand
- Consider mileage, level of challenge, terrain, vehicle type, crowding, and the size of areas when designating a route network
- Coordinate with other agencies, property owners and land managers to develop the plan
- Maintain access to private, industrial and utility property and rights-of-way
- Protect wildlife habitat, natural resources, and cultural sites
- Balance recreation access with resource protection

- Conflicting concerns about both maintaining access to washes and protecting washes from motorized use
- Maintain motorized access to primary destinations
- Minimize the potential for conflicts between recreation user groups
- Concerns about dust and noise issues associated with motorized use, recreational play areas, and private property
- Provide signage to improve finding one's way and marking of routes
- Develop materials to educate the public about rules and provide information about trails and facilities
- Designate areas for parking, camping, staging events and other uses
- Develop educational programs to educate users and prevent unnecessary resource disturbance
- Improve enforcement of rules and implement new enforcement strategies
- Monitor impacts of recreation on sensitive resources
- Consider using volunteers and user groups to support management efforts
- Streamline and simplify the special recreation permitting process for group trips and events
- Designate overall route networks for motorized and non-motorized use
- Consider the importance of motorized and non-motorized events to local economics
- Concerns about Recreation & Public Purpose (R&PP) leases including need, use, and continued access

Future Steps

Now that scoping is complete, BLM plans to develop reasonable alternatives that address the issue and opportunities identified during scoping. These alternatives would offer distinctive choices among recreation and travel management strategies.

The planning process for the RTMP will take approximately 18 months to complete. Section 2 of this report describes the full project schedule and identifies opportunities for public involvement throughout the planning process. Section 6 of this report notes issues and opportunities identified through scoping that are out of BLM jurisdiction or out of the scope for the RTMP.

The planning criteria listed in Section 7 of this report will help guide the development of alternative and the Draft RTMP/EA. The planning criteria are developed by BLM during scoping, taking into consideration applicable law, regulation, and policy, and will apply throughout the planning process.

1.0 Project Description

Geographic Setting

The geographic area being considered in this planning process is located in Northwestern New Mexico immediately north of the City of Farmington (Figure 1). The designated boundaries of

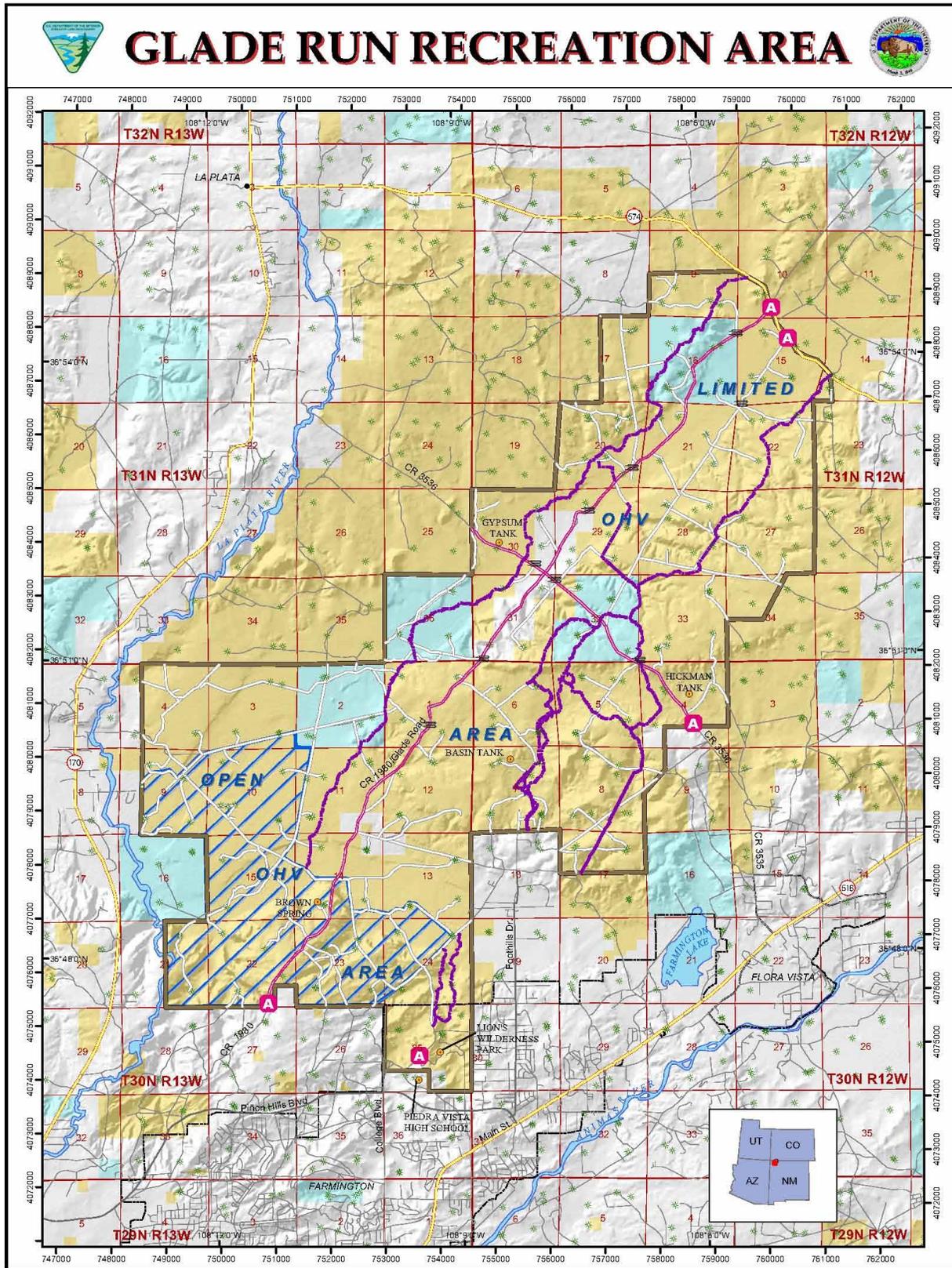
the area are within Townships 30 and 31 North, and range 12 and 13 West. There are approximately 21,544 acres within the boundary of the Glade, of which 17,935 acres are public (BLM) lands, 3,150 acres are state land, and 3,250 acres are private land.

The planning area is bordered by:

- New Mexico Department of Game and Fish Jackson Lake Wildlife Management Area and the La Plata River to the West,
- The City of Farmington to the South and Southeast,
- Farmington Lake and the community of Flora Vista to the East,
- City of Aztec to the Northeast

The BLM will coordinate with adjacent lands managed by other Federal, state and local agencies. The ultimate goal is to have a plan that will provide recreation opportunities and a route network across BLM lands and adjacent lands that provide for complementary management, route connectivity and continuity, and the protection of natural resources.

Figure 1: BLM Planning Area Map



2.0 PUBLIC INVOLVEMENT PROCESS

An integral component of the planning process is public involvement. Throughout the project, interested members of the public and stakeholders will have multiple opportunities to participate and share their insights and comments. Table 1 provides a tentative schedule of the project phases and public involvement opportunities.

Scoping

Scoping is the first stage of the planning process and closely involves the public in identifying issues, providing other information, and developing planning criteria to guide preparation of the plan. The planning process for the RTMP began with general scoping in 2009/2010 and resulted in the publication of the NOI in the *Federal Register* on July 14, 2011 (Appendix A). The second scoping period began with the publication of the NOI and ended on September 30, 2011. All comments received during these two periods were reviewed and included in this scoping report.

Alternatives Development

Now that scoping is complete, alternatives development will begin as the next step in the planning process. BLM will develop a reasonable range of planning alternatives that address the management strategies. The “No Action” alternative, which is the continuation of the current management practices, is always included in the range of alternatives.

Draft RTMP/EA

After the alternatives are developed, BLM will prepare the Draft RTMP/EA. A 45-day public comment period and one or more open house meeting(s) will follow the release of the Draft RTMP/EA. The Draft RTMP/EA will analyze the potential impacts of alternatives on the existing conditions in the planning area, and will propose recreation and travel management actions for the Glade.

Final RTMP/EA

Based on comments received on the Draft RTMP/EA, BLM will make refinements and prepare the Final RTMP/EA. The release of the Final RTMP/EA will be followed by a 30-day public review period. BLM will review all comments received during this period and respond as necessary.

Record of Decision

After the review period for the Final RTMP/EA, BLM will select an alternative and sign the Record of Decision for the project.

Table 1. Projected Plan Project Schedule

Environmental Assessment Schedule	Time Frame
Publish Notice of Intent (NOI)	July 15, 2011
BLM Scoping Meeting: <i>Public meeting, media advertisement</i>	August 25, 2011
Public Scoping Period: <i>Comment period ends</i>	Ends: September 30, 2011
Issue Scoping Report <i>Review scoping material from scoping period, write scoping report</i>	December, 2011
Develop Purpose and Need and Describe the Proposed Action: <i>Identify issues</i>	December, 2011
Identify Reasonable Alternatives to Proposed Action	December, 2011
Develop Preliminary Draft EA: <i>Consolidate scoping issues, identify issues requiring analysis, refine proposed action if necessary, analysis and disclose impacts to alternative, identify potential mitigation measures.</i>	January, 2011
Field Office Review of Draft EA: <i>Specialists comments, edit draft EA</i>	February, 2011
Public Comment Period: <i>Public review of draft EA, public meeting, media advertisement</i>	April, 2012
Review Public Comments on Draft EA: <i>Address comments and revise EA as necessary</i>	May, 2012
Revise EA - Prepare draft Record of Decision	June, 2012
Signing of the Record of Decision (ROD)	August, 2012
Distribute Final EA/ROD/ Reader Letter: <i>Media advertising</i>	August, 2012
Post EA on Farmington Field Office Website: www.blm.gov/nm	September, 2012
Initiate 45day Appeal Period	September, 2012

Subject to modification

3.0 SCOPING ACTIVITIES

Scoping Process

The purpose of the public scoping process is to determine relevant issues and opportunities that will influence the scope of the environmental analysis and alternatives, as well as guide the overall planning process. For the RTMP, BLM used scoping to

- Solicit public comment
- Communicate information about the process
- Identify potential alternatives
- Identify issues requiring further analysis
- Consult with agencies with jurisdiction in the planning area and/or special expertise relevant to the project
- Identify recreation programs, services, or facilities that should be developed
- Consulted with potentially affected Native American tribes
- Identify which hiking, mountain biking, equestrian, off-highway vehicle (OHV), commercial, administrative, or property access routes are important to users

Notifications

BLM announced the planning process and scoping period through the following public notifications:

- NOI published in the *Federal Register*
- Planning letter sent to the project mailing and emailing lists
- Consultation letters sent to Native American tribes and affected interest groups
- Consultation letters sent to Federal, state, county and city planning organizations
- News release to local news media sources
- Legal notices published in local newspapers
- Project website
- Announcements on the BLM FFO website

The news release was sent to local media contacts via the BLM FFO medial email distribution list.

The legal notice was published in the *Farmington Daily Times* on August 10, 2011 and August 21, 2011. In addition to the legal notice, two ads were placed by BLM on August 10, 2011 and August 24, 2011. Subsequently the *Talon Community Newspaper* announced the Glade scoping meeting and other articles were published regarding the Glade. All scoping notifications and other publications are provided in Appendix B and Appendix C, respectively.

Open House Meeting

A public open house meeting was held on August 25, 2011 as San Juan College Henderson Fine Arts building. In total, 113 people signed in at the meeting.

The meeting was held from 4:30-7:30 pm. The majority of the meeting was in an open house format allowing the public to directly ask questions and discuss the project with BLM specialists. Boards on display around the room described the project, frequently asked questions, general information, project maps, and preliminary issues. A short presentation about the project and process was given at 5:30 pm with a question and answer session that was facilitated by Southwest Consulting. While at the meeting, attendees were encouraged to make written comments on large project area maps, fill out comments forms, or speak with BLM staff. The materials provided at the public meeting are included in Appendix D.

Agency Coordination

Scoping input was solicited from 20 agencies. Table 2 lists the Federal; state and local agencies that were invited to provide comment in a letter sent August 2, 2011.

Table 2. Agencies Invited to Comment

Agency Consulted	Agency Consulted
San Juan County Fire Department	New Mexico Department of Game and Fish
US Fish and Wildlife Service	City of Farmington
County Sherriff	New Mexico State Land Office
San Juan County	NM Game & Fish Off-Highway Vehicle Program
New Mexico Senators	New Mexico State Representatives
New Mexico House of Representatives	Metropolitan Planning Organization
New Mexico State Police	New Mexico State Highway Department
New Mexico Off-Highway Vehicle Advisory Board	City of Bloomfield
City of Aztec	NM Historic Preservation Division

Tribal Consultation

Four tribes were invited to consult with BLM in regard to the RTMP in a letter sent August 2, 2011. Tribes and their affiliated Historic Preservation Departments were also invited to submit scoping comments and invited to participate in the planning process.

Tribal Organization Contacted:

- Ute Mountain Ute Tribe
- Navajo Nation
- Jicarilla Apache Nation
- Southern Ute Indian Tribe

Special Interest Groups

Scoping input was solicited from 11 interest groups. Table 3 lists the interest groups invited to provide comments in a letter sent August 2, 2011.

Table 3: Special Interest Groups Invited to Comment

Interest Group	Interest Group
New Mexico Oil & Gas Association	Independent Petroleum Association of New Mexico
Sportsmen for Fish and Wildlife	San Juan Citizens Alliance
Nature Conservancy	Earthworks
WildEarth Guardians	Diné Care
New Mexico Off-Highway Vehicle Alliance	International Mountain Bike Association
BlueRibbon Coalition	

4.0 COMMENTS RECEIVED

After the scoping period ended September 30, 2011, the public comments were consolidated. Each public comment was read in its entirety. In many cases, public comments address more than one topic or category. Comments were extracted from the original submission (letter, email, etc.), recorded and categorized by topic.

A total of 517 written submissions were collected at the public meetings or sent to the BLM during the scoping periods. Excerpts of comments can be reviewed in Appendix E. Of the 517 comments received, 197 were submitted through some variety of form letter. Form letters are standardized and duplicated letters which contain the same text or portions of text and comments. Typically, the letter is used by a number of respondents who then fill in their name, date and address separately and may include individual specific information. A total of three different form letters were identified during the scoping period. From the three form letters, four unique comments were extracted and analyzed. All form letters were read in their entirety and any comments unique and supplemental to the form letter were also extracted and analyzed.

There were 320 respondents who submitted comments with unique text not derived from a form letter. From these 320 respondents, 1,641 unique comments were identified as pertaining to unique, individual issues. Table 4 shows how which sources the unique comments came from.

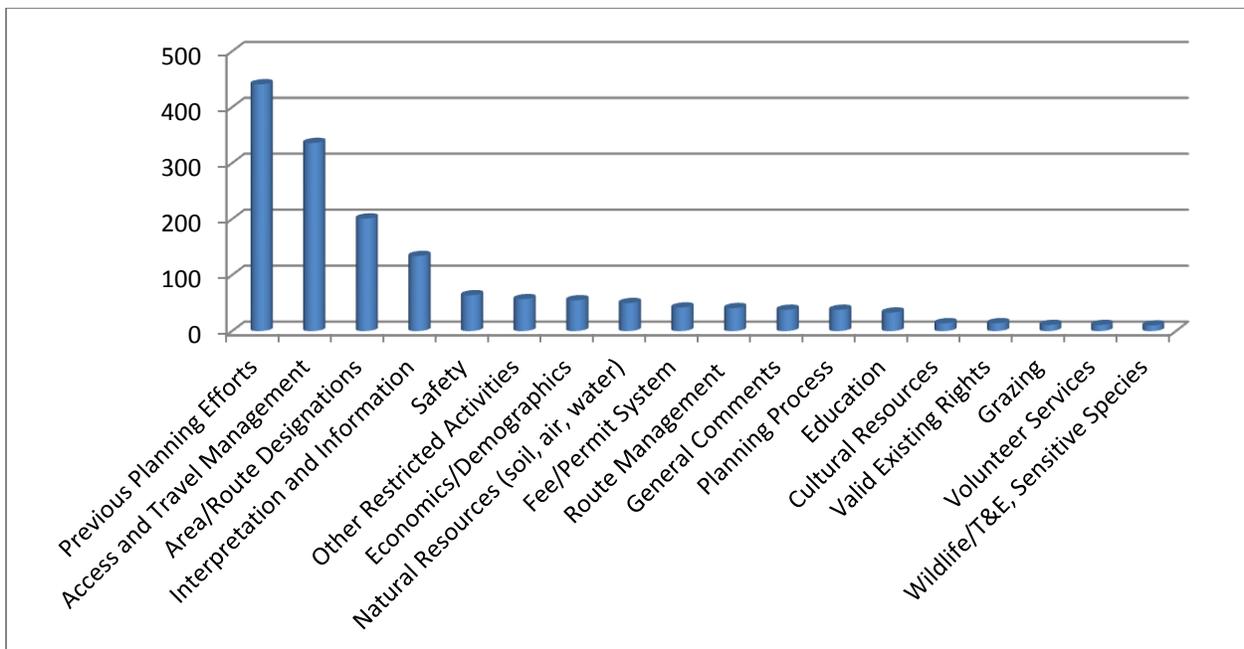
Table 4. Scoping Comments by Source

Method of Submittal	Number of Comments	Percent of Total
Mail or Delivered in Person	76	15%
E-Mail	182	35%
Comment Form	62	12%
Form Letter	197	38%
Total Unique Comments	517	

Several comments were received multiple times and/or in multiple formats (e.g., email and hard copy mail). When identical responses were submitted by the same author, the earlier response with the author’s signature was retained in the public record.

The following graph and table (Figure 2 and Table 5) indicate the number of comments identified in each general resource category. This enumeration is not intended to show or indicate weighing of comment categories or bias towards any issue; it merely indicates the level of public interest in various issue areas. The comment analysis process equally considered all written and scoping meeting comments based on the issues raised and information provided. Several individual comments addressed more than one category or topic. These comments were coded under both comment categories. For example a comment suggesting OHVs should not be allowed outside of the open area or within ½ mile of private property/city boundary would be categorized under maintain open area and under ½ mile buffer zone. Comments categorized as general comments addressed broad management concepts or specific issues that did not warrant being sorted to a separate category.

Figure 2. Number of Comments by Category*



NOTE: 9 Categories had less than 10 comments and are not shown in this graph. They can be viewed in Table 5, below.

Table 5. Written Scoping Comments by Category

Category	Number of Comments	Percent
Access and Travel Management	336	20%
Recreation Services	9	1%
Special Recreation Permits	6	< 1%
Law Enforcement	5	< 1%
Education	33	2%
Area/Route Designations	201	12%
Visual Resource Management	9	1%
Cultural Resources	14	1%
Economics/Demographics	55	3%

Wildlife/T&E, Sensitive Species	10	1%
Grazing	11	1%
Natural Resources (soil, air, water)	50	3%
Valid Existing Rights	14	1%
Vegetation and Noxious Weeds	5	< 1%
Noise	1	< 1%
Lands & Realty	9	1%
Previous Planning Effort	441	27%
Non-Traditional Recreation	4	< 1%
Route Management	41	3%
Other Affected Agency	3	< 1%
Volunteer Services	11	< 1%
Other Restricted Activities	57	3%
Fee/Permit System	42	3%
Safety	64	4%
Interpretation & Information	134	8%
Planning Process	38	2%
General Comments	11	2%
Total Unique Comments*	1,641	

*NOTE: Some of the 1,641 unique comments addressed multiple categories and were counted in multiple rows in this table, therefore numbers and percent's in this table will add up to more than the total number of comments and more than 100 percent.

Out of Scope Comments

Some public comments raised issues that are beyond the scope of this RTMP. Although every comment was read, categorized, and entered into the database, those that raised issues outside the scope of this planning process were not considered. All out of scope comments were identified in Section 6. Below is a list of examples of comments that are outside the scope of this planning effort:

- Designate routes on Pinõn Mesa Recreation Area
- Use vehicle registration fees for improvements within the Glade
- Increase penalties for law enforcement action.

5.0 ISSUES AND OPPORTUNITIES IDENTIFIED DURING SCOPING

Preliminary Issues and Opportunities

Preliminary issues for the planning area were included in the NOI (*Fed. Reg.* Vol. 76, No. 136, pp. 41819). These issues were identified by BLM personnel, as well as other stakeholders and include:

- How to best address conflicts between recreational users?
- What is an appropriate balance in providing for the different kinds of recreation uses and opportunities?
- Is there an opportunity for a Recreation & Public Purpose lease within the planning area?
- How can BLM best promote and address public safety?

Issues and Opportunities Identified through Scoping

Scoping is a dynamic process that assists with identifying issues to be addressed in the RTMP and associated EA. The BLM Land Use Planning Handbook (BLM-H-1601-1) defines planning issues as disputes or controversies about existing and potential land and resources allocations, levels of resource use, production, and related management practices. Issues include resource use, development, and protection opportunities for consideration in the preparation of the RTMP.

Agency and public comments received during the scoping period from both 2009/2010 and August/September 2011 were reviewed to determine additional issues, opportunities and concerns that should be addressed by the RTMP. For this process, each public comment was analyzed and key points summarized. The following list is a compilation of scoping issues raised, to this point, in the process. Since the scoping process is dynamic and continual, scoping issues are subject to change throughout the planning process as new conditions and/or information are identified.

Access and Travel Management

The majority of comments received from 2009-2010 were related to maintaining access for OHV use to all existing routes within the Glade regardless of designation status (i.e. not designated or designated). The public was opposed to any closures that might limit or exclude OHV use. A large portion of non-motorized users supported continued access for OHV contingent on the development of a non-motorized area exclusive for their use. Some routes were identified for potential designation.

- Continue current level of route access
- Provide route connections that enable access from residential areas (conveyances corridors)
- Provide a range of routes for users with different levels of experience (beginner, intermediate, advanced, expert)
- Provide for new OHV routes (unidentified) and the 38+ mile proposed ATV route
- Designate all routes as multiple use (motorized and non-motorized sharing the same trails)
- Limit routes by use (still potentially supporting multi-use) or create exclusive use routes (horse only, mountain bike only, ATV only, etc.)
- Consider closing undesignated routes
- Consider a non-motorized and no grazing “buffer zone” around the City of Farmington boundary to reduce noise, dust and other factors on private property
- Extend the horse trail from the Sherriff’s Posse ground to a 20 mile loop
- Public land needs to accommodate OHV recreation
- Provide for a non-motorized area or make the entire Glade a non-motorized area
- Opposed to a non-motorized area
- Consider expanding the “Open” area, keep the “Open” area the same or make the entire Glade an “Open” area

- Close the “Open” area
- Identify access areas (staging/parking areas)
- Expand the Glade boundary to the original acres as seen in the 1996 Glade Run Trail System Plan
- Create a single-track only area for motorized/non-motorized users

General Travel Management Concerns

Comments submitted focused on how placing restrictions on OHV opportunities will result in additional conflict as OHV areas/routes become more congested and that the demand for motorized use is greater than the current level of access. Additionally, there is a growing concern for how OHVs damage other resources such as soils and vegetation. Concerns were also raised with how BLM would enforce route (or potentially area) closures without increasing our law enforcement capabilities within the Glade.

- Concern that only a small group of users cause the majority of OHV-related problems
- Concern that route closures without additional law enforcement results in increased illegal OHV use
- Concern about unauthorized travel on closed routes and creation of new routes by OHV
- Concern about resource damage caused by OHV use
- Concern that demand for motorized use does not match current level of access
- Concern that reducing OHV access will concentrate use on designated trails or area, resulting in increased resource damage and user conflict
- Concern about segregation of non-motorized and motorized users on routes
- Concern about the loss of OHV recreation opportunities around population centers
- Concern that people will use the trails whether they are designated or not

General Desired Future Actions

There is a general desire to have more trail based recreation. All most every group identified their desire to have additional routes though few were multiple uses (aka. motorized *and* non-motorized). Other actions submitted for consideration includes developing educational opportunities for all user groups, designating trail heads and parking areas and designating a looped route system.

- Provide more OHV access and enhance existing routes
- General interest in more routes for all users (mountain bike, motorcycle, UTV, ATV, 4x4 vehicles)
- Interest in continued rock crawling activities and having BLM encourage rock crawling events
- Increase educational opportunities for all users
- Opposition to additional motorized use restrictions
- Concern about impacts of cross-country travel
- Create a separate route system for hiking, mountain biking, equestrian use, and OHV use

- Create new routes that connect with existing routes to create loops
- Designate trailhead and parking areas

Access

In general, all groups would like to maintain access to the Glade regardless of type of use. Industry has a requirement to maintain access to all facilities to ensure a safe production environment.

- Support for maintaining access on all existing (regardless of designation status) routes for all OHV groups
- Maintain access to industrial sites for monitoring, safety, and emergency response
- Desire to maintain OHV access for future generations
- Maintain access and cross-country travel in all washes
- Increase the number of OHV routes throughout the entire Glade

Environmental Concerns (Soil, air, water, wildlife, T&E/sensitive species, VRM, noise)

Several commenters expressed concern for past, present, and potential future damage to the local environment including, but not limited to, soils and erosion, downstream riparian areas (e.g. deposits from the main Glade wash into the San Juan River) and noise and dust pollution. One commenter was apprehensive on how a large sports complex might affect the night sky and the associated light pollution. In general, concerns about environmental damage were related to OHV use. It was requested that an enforceable restoration/reclamation plan for closed areas or routes be created.

- Concern with dust issues resulting from OHV use and OHV play areas
- Implement a buffer zone around city boundary to reduce dust and noise on private property
- Concerns about conflicts between existing and approved energy development and motorized/non-motorized recreation
- Consider the effects of erosion and soil destruction created by OHVs
- Concerned about affects to the night sky if the Recreation and Public Purpose lease for the City of Farmington was approved and parks were developed
- Consider the impact of OHV noise near populated areas
- Concerned that the degradation of the area is affecting the visual landscape
- Wildlife/T&E, sensitive species should not limit any development (recreational, industrial)
- Develop a plan for restoration/reclamation of closed areas/routes
- Concerns about environmental damage created by OHV activities

Interpretation and Information

Comments received were fairly unanimous with regard to interpretation, information and education. Comments in this category heavily focused on developing educational opportunities for the public including OHV safety/training, trail etiquette, and information on rules,

regulations, and restrictions in place within the Glade. Furthermore, emphasis was placed on the importance of properly designating trails, clearly marking appropriate uses for each trail, and adding additional, useful information such as difficulty level (following the traditional ski trail markings), GPS coordinates, and, if applicable, directionality of the trail. The development of emergency response areas and working with local response agencies to provide for easier identification and access to those areas was also a concern.

- Provide public education programs to prevent and respond to resource disturbance resulting from the creation of roads and trails
- Provide signage or kiosks describing permitted and restricted activities
- Improve way-finding, marking and naming of routes in the network
- Identify and mark routes using the beginner, intermediate, advanced, and expert route markers from ski trails
- Identify designated routes by name or number
- Provide map brochures with basic rules to recreation
- Provide emergency response areas with GPS coordinates
- Use educational programs to reduce conflict between recreation user groups
- Develop educational program on environmental protection and recreation etiquette
- Provide educational programs on cultural resources
- Develop a public education campaign to communicate rules related to illegal dumping and wood cutting on public lands and their associated impacts
- Communicate the importance of staying on routes, riding responsibly, and how to react to other recreationists

General

Several comments express safety as a general concern. The interaction of motorized and non-motorized users was cited as the number one safety concern and that all visitors need to respect each other's right to use the Glade. The establishment of a permit and/or fee system was something brought forth for consideration. Permits and/or fees could apply to all groups or only those that do not have other distinguishing identification (aka. those individuals that do not have some form of registration/licensing process). It was also recommended that a volunteer stewardship program specific to the Glade be developed by BLM. This program could include aspects such as Adopt-a-Trail and development projects for interested volunteer groups.

- Safety in general is a concern and as it relates to user conflicts
- Recognize that user groups have a responsibility to respect other visitors and protect the environment
- Request for route and user inventory to develop baseline data
- OHV users believe in keeping nature clean and pick up trash when riding
- OHV users stay on trails and designated routes
- The BLM should develop a specific monitoring plan, education plan and restoration plan
- Need to minimize user conflict throughout the planning area

- Consider implementing a fee with funds returning to maintain area
- In favor/opposed to a fee system
- In favor of a permit/sticker for all users (with or without a fee)
- If a fee is imposed it must apply to all groups (motorized or non-motorized)
- Develop a volunteer stewardship program
- Develop an Adopt-a-Trail program
- Maintain trails and routes that are designated
- Create directional routes
- Consider other recreation activities such as an archery area, a paintball/airsoft area, and geocaching markers
- Continue/discontinue grazing within the Glade
- Consider a no grazing buffer zone around the City of Farmington boundary

Lands & Realty

There were various comments either expressing opposition to or support for a Recreation and Public Purposes lease to the City of Farmington. Concern about a R&PP lease ranged from noise, dust and access to limiting portions of the current “Open” area to accommodate development on the lease. Likewise plans prepared by the Metropolitan Planning Organization for a comprehensive transportation network and their potential acquisition of rights-of-ways for those transportation needs caused commenters to express apprehension about safety (such as how to handle trail crossings) within the Glade. There is a general concern that R&PP leases or rights-of-way leases will result in the sale of public lands.

- Support for the Recreation & Public Purpose Lease to the City of Farmington
- Support against the Recreation & Public Purpose Lease to the City of Farmington
- Against any type of land exchange
- Concerns about closures to the “Open Area” for land exchanges/leases
- Concerns about implementation of the Master Planning Organization (MPO) Major Thoroughfare Plan (MTP)
- Support against the MPO MTP
- Concerns about safety with regard to trail crossings if the MPO MTP goes through

Law Enforcement

There was a strong desire to see an increase in law enforcement within the Glade. Most commenters would like to see restricted activities actively enforced such as closures on wood cutting, shooting and dumping. The use of a volunteer ranger group was suggested as a way to reduce costs to BLM while still providing a presence on the ground. It was put forward that if volunteer rangers were utilized a larger portion of users would respect the rules because they would not want to be ostracized by the community as rule breakers. In addition, volunteer rangers would have more local or personal connections with users and would therefore be able to accurately and effectively communicate the rules to visitors and local users, alike.

- Enforcement of resource protection and corrective actions as responsive measures for managing establishment of new roads and trail disturbance
- Desire for a low level of enforcement
- Desire for increased or improved enforcement efforts
- Concerns about how enforcement deals with user conflict and harassment of users by other groups
- Enforce boundaries and restrictions related to OHV use
- Restrict motorized use within a buffer around city boundary and private property
- Need a viable enforcement program to accompany a designated route network
- Enforce firearms closures
- Enforce wood cutting closures
- Create a volunteer ranger program to report violations and communicate rules to users, particularly near the “Open” area
- Suggestion that a higher presence of users reduces vandalism, dumping and other enforcement issues
- Control speed on maintained roads to promote safety especially around trail/road crossings
- Use consistent rules and enforcement procedures for all user groups
- Collaborate with State, County and City law enforcement agencies
- Increase violation penalties and close routes that have continued violations
- Remove BLM law enforcement
- Concern about vandalism on Federal, commercial and private property

National Environmental Policy Act Process and Public Involvement

Comments listed under this category were focused on developing and following a process that included chances for public review and evaluation (both internal and external). Emphasis was placed on developing an adequate range of alternatives that would satisfactorily address the issues.

- Involve the public in revising the Special Recreation Permit process
- We can provide trail locations and GPS data to the BLM to show the trails utilized but won't because we don't want them closed
- BLM should have specific changes for each affected area
- An adequate NEPA analysis would include evaluation of significant social, cultural, historical use, current use, future needs and economic impacts from the perspective of motorized recreationist
- Concerned that BLM is doing nothing right now to protect what *is* out there
- Develop a review process for the plan
- Provide an adequate range of alternatives that are realistic

Previous Planning Efforts

A large portion of the 2009 comments focused on the desire to implement either the 1996 GRTS plan or the 2003 RMP. However, the majority of these comments did not provide plan specific implementation strategies or ideas.

- Implement the Resource Management Plan (RMP) (2003)
- Implement the Glade Run Trail System Plan (GRTS) (1996)
- Implement the La Plata Travel Management Plan (LPTMP) (2005)

Non-Motorized Recreation

Comments submitted focused on the creation of a non-motorized area that could be shared among all non-motorized groups (equestrian, mountain bike, hikers, etc.). There was also general sentiment to preserve the Road Apple Rally trail in its entirety but with the east side being proposed as a non-motorized portion of the trail. Preservation and protection was also suggested for the Armijo Route of the Old Spanish National Historic Trail.

- Concern about impact of the RTMP on non-motorized users
- Disproportionate impact to non-motorized recreationists
- Preserve the National Historic Trail: Armijo Route of the Old Spanish Trail from all motorized use
- Preserve the Road Apple Rally in its current alignment
- Expand opportunities for equestrian recreation
- Interest in separate mountain bike trails from motorized recreation
- Interest in expanding mountain bike trails in the NE corner of the Glade

Recreation Services and Facilities

The general consensus was that various recreation facilities would be welcome within the Glade. These would include parking and staging areas, picnic facilities along routes and camping areas. A specific request was for an equestrian facility near Farmington Lake to accommodate the use of an identified equestrian trail.

- Designate parking and staging areas
- Facilities are wanted (unidentified locations)
- Picnic areas are desired (unidentified locations)
- Create an equestrian facility near Farmington Lake

Social Justice and Economics

Comments focused on the economic impact that recreation, specifically motorized recreation, brings to the surrounding communities. Creating a well-established, designated and community supported recreation area would attract visitors from across the nation and internationally. It was requested that BLM consider how to promote use of the Glade to stimulate events within the area and ultimately stimulated local economies.

- Expansion of designated trail system would attract visitors from other areas
- Consider the importance of motorized and non-motorized events to local economies
- Consider BLM planned events to stimulate the community
- Racing events serve as local attractions

Special Recreation Permits

In general, special recreation permits were viewed as a hindrance to the community, at large, and event providers, in general. Group permits and size limits were considered unnecessary and the permit process too complicated. In addition, reducing fees for special recreation permits would result in an increase in events held within the Glade. It was also commented that BLM should make more of an effort to collaborate on events in order to waive fees or reduce the need for a special recreation permit.

- Streamline and simplify the permitting process for group trips; make the permitting process for group trips less restrictive, more flexible, and less costly
- Opposed to any groups size limit
- Place a limit or otherwise reduce fees associated with SRPs and events
- Do not issue permits for organized groups
- BLM should collaborate more in order to waive event fees

Other Affected Agencies

- National Park Service would like protection for the Armijo Route of the Old Spanish Trail
- New Mexico Department of Game and Fish have identified lands to consider for OHV closure in support of the Jackson Wildlife Management Area

6.0 ISSUES OUTSIDE OF THE SCOPE OF THE PLAN

Some issues identified during scoping were beyond the purpose of the RTMP and will not be considered in the EA. There are three explanations for removing these issues from consideration.

- 1) The BLM does not have authority to resolve the issue.
- 2) The issue raised is addressed through other policy or administrative action.
- 3) The issue is outside of the scope of this planning effort.

Issues in this chapter are grouped by the appropriate explanation.

Explanation 1) The BLM does not have the authority to resolve the issue:

The BLM is granted certain authorities through federal law which are implemented by the Code of Federal Regulations (40 CFR 1501.7; 43 CFR 1610.2 and 8342.1-2). Some issues cannot be addressed in the RTMP because BLM does not have the authority (e.g., funding from OHV licensing fees or issues on non-BLM lands). Issues that fall under this explanation are usually resolved through the U.S. Congress, Judicial action, the State of New Mexico, or other entity:

- State registration regulations for motorized vehicles
- Use of State registration funds
- Allowing OHVs to operate on paved streets or highways.

Registration of OHVs is compulsory within the State of New Mexico Off-Highway Motor Vehicle Act (Chap. 66, Article 3 NMSA 1978). The BLM has no authority over the registration of OHVs or the distribution of funds resulting from registration fees. Additionally, Chap. 66, Article 3-1011 of the Off-Highway Motor Vehicle Act prohibits operating OHVs on highways, freeways, and paved streets.

Explanation 2) The issue raised is addressed through other policy or administrative action:

The issue raised is addressed through other policy or administrative action. This includes those actions that are implemented by the BLM as standard operating procedure, because law or regulation requires them, or because they are BLM policy. The following such issue was raised during the scoping process:

- Please consider shooting and target shooting as valid activities on public lands
- Please develop a shooting area/range within the Glade
- Increase penalties for law enforcement action

In 1997, a *Federal Register* notice was published closing the Glade to all forms of firearm discharge (Fed. Reg. Vol. 62, No. 183, pp. 49524), except as provided for hunting game birds along the La Plata River. As such, BLM is not compelled at this time to allow shooting with the planning area.

Law Enforcement collateral fines are established by the US District Judge. Penalties are also listed in the Code of Federal Regulation or in the United States Code, depending on charge. The BLM FFO does not have the authority to make changes to law, policy or regulation therefore these issues will not be addressed in the RTMP. These issues are instead addressed by conformance to existing BLM policies, administrative actions, and other guidance.

Explanation 3) The issue is outside of this planning effort:

- Trails in Pinon Mesa Recreation Area need to be designated and protected

As this area is outside of our current planning effort, it will be documented for future review but excluded from further consideration at this time.

7.0 Planning Criteria

Planning criteria are intended to guide the development of alternatives and the overall planning process. The planning criteria are developed during scoping and may be updated in response to new or changing information, as necessary. The following draft planning criteria for the RTMP were developed based on input from agencies, the public, and BLM personnel:

- The RTMP will define implementation decisions for lands managed by BLM located within the planning area.
- The activity-level plans will be developed concurrently with the proposed land use-level decisions in the RMP Amendment to the extent possible.
- The RTMP will be completed in compliance with FLPMA, NEPA, and all other relevant Federal law, Executive orders, and management policies of the BLM.
- The RTMP will be consistent to the maximum extent possible with the plans and management programs of local government, BLM travel and recreation guidance, and Federal and State laws and regulations. The planning process will be coordinated with other Federal agencies, where appropriate.
- Resource protection will be considered across the broader landscape, not just within administrative boundaries, as appropriate.
- The RTMP will acknowledge valid existing rights within the planning area.
- The RTMP will establish implementation actions and guidance for managing recreational activities in order to maintain existing natural landscapes and cultural resources while providing for the enjoyment and safety of the visiting public.
- Where existing planning decisions are still valid, those decisions may be incorporated in the RTMP.
- The planning process will rely on available inventories of the lands and resources as well as data gathered during the planning process to reach sound management decisions. Geographic Information Systems will be used to the extent practicable. Decisions requiring additional inventories will be deferred until such time as the inventories can be conducted.
- Public involvement will be based on the principles of collaborative planning described in the BLM Land Use Planning Handbook (H-1601-1).
- The route evaluation process will be conducted in a systematic standardized manner, consider routes individually and collectively, and provide a clear reasoning for route recommendations and decisions in a route-by-route data record.
- Consultation with Native American Tribes, State Historic Preservation Office, and U.S. Fish and Wildlife Service will be conducted throughout the plan.

Appendix A: Federal Register Notice of Intent



authorization request; (2) Publication in the **Federal Register** of a notice terminating this segregation; or (3) No further administrative action occurs at the end of this segregation. Any segregation made under this authority is effective only for a period of up to 2 years.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Authority: 40 CFR 1501.7; 43 CFR 1610.2, 2091.3–1(e), and 2804.25(e)).

Thomas Pogacnik,

Deputy State Director, California.

[FR Doc. 2011–17717 Filed 7–14–11; 8:45 am]

BILLING CODE 4310–40–P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[LLNM01000 L16100000 DO0000]

Notice of Intent To Prepare a Resource Management Plan Amendment for the Glade Run Recreation Area, Farmington Field Office, New Mexico, and Associated Environmental Assessment

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice of Intent.

SUMMARY: In compliance with the National Environmental Policy Act of 1969 (NEPA), as amended, and the Federal Land Policy and Management Act of 1976 (FLPMA), as amended, the Bureau of Land Management (BLM) Farmington Field Office (Field Office), Farmington, New Mexico, intends to prepare a Resource Management Plan (RMP) amendment to the 2003 Farmington RMP with an associated Environmental Assessment (EA) to address recreation and travel management in the Glade Run Recreation Area (the Glade). By this Notice, the Field Office is announcing the beginning of the scoping process to solicit public comments and identify issues.

DATES: This Notice initiates the public scoping process for the RMP amendment/EA. Comments on issues and planning criteria may be submitted 30 days from the date of publication of

this Notice in the **Federal Register** (the scoping period). The date(s) and location(s) of any scoping meeting(s) will be announced at least 15 days in advance through the local news media, mailings to interested individuals, and on the BLM Field Office Web site at: <http://www.blm.gov/nm/st/en.html>. In order to be included in the Draft RMP amendment/EA, all comments must be received prior to the close of the scoping period or 30 days after the last public meeting, whichever is later.

The BLM will provide additional opportunities for public participation and comment upon publication of the Draft RMP amendment/EA.

ADDRESSES: You may submit comments on issues and planning criteria related to the Farmington Field Office Glade Run Recreation Area RMP amendment/EA by any of the following methods:

- **Web site:** <http://www.blm.gov/nm/st/en.html>.

- **E-mail:** FFO_Comments@blm.gov.

- **Fax:** 505–599–8999 Attention: Outdoor Recreation Planner.

- **Mail:** 1235 La Plata Highway, Farmington, New Mexico 87401, Attention: Outdoor Recreation Planner.

Public comments, maps and other information related to the Glade RMP amendment/EA may be examined at the Field Office.

FOR FURTHER INFORMATION CONTACT: For further information and/or to have your name added to our mailing list, contact Janelle Alleman, Outdoor Recreation Planner, telephone: 505–599–8944; address: 1235 La Plata Highway, Farmington, New Mexico 87401; or by e-mail at FFO_Comments@blm.gov. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1–800–877–8339 to contact the above individual during normal business hours. The FIRS is available 24 hours a day, 7 days a week, to leave a message or question with the above individual. You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION: The BLM Farmington Field Office, Farmington, New Mexico, intends to prepare an RMP amendment/EA to address recreation and travel management decisions in the Glade. The Glade encompasses 21,544 acres of which 17,935 acres are Federal lands. The remaining acres consist of State of New Mexico and private lands. The planning area is located in San Juan County, New Mexico. The purpose of the public scoping process is to determine relevant issues that will influence the scope of the RMP amendment/EA, including alternatives,

and will help to guide the planning process.

New forms of motorized vehicles and technology, population growth, increasing user conflicts, and related developments have out-paced guidance and decisions in the current recreation and travel management plan for the Glade, which was approved in 1996. To address these developments, the RMP amendment/EA will consider proposals to amend the RMP to make changes in off-highway vehicle (OHV) area designations (43 CFR 8342.2). OHV area designations are land use allocations that classify areas of public lands as open, limited, or closed to motorized travel. The RMP amendment/EA will also consider a proposal to designate the Glade as a Special Recreation Management Area (SRMA). SRMA designations recognize specified public lands where recreation opportunities and recreation settings are the predominant land use planning focus and are managed through the land use planning process.

In addition, this planning effort will develop management alternatives that include specific activity planning targeted at identifying a travel and transportation network of routes for specified uses within the planning area.

The BLM anticipates the following planning issues (43 CFR 1610.2(c)(3)): (1) How to best address conflicts between recreational users? (2) What is an appropriate balance in providing for the different kinds of recreation uses and opportunities? (3) Is there an opportunity for a Recreation & Public Purpose lease within the planning area? and (4) How can BLM best promote and address public safety?

The BLM will use an interdisciplinary approach to develop the plan in order to consider the variety of resource issues and concerns identified. Specialists with expertise in the following disciplines will be involved in the planning process: Rangeland management, minerals and geology, forestry, outdoor recreation, archaeology, paleontology, wildlife and fisheries, lands and realty, hydrology, soils, sociology, and economics.

Proposed planning criteria include the following:

1. The RMP amendment/EA will comply with FLPMA, NEPA, and all other applicable laws, regulations, and policies;

2. For program-specific guidance for decisions at the land use planning level, the process will follow the BLM's policies in the Land Use Planning Handbook, H–1601–1;

3. Public participation and collaboration will be an integral part of the planning process;

4. The BLM will strive to make decisions in the plan compatible with the existing plans and policies of adjacent local, State, and Federal agencies and local American Indian tribes, as long as the decisions are consistent with the purposes, policies, and programs of Federal laws and regulations applicable to public lands;

5. The RMP amendment/EA will recognize valid existing rights;

6. The RMP amendment/EA will incorporate, where applicable, management decisions brought forward from existing planning documents;

7. The BLM staff will work with cooperating agencies and all other interested groups, agencies, and individuals;

8. The BLM and cooperating agencies will jointly develop alternatives for resolution of resource management issues and management concerns;

9. GIS and metadata information will meet Federal Geographic Data Committee standards, as required by Executive Order 12906 and all other applicable BLM data standards will be followed;

10. The planning process will provide for ongoing consultation with American Indian tribes to identify strategies for protecting recognized traditional uses;

11. Planning and management direction will focus on the relative values of resources and not the combination of uses that will give the greatest economic return or economic output;

12. The BLM will consider the quantity and quality of non-commodity resource values;

13. Where practicable and timely for the planning effort, the best available scientific information, research, and new technologies will be used;

14. Actions must comply with all applicable regulations and must be reasonable, achievable, and allow for flexibility while supporting adaptive management principles; and

15. The Economic Profile System will be used as one source of demographic and economic data for the planning process, which will provide baseline data and contribute to estimates of existing and projected social and economic conditions.

The BLM will utilize and coordinate the NEPA commenting process to satisfy the public involvement process for Section 106 of the National Historic Preservation Act (16 U.S.C. 470f) as provided for in 36 CFR 800.2(d)(3). Native American tribal consultations will be conducted in accordance with

policy, and tribal concerns will be given due consideration, including concerns related to impacts on Indian trust assets. Federal, State, tribal and local agencies, along with stakeholders, are invited to participate in the scoping process and, if eligible, may participate as a cooperating agency.

You may submit comments on issues and planning criteria in writing to the BLM at any public scoping meeting, or you may submit them to the BLM using one of the methods set forth in the ADDRESSES section of this Notice, and within the timeframes set forth in the DATES section of this Notice. Please note that public comments and information submitted including names, street addresses, and email addresses of persons who submit comments will be available for public review and disclosure at the above address during regular business hours (8 a.m. to 4 p.m.), Monday through Friday, except holidays. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

Authority: 40 CFR 1501.7, 43 CFR 1610.2.

Jesse J. Juen,

Acting State Director.

[FR Doc. 2011-17776 Filed 7-14-11; 8:45 am]

BILLING CODE 4310-VB-P

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[LLNV952000 L1420000.BJ0000 241A; 11-08807; MO#4500022198; TAS: 14X1109]

Filing of Plats of Survey; Nevada

AGENCY: Bureau of Land Management, Interior.

ACTION: Notice.

SUMMARY: The purpose of this notice is to inform the public and interested State and local government officials of the filing of Plats of Survey in Nevada.

DATES: *Effective Dates:* Filing is effective at 10 a.m. on the dates indicated below.

FOR FURTHER INFORMATION CONTACT: David D. Morlan, Chief, Branch of Geographic Sciences, Bureau of Land Management, Nevada State Office, 1340 Financial Blvd., P.O. Box 12000, Reno, Nevada 89520, 775-861-6541. Persons who use a telecommunications device for the deaf (TDD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8339 to contact the above individual during normal business hours. The FIRS is available 24 hours a day, 7 days a week, to leave a message or question with the above individual.

You will receive a reply during normal business hours.

SUPPLEMENTARY INFORMATION:

1. The Plat of Survey of the following described lands was officially filed at the Nevada State Office, Reno, Nevada on February 15, 2011:

The plat, representing the dependent resurvey of a portion of the subdivisional lines, a portion of the subdivision-of-section lines of section 27 and a portion of the meanders of Lake Tahoe, and the further subdivision of section 27, Township 15 North, Range 18 East, Mount Diablo Meridian, Nevada, under Group No. 883, was accepted on February 11, 2011. This survey was executed to meet certain administrative needs of the U.S. Forest Service.

2. The Plat of Survey of the following described lands was officially filed at the Nevada State Office, Reno, Nevada on April 21, 2011:

The plat, representing the dependent resurvey of the Fifth Standard Parallel South, through a portion of Range 54 East and a portion of the subdivisional lines, and the subdivision of section 34, Township 20 South, Range 54 East, Mount Diablo Meridian, Nevada, under Group No. 897, was accepted on April 19, 2011. This survey was executed to meet the certain administrative needs of the Bureau of Land Management.

3. The Plat of Survey of the following described lands was officially filed at the Nevada State Office, Reno, Nevada on May 9, 2011:

The plat, in six (6) sheets, representing the dependent resurvey of a portion of the south boundary and a portion of the subdivisional lines, the subdivision of certain sections, and the survey of the meanders of portions of the 4144 foot contour line, Township 33 North, Range 33 East, of the Mount Diablo Meridian, Nevada, under Group No. 888, was accepted on April 19, 2011. This survey was executed to meet certain administrative needs of the Pershing County Water Conservation District, the State of Nevada and the Bureau of Reclamation.

4. The Plat of Survey of the following described lands was officially filed at the Nevada State Office, Reno, Nevada on May 31, 2011:

The plat, in two (2) sheets, representing the dependent resurvey of a portion of the subdivisional lines, the subdivision of section 8, and a metes-and-bounds survey in section 8, Township 14 North, Range 20 East, Mount Diablo Meridian, Nevada, under Group No. 903, was accepted on May 27, 2011. This survey was executed to meet certain administrative needs of the Bureau of Land Management.

Appendix B: Published Legal Notices
Published August 10, 2011; Farmington Daily Times

AFFIDAVIT OF PUBLICATION

Ad No. 66482

STATE OF NEW MEXICO
County of San Juan:

JOHN ELCHERT, being duly sworn says:
That HE is the PUBLISHER of THE DAILY TIMES, a daily newspaper of general circulation published in English at Farmington, said county and state, and that the hereto attached Legal Notice was published in a regular and entire issue of the said DAILY TIMES, a daily newspaper duly qualified for the purpose within the meaning of Chapter 167 of the 1937 Session Laws of the State of New Mexico for publication and appeared in the Internet at The Daily Times web site on the following day(s):

Wednesday, August 10, 2011

Sunday, August 21, 2011

And the cost of the publication is \$168.57



ON 8/23/11 JOHN ELCHERT
appeared before me, whom I know personally to be the person who signed the above document.


My Commission Expires - 11/05/11

RECEIVED

AUG 29 2011

Farmington Field Office
Bureau of Land Management

COPY OF PUBLICATION

Department of the Interior
Bureau of Land Management

The Bureau of Land Management (BLM) Farmington Field Office (Field Office) announces its intent to prepare a Resource Management Plan amendment/environmental assessment to address recreation and travel planning in the Glade Run Recreation Area and is seeking public input on issues and planning criteria. The public comment period will be open through September 30, 2011. All comments must be submitted either in writing and mailed to the Farmington Field Office, 1235 La Plata Highway, Farmington, NM 87401 or sent by email from the BLM Website at www.blm.gov/nm with the heading *Glade Run Recreation Area*. To be considered, all comments must be postmarked or date stamped no later than midnight, September 30th, 2011. All comments will be made public unless indicated. Additional information will be made available online at the BLM Field Office website www.blm.gov/nm and by request from the Field Office Outdoor Recreation Planner.

A public meeting will be held on August 25, 2011, at San Juan College (4601 College Blvd., Farmington, NM), Henderson Fine Arts Building, Rooms 9010/9012 from 4:30 p.m.-7:30 p.m. A presentation will begin at 5:30 p.m. Specialists will be available to answer questions regarding resource issues.

This notice applies to the Federal lands described below:

- All or portions of Secs. 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 21, 22, 23, 24, and 25; T30N R13W
- All or portions of Secs. 4, 5, 6, 7, 8, and 17; T30N R12W
- Some or all of portions of Sec. 36; T31N R13W
- All or portions of Secs. 9, 10, 15, 16, 17, 20, 21, 22, 27, 28, 29, 30, 31, 32, 33, and 34; T31N R12W

Correspondence may be mailed to:
Outdoor Recreation Planner
Bureau of Land Management
Farmington Field Office
1235 La Plata Highway,
Suite A
Farmington, New Mexico 87401

Ad No. 66482 published in The Daily

AFFIDAVIT OF PUBLICATION

Ad No. 66482

**STATE OF NEW MEXICO
County of San Juan:**

JOHN ELCHERT, being duly sworn says:
That HE is the PUBLISHER of THE DAILY
TIMES, a daily newspaper of general
circulation published in English at Farmington,
said county and state, and that the hereto
attached Legal Notice was published in a
regular and entire issue of the said DAILY
TIMES, a daily newspaper duly qualified for
the purpose within the meaning of Chapter
167 of the 1937 Session Laws of the State of
New Mexico for publication and appeared in
the Internet at The Daily Times web site on
the following day(s):

Wednesday, August 10, 2011
Sunday, August 21, 2011

And the cost of the publication is \$168.57



ON 8/23/11 JOHN ELCHERT
appeared before me, whom I know personally
to be the person who signed the above
document.


My Commission Expires - 11/05/11

RECEIVED

AUG 29 2011

Farmington Field Office
Bureau of Land Management

COPY OF PUBLICATION

Department of the Interior
Bureau of Land Management

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- All or portions of Secs. 4, 5, 6, 7, 8, and 17; T30N R12W
- Some or all of portions of Sec. 36; T31N R13W
- All or portions of Secs. 9, 10, 15, 16, 17, 20, 21, 22, 27, 28, 29, 30, 31, 32, 33, and 34; T31N R12W

Correspondence may be mailed to:
Outdoor Recreation Planner
Bureau of Land Management
Farmington Field Office
1235 La Plata Highway,
Suite A
Farmington, New Mexico 87401

Legal No. 66482 published in The Daily Times on August 10 & 21, 2011.

AFFIDAVIT OF PUBLICATION

COPY OF PUBLICATION

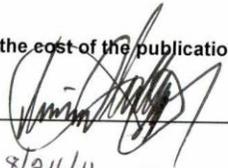
Ad No. 575188 - BLM

**STATE OF NEW MEXICO
County of San Juan:**

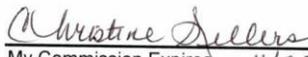
Mike Kellogg, being duly sworn says: That she is the ADVERTISING DIRECTOR of THE DAILY TIMES, a daily newspaper of general circulation published in English at Farmington, said county and state, and that the hereto attached Notice was published in a regular and entire issue of the said DAILY TIMES, a daily newspaper duly qualified for the purpose within the meaning of Chapter 167 of the 1937 Session Laws of the State of New Mexico for publication and appeared in The Daily Times on the following

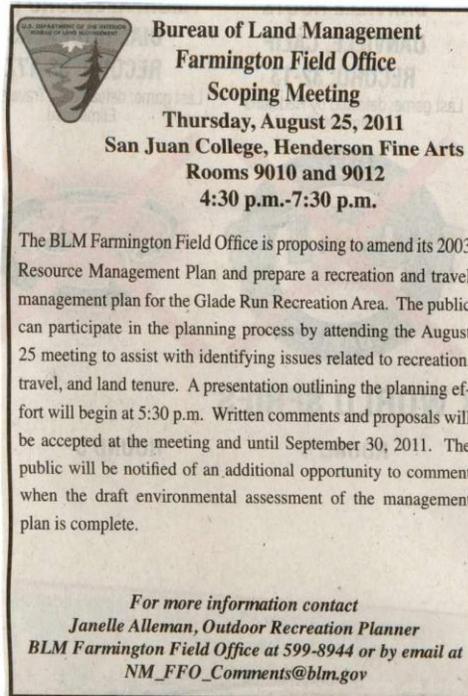
Date: Aug. 10, 2011 and Aug. 24, 2011

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ON 8/24/11 Mike Kellogg, appeared before me, whom I know personally to be the person who signed the above document.

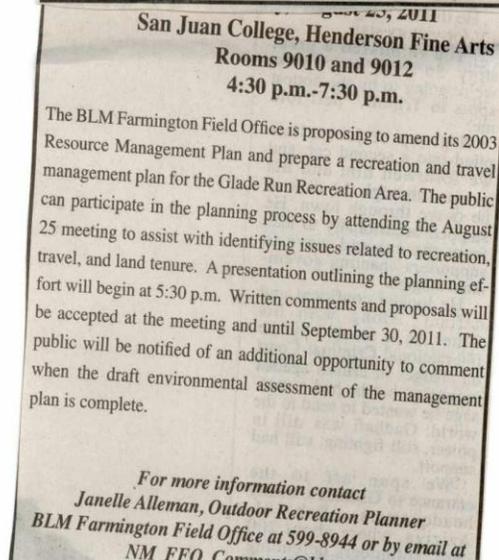

My Commission Expires 11/05/11



**Bureau of Land Management
Farmington Field Office
Scoping Meeting
Thursday, August 25, 2011
San Juan College, Henderson Fine Arts
Rooms 9010 and 9012
4:30 p.m.-7:30 p.m.**

The BLM Farmington Field Office is proposing to amend its 2003 Resource Management Plan and prepare a recreation and travel management plan for the Glade Run Recreation Area. The public can participate in the planning process by attending the August 25 meeting to assist with identifying issues related to recreation, travel, and land tenure. A presentation outlining the planning effort will begin at 5:30 p.m. Written comments and proposals will be accepted at the meeting and until September 30, 2011. The public will be notified of an additional opportunity to comment when the draft environmental assessment of the management plan is complete.

*For more information contact
Janelle Alleman, Outdoor Recreation Planner
BLM Farmington Field Office at 599-8944 or by email at
NM_FFO_Comments@blm.gov*



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A14

BLM Announces Glade Scoping Meeting

Farmington, NM—The Bureau of Land Management Farmington Field Office has scheduled a public scoping meeting in Farmington to plan for the future management of the Glade Run Recreation Area. The meeting will be Thursday, August 25, from 4:30 p.m. to 7:30 p.m. at the San Juan College Henderson Fine Arts Center meeting rooms 9010 and 9012.

The Farmington Field Office plans to amend its 2003 Resource Management Plan (RMP) to consider possible changes in recreation and travel management for the Glade Run Recreation Area. Public participation and collaboration is an integral part

of the BLM planning process and members of the public are encouraged to submit written comments and proposals, and to identify issues to assist the BLM in its planning.

When the BLM completes the draft RMP amendment, the agency also will publish a draft Environmental Assessment (EA) that evaluates impacts of a revised management plan for the Glade Run Recreation Area. The public will have an opportunity to submit comments and proposals before the BLM proceeds with a final review of the documents and publication of a final amendment and final EA.

The boundaries of the Glade Run Recreation Area

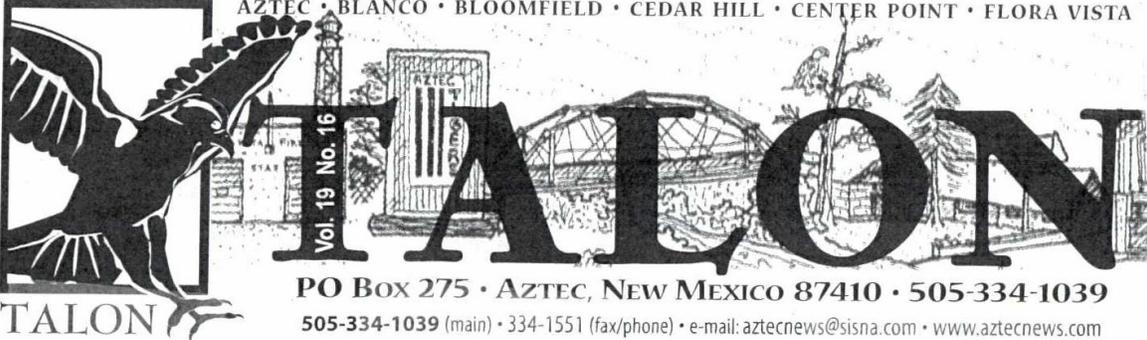
surround 21,544 acres of which 17,935 acres are Federal land. The remaining acreage is private and state land.

The recreation area is adjacent to much of Farmington's northern city limit.

The RMP amendment and EA will consider a range of possible management actions to reduce conflicts between users and to ensure the health of the land.

For further information, contact Outdoor Recreation Planner Janelle Alleman at 505.599.8944 or by e-mail at NM_FFO_Comments@blm.gov, or contact Bill Papich at 505-599-6324 or by e-mail at bill_papich@blm.gov.

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Vol. 19 No. 16
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DAILY TIMES

www.daily-times.com

FARMINGTON NEW MEXICO

Friday, August 26, 2011

Glade planning begins after 120 attend BLM meeting

— By Ryan Boetel —
The Daily Times

FARMINGTON — More than 120 people attended a Bureau of Land Management meeting Thursday night to learn how they can affect looming changes to the Glade Run Recreation Area.

It was one of the biggest turnouts for a BLM meeting in recent years, said Bill Papich, a spokesman for the BLM Farmington Field Office.

The BLM plans to update their management plan for the 21,000-acre recreation north of Farmington. Growth in the number and types of users in the area is prompting the changes. There was a sharp increase in the number of off highway vehicles used in the Glade in the last 15 years, said Gary Torres, the district manager for the BLM in Farmington.

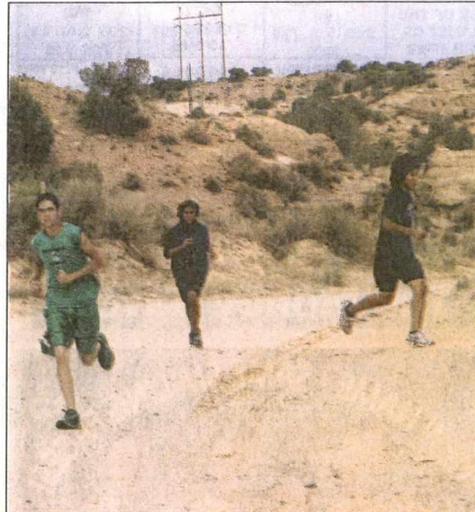
The project is expected to be completed by September of 2012, Torres said.

The public has until Sept. 30 to submit written comments to the BLM about the Glade. The BLM will publish several proposed changes in Glade management in February 2012 and another round of public comment will take place in April.

“The Glade is a huge asset to Farmington,” Torres said. “We need to be compatible with the vision the community has for it.”

The outdoor enthusiasts at the community use the Glade for a host of different things. Mountain bikers, motorcyclists, all-terrain vehicle owners and Jeep drivers were the most common hobbies of people at the meeting.

“What I want to see is just better communication (between user groups) and better trailheads,” said Nick Chavez, an oil-field technician from Farmington who rides motorcycles and mountain bikes in the



Jon Austria/The Daily Times

Runners jog along the trails at Glade Run Recreation Area on Monday.

See Glade A2.

Glade

(Continued from Page A1)

Glade. “There’s a lot of confusion as far as what trails are for and what direction they go.”

There wasn’t noticeable animosity between the various user groups. During a public question-and-answer session many of the questions were about the funding opportunities available for flagging and mapping the trails, illegal dumping in the Glade and what the city of Farmington has planned for the area.

“No matter what you ride, don’t just use it, take care of it,” Chavez said. “Things like (illegal dumping) will get it shut down.”

The city of Farmington proposed to lease a swath of the Glade near Foothills Drive and Hood Mesa Trail, to build a neighborhood park, baseball fields and additional bike trails. The city’s proposal was displayed at the meeting. There hasn’t been a decision on the lease, Torres said.

The BLM wants the public to submit written comments about the Glade, including how they use it and what they would like to see improved.

They can drop comments off at Farmington BLM office or email the

agency at NM_FFO_Comments@blm.gov.

Large letters signed by several users will also be accepted.

Paul Marusak, an engineer from ConocoPhillips who mountain bikes in the Glade, had a possible solution for the different trail users.

“Sharing seems like the easiest solution,” he said. “It’s a pretty big area.”

Ryan Boetel:
rboetel@daily-times.com

B7 Sunday, August 28, 2011

THE **DAILY TIMES** FARMINGTON, NEW MEXICO

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DAILY TIMES EDITORIAL

BLM eyes Glade with needed plan

The Bureau of Land Management and the city of Farmington have remained close neighbors since the creation of both, so it only makes sense that one keeps in consideration the best wishes and plans of the other.

BLM is trying to do that now with a series of public hearings and comment periods to allow residents of Farmington and San Juan County to provide their input on the management plan for the Glade Run Recreation Area north of town.

Farmington, in turn, is making a pitch for overlapping improvements of its own.

The public has a chance to be involved, and should continue to do so, with written comments accepted until Sept. 30. A public hearing Thursday night drew a respectable crowd of more than 120 people.

If BLM can take these comments and letters and put together a workable plan to settle disputes and create clear designations for the many users of the Glade, much will be accomplished.

Mountain bikers, motorcyclists, all-terrain vehicles, Jeep drivers, hikers and runners all use the Glade.

But as more users flock to the valued outdoors scene, tensions tend to rise over who gets to use what trails. Safety concerns become part of the problem as well.

That's why the BLM understands, as it should, the need to address the problem with clarity and direction for the 21,000-acre reserve.

The Glade is a treasure we must protect and preserve.

Ditto for those who use it.

Comments may be dropped off at the Farmington BLM office still located on LaPlata Highway, or emailed to NM_FFO_comments@blm.gov.

Sunday, September 11, 2011

BLM to develop Glades management plan

—By Kurt Madar—
The Daily Times

FARMINGTON loves the Glades, and city officials and residents alike are waiting for the Bureau of Land Management to decide what it wants to do with them.

Glade Run, just north of the city, is crisscrossed by hiking, biking and off-highway vehicle trails, and more city residents use it for recreation each year.

Because of this increase, BLM officials recently decided to develop a management plan that would balance public use and enjoyment while also protecting important resources.

"The sheer number of different interests meant that we needed to look at the area on a landscape basis as opposed to a piecemeal approach," said Gary Torres, field manager for Farmington's BLM Field Office.

"We have people saying we just want bikes, we just want hiking, we just want motorcycles. We have to come up

BE HEARD

- The BLM will accept public comments through Sept. 30.
- Comments can be submitted electronically or by mail to the Farmington Field Office, 1235 La Plata Highway, Farmington, N.M., or to fto_comments@blm.gov.
- For more information call 505-599-8900.

with alternatives to resolve those issues."

It isn't just residents who hike, bike or enjoy off-highway vehicles that have clamored to be part of the planning process. The city of Farmington also has a couple of long-term projects that seek to use land in the Glade Run area.

The city has had a Recreation and Public Purposes Act request for BLM land in the glades since 2001.

See BLM A2.

BLM

(Continued from Page A1)

Originally intended to be a sports complex, city officials are waiting to see what future use patterns look like before deciding what they would propose to build.

"At the time we put the original request in, there was a need for additional sports fields," parks department director Jeff Bowman said. "Now we have a bigger need for a park, with a couple fields on it."

The city built its existing eight-plex sports park in 2001, and according to Bowman, it filled up so quickly city officials thought they would need to plan for a smaller, four-plex park within the next 20 years.

"The issue is that inside city limits, large pieces of land just aren't available anymore," Bowman said. "If the city grows, we are going to need more open space. We

are trying to plan ahead to secure some land."

The city's other interest in BLM land north of Farmington involves its recently adopted Metropolitan Thoroughfare Plan.

City planners developed the plan to account for future growth. It proposes a north-

was submitted, BLM officials are aware of the city's interest.

"Eventually, if they cross BLM lands, they have to get a BLM right-of-way (and that would require another environmental assessment," Torres said. "But for the long-term planning, it's

The bottom line is that no decisions have been made.

GARY TORRES, BLM Farmington field manager

important to look toward that horizon and say 'will this tie our hands later? Right now, we are not approving or condoning it.'"

Torres expects the entire management plan process to take 16 to 18 months. As it stands, the BLM is collecting as much public input as possible.

"The bottom line is that no decisions have been made," Torres said. "We are still in the evaluation stage, the discovery phase. The scoping phase is really about getting input from anyone that has a dog in this fight."

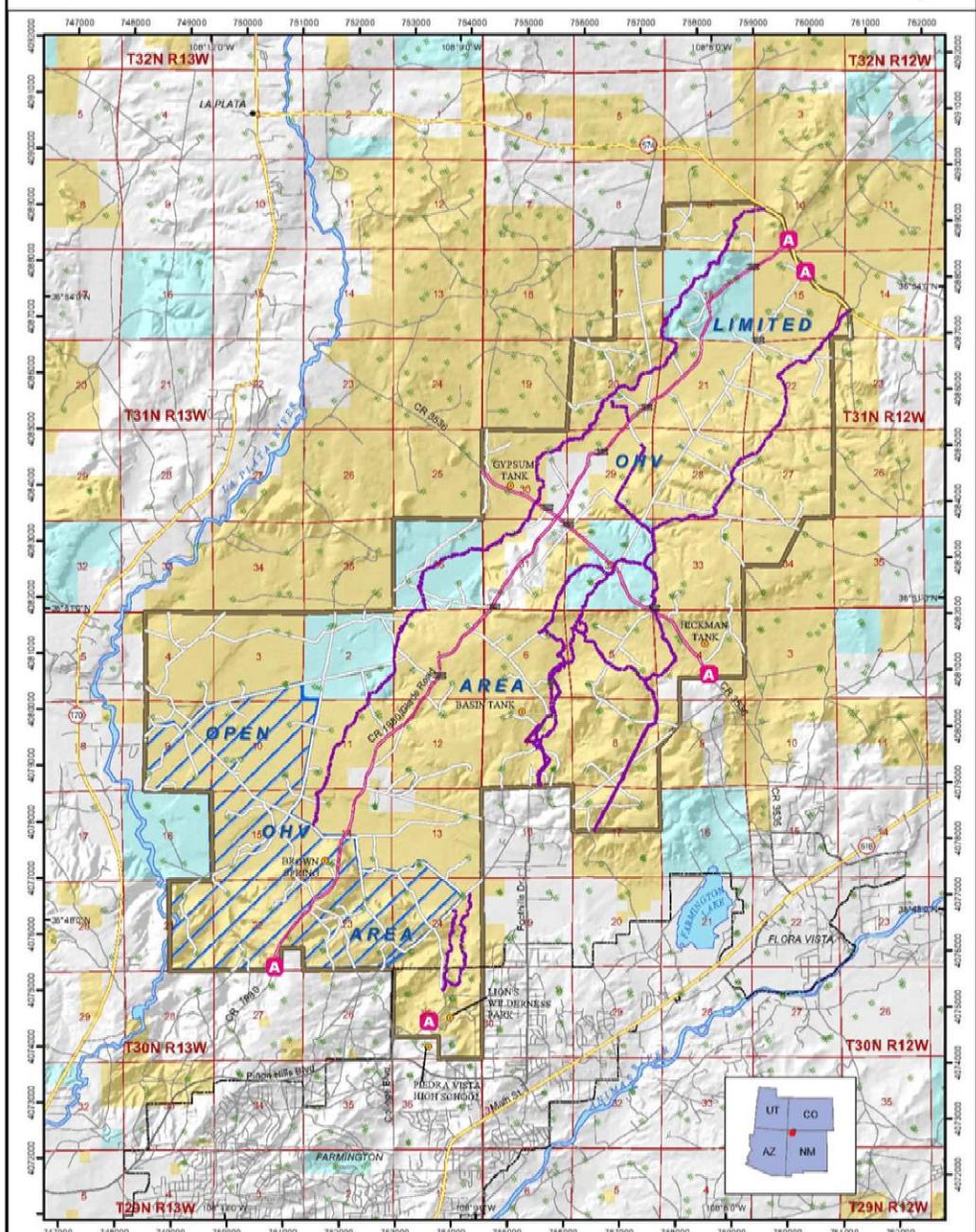
Once the scoping phase is over, all the different issues identified by public comment will be compiled into a scoping report and the agency will begin to develop alternatives to meet as many of the needs as possible.

"It's important we get as much public participation as possible," Torres said. "Both the level of public input and city interest is very encouraging. It's helpful when cities or counties take part and we try to be consistent with their plans. We don't conform, but we try to be consistent."

Kurt Madar:
kmadar@daily-times.com



GLADE RUN RECREATION AREA



Access Point	Open OHV Area: ATV/4WD Cross Country Travel Allowed	*Road Classification State Highway	City Boundary
Glade Run Boundary: Limited OHV Area--All Vehicles Restricted to Maintained Roads and Designated Trails	Active Well	Local Road	Bureau of Land Management
Multi Use Trail: NO ATVs, Open to Pedestrians, Mountain Bikes, Motorcycles and Horses.	Landmark	Main Glade Access Roads	Private
	Cattle Guard/Gate	Established Dirt Road or 2-Track	State
	<i>(OHV=Off Highway Vehicle)</i>	<i>*Note: All off field roads may not be shown.</i>	

Scale 1:63,360 or 1 inch equals 1 mile
Projection and Grid: Universal Transverse
Mercator, Zone 12; Meters
Datum: North American Datum of 1983
Created October 18, 2024

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**Glade Run Recreation Area Travel and Management Plan
Project Timeline**

Environmental Assessment Schedule	Time Frame
Publish Notice of Intent (NOI)	July 15, 2011
BLM Scoping Meeting: <i>Public meeting, media advertisement</i>	August 25, 2011
Public Scoping Period: <i>Comment period ends</i>	Ends: September 30, 2011
Issue Scoping Report <i>Review scoping material from scoping period, write scoping report</i>	October, 2011
Develop Purpose and Need and Describe the Proposed Action: <i>Identify issues</i>	November, 2011
Identify Reasonable Alternatives to Proposed Action	December, 2011
Develop Preliminary Draft EA: <i>Consolidate scoping issues, identify issues requiring analysis, refine proposed action if necessary, analysis and disclose impacts to alternative, identify potential mitigation measures.</i>	December, 2011
Field Office Review of Draft EA: <i>Specialists comments, edit draft EA</i>	February, 2011
Public Comment Period: <i>Public review of draft EA, public meeting, media advertisement</i>	April, 2012
Review Public Comments on Draft EA: <i>Address comments and revise EA as necessary</i>	May, 2012
Revise EA - Prepare draft Record of Decision	June, 2012
Signing of the Record of Decision (ROD)	August, 2012
Distribute Final EA/ROD/ Reader Letter: <i>Media advertising</i>	August, 2012
Post EA on Farmington Field Office Website: www.blm.gov/nm	September, 2012
Initiate 45day Appeal Period	September, 2012

Subject to Modification

BLM Acronyms and Terms Defined

FLPMA - Federal Land Policy & Management Act of 1976, as amended, is the Bureau of Land Management "organic act" or legislation that establishes the agency's multiple-use mandate to serve present and future generations.

More: <http://www.blm.gov/flpma/>

NEPA – National Environmental Policy Act establishes a public, interdisciplinary framework for Federal decision-making and ensures that agencies (BLM and all other agencies) take environmental factors into account when considering Federal actions.

EA – An Environmental Assessment is a document prepared early in a planning process that evaluates the potential environmental consequences of a project or activity. An EA results in a decision based on the assessment of the degree of impact of a proposed action.

More: <http://www.blm.gov/wo/st/en/prog/planning/nepa/nepa.html>

RMP - Resource Management Plan (RMP) is considered synonymous with Land Use Plan (see "LUP" below) so the terms may be used interchangeably. Land use plan decisions made in RMPs establish goals and objectives for resource management (such as desired future conditions), the measures needed to achieve these goals and objectives, and parameters for using public lands. Land use planning decisions are usually made on a broad scale and customarily guide subsequent site-specific implementation decisions.

Farmington RMP:

http://www.blm.gov/nm/st/en/fo/Farmington_Field_Office/ffo_planning.html

RMP Amendment: The process of considering or making changes in the terms, conditions, and decision of approved RMPs. Usually only one or two issues are considered that involve only a portion of the original RMP planning area.

LUP – Land Use Plan: A set of decisions that establish management direction for land within an administrative area, as prescribed under the planning provisions of FLPMA, regardless of the scale at which the decisions were developed.

More: BLM Land Use Planning Handbook:

http://www.blm.gov/wo/st/en/prog/planning/nepa/webguide/document_pages/land_use_planning.html

SRMA - Special Recreation Management Area is an administrative unit of public lands where the existing or proposed recreation opportunities and recreation setting characteristics are recognized for their unique value, importance, and/or distinctiveness, especially as compared to other areas used for recreation.

More:

http://www.blm.gov/wo/st/en/prog/Recreation/national_recreation/recreation_planning.html

R&PP Lease – Recreation and Public Purposes leases authorize the lease of public lands for recreational or public purposes to State and local governments and to qualified nonprofit organizations. Examples of typical uses under the act are historic monument sites, campgrounds, schools, fire houses, law enforcement facilities, municipal facilities, landfills, hospitals, parks, and fairgrounds.

More: http://www.blm.gov/wo/st/en/prog/more/lands/recreation_and_public.html

Mechanized Travel: Moving by means of mechanical devices such as a bicycle; not powered by a motor.

Motorized Travel: Moving by means of vehicles that are propelled by motors such as cars, trucks, OHVs, motorcycles, and boats.

Non-motorized Travel: Moving by foot, stock or pack animal, boats such as a canoe, and including mechanized travel (see above).

Off-Highway Vehicle (OHV): OHV is synonymous with Off-Road Vehicles (ORV). Off-road vehicle means any motorized vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain, excluding: 1) Any non-amphibious registered motorboat; 2) Any military, fire, emergency, or law enforcement vehicle while being used for emergency purposes; 3) Any vehicle whose use is expressly authorized by the authorized officer, or otherwise officially approved; 4) Vehicles in official use; and 5) Any combat or combat support vehicle when used in times of national defense emergencies.

More: 43 CFR 8340.0-5:
http://www.access.gpo.gov/nara/cfr/waisidx_10/43cfr8340_10.html

Off-Road Vehicle (ORV): The legal term used in the CFR 8340 regulations. See the Off-Highway Vehicle definition.

All-Terrain Vehicle (ATV): A wheeled vehicle other than a snowmobile, which is defined as having a wheelbase and chassis of fifty (50) inches in width or less, steered with handlebars, generally having a dry weight of 800 pounds or less, travels on three or more low-pressure tires, and with a seat designed to be straddled by the operator.

Closed Off-highway Vehicle Designations: Areas or trails are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts

More: 43 CFR 8340.0-5:
http://www.access.gpo.gov/nara/cfr/waisidx_10/43cfr8340_10.html

Limited OHV Designations: The limited designation is used where OHV use must be restricted to meet specific resource management objectives. Examples of limitations include: number or type of vehicles; time or season of use; permitted or licensed use only; use limited to designated roads and trails; or other limitations if restrictions are necessary to meet resource management objectives, including certain competitive or intensive use areas that have special limitations.

More: See 43 CFR 8340.0-5:
http://www.access.gpo.gov/nara/cfr/waisidx_10/43cfr8340_10.html

Open OHV Designations: Open designations are used for intensive OHV use areas where there are no special restrictions or where there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel. Open areas are open anywhere, anytime, to anyone that wishes to use the area.

More: See 43 CFR 8340.0-5:
http://www.access.gpo.gov/nara/cfr/waisidx_10/43cfr8340_10.html

Roads: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Trails: Linear routes managed for human-powered, stock, or off-road vehicle forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Primitive Roads: A linear route that is used by four-wheel drive or high-clearance vehicle but do not meet any BLM road design standards.

Roads, Trails, and Primitive Roads: Terms used to describe specific categories of transportation linear features and represent subsets of the BLM's transportation system.

Routes: Generically, any combinations of the components of the transportation systems are described as "routes."

Travel Management Areas: Delineated areas that have been classified open, limited, or closed and that have identified or designated networks of roads, primitive roads, and trails that provide for public access.

Travel and Transportation Management Plan: The document that describes the process and decisions related to the selection and management of the Transportation Network. This document can be an appendix to an RMP or a stand-alone document after development of the RMP.

More:
http://www.blm.gov/wo/st/en/prog/Recreation/recreation_national/travel_management.html

Appendix E: Written Public Scoping Comments

This appendix contains public comments received during the scoping periods for the Glade RTMP. Not all comments are included in this appendix and not all comments shown are shown in their entirety. Comments included in this appendix were randomly selected, not based on content, but provided to show the general sentiment and directions of comments received.

As these comments are taken from public submissions, they may contain inconsistencies in terminology, acronyms, references, or inconsistent or inaccurate policy statements. These were not corrected in this appendix. Terminology and acronyms were carried over from the original comments without an attempt to interpret or define them. In addition, comments that contain verbatim identical text were not duplicated in this appendix on in the comments or issue analysis, as NEPA or FLPMA does not require or encourage accounting for simply the number of comments (e.g. votes), but the addressing and identification of issues to consider in the environmental assessment.

Comment #	Comment
1	Dumping is a major issue and how enforcement will be improved by BLM needs to be included in RMP. Encroachment & vandalism of personal property (adjacent to BLM) and industry is a huge issue. Enforcement improvements and implementation also need to be in plan. Oil & Gas and ranching interest are required to reclamation & restoration with the permitting of these uses. The RMP must include some means of requiring similar restoration for personal uses. Possible use permit fee.
2	I have been riding via competitive trail riding (horseback) since 1982 in the Glade and Pinyon Mesa areas. I support a “quiet-users” area. Motorized mixed with horses and hikers becoming increasingly dangerous to the horses and hikers. Speed, noise, and appearances are major contributing factors. When we come to your areas, we support your local economy. Public lands belong to all of us and there are enough areas to designate non-motorized vs. motorized. Safety is a huge factor. There are a growing number of motorized users who seem to enjoy seeing a negative reaction and threaten riders and hikers. Please consider these points and designate some areas and trails for our use. Motorized has a much greater impact on the land then quiet users!
3	Segregation from the motorized users is necessary for safety and peace of mind.
4	I would like to submit some scoping comments regarding the Glade Run Recreation Area/ Chokecherry Canyon. I do not feel this area needs a new plan. Rather than try to re-plan the area, the BLM should implement the existing management plan. Get out there an designate trails, put up signage, and monitor the use! How does the BLM “know” that there are “increased user conflicts” without any monitoring or management of the area? “Increased user conflicts” is simply one of the hot button phrases that closureists use to kick other forms of

recreation (motorized, mountain biking, etc.) out of an area.

As a mountain biker and motorized user of the area, I can vouch for the importance of the Glade. It is a nationally important recreation site, and has hosted national rock-crawling events and recreational runs draw folks from all over the United States. The BLM needs to understand how important this area is for so many people. The BLM should also keep in mind that motorized use is growing, not shrinking, and that plan should be made for the growth. The key to accommodating the growth is proper management, not closure to certain user groups.

This is one of the few great areas specifically designated for motorized recreation. There are innumerable places already closed to motorized recreation with more “wilderness areas” being proposed constantly. Leave the Glade alone, and manage the area properly. Don’t cave to the closurists.

5

I, as an off-road motorized user, would like to see the Glade Run Recreation Area, remain open to all user groups. Restricting areas to just one or two user groups, while denying other user groups, creates an exclusive area and squeezes the excluded user groups into a smaller area where more problems will build. It also creates a problem for access to other areas for many groups. I recommend that the 2003 RMP, in particular, Appendix C – Glade Run Recreation Area, be enforced and fully implemented. In addition, I request the 38 mile UTV loop (72 inch trail) be reinstated (it uses already established trails for all but approx. 1 mile).

My wife and I currently use the Glade Run recreation area for Hiking, Mountain Biking and ATV riding. My son and I also ride motorcycles in the Glade. We live in the Foothills area and make use of the Glade run on a weekly basis weather permitting. We moved to Farmington approximately 3 years ago. One of the key reasons we purchased a home in the Foothills area was the close proximity to the Glade Run. Please consider the following suggestions:

Construct the new 40 mile ATV trail that has been proposed. The plans look fantastic and would be a great addition to the Glade.

Update and expand the trail and special landmark markings throughout the Glade Run.

6

Update the maps of the Glade Run area.

Do Not limit or change the single track trails to non-motorized use. I understand there is a strong push by some to designate a large section of the single track to non-motorized use. I strongly disagree with this proposal. I ride both mountain bikes and motorcycles on a regular basis. Both groups can easily share the trail system in a respectful way. If additional sections of the single track are restricted to non-motorized use, then an equal level of new single track motorized trails should be created.

The control and oversight of the Glade run should remain with the BLM and not transferred with public institutions or municipalities.

7

I wish to provide comments during the scoping process for the Glade Run Recreation Area Management Plan update. My comments are from the perspective of a recreational user of public lands, mainly in Arizona and New Mexico. My favorite recreational activities are hiking, backpacking, camping, mountain biking, and riding dirt bikes.

I believe the BLM should consider and examine the following issues during preparation of the plan amendment and environmental assessment:

1. Special Recreation Management Area (SRMA). I believe the recreational values and settings of the Glade Run Recreation Area warrant designation as a SRMA. This area should be protected on a long-term basis for these values and settings.
2. Single Track Off-Highway Vehicle (OHV) Opportunities. BLM should consider managing the recreational setting within the northern three-quarters of the Glade Run Recreation Area for predominantly single track motorized use. My rationale is that this is a rare opportunity for motorcycle and dirt bike enthusiasts to have a designated single track trail system. The Glade Run Recreation Area was initially pioneered by this recreational group and I believe BLM should preserve and enhance these opportunities. Other recreational users such as hikers, equestrians, and mountain bikers, have many choices when pursuing their activity on public lands. Single track motorized users do not. However, I do believe the single track motorized trail system can be managed for mountain bike use as well, but as long as it does not displace motorized use. I think other non-motorized uses such as hiking, fitness walking, or horseback riding, should be allowed only where user conflicts are less likely.

I'm not suggesting that these activities and recreational users are less important, but rather that they have many more choices and opportunities on public lands.

3. User Safety. Recommend BLM examine ways to improve user safety, such as adding signage, improving user education, designating one-way trails, segregating trail uses, etc.
4. Facilities. Recommend BLM identify facilities needed to enhance visitor education and enjoyment, such as parking areas, restrooms, and informational kiosks with rules, guidelines, and maps.
5. OHV Ambassadors. A rapidly growing program that has been very effective in Arizona is the OHV Ambassador Program. OHV Ambassadors are trained volunteers that help enhance OHV riding opportunities by working cooperatively with Land Managers to:

- * Monitor and maintain motorized areas, roads, trails and facilities
- * Provide a recognizable presence on public and state lands
- * Model appropriate riding behavior
- * Provide educational and informative material to the public

See this link for more details: <http://azstateparks.com/ohv/ambassadors.html>.

Recommend BLM examine the feasibility of adopting a similar program for the Glade Run Recreation Area.

Thank you for the opportunity to provide these comments. Please add my name to your mailing list and let me know when future opportunities arise for public comment on the Glade Run Recreation Area Management Plan and Environmental Assessment.

8

I am a lifelong resident of Farmington and a mountain biker/hiker that uses the Glade. Over the last 20+ years I have seen the deterioration of the Glade due to increased motor vehicle use. I have had several conflicts with illegal users in the

Glade, ATV's, shooters, wood cutters, and trash dumpers. I feel the BLM either lacks the resources or the desire to manage the Glade in a responsible manner.

I would like to see the Glade managed in a way that that protects the resource and decreases the amount of motor vehicle traffic. It is extremely unsafe to for non-motorized and motorized users to use the same areas. I have been lucky enough to have ridden in several different areas of the southwest and the Farmington area is by far the most abused area we have seen. There seems to be little if any law enforcement of the current rules in the Glade, we see 4-wheeled vehicles on what is marked single track on a daily basis. Fences have been cut or pulled down; signs destroyed, and clearly marked single track trails that have become roads from the illegal motor vehicle activity.

I believe it is the BLM's responsibility to protect and manage the entire Farmington District in a manner that will sustain the resource for future generations not for the enjoyment of one group with no regard of the damage they cause. If the BLM can't or won't protect the Glade and surrounding areas then it area needs to be closed until the BLM has the resources to manage it responsibly. I, as an off-road motorized user, would like to see the Glade Run Recreation Area, remain open to all user groups. Restricting areas to just one or two user groups, while denying other user groups, creates an exclusive area and squeezes the excluded user groups into a smaller area where more problems will build and potentially force 4X4ers/ohvers into other areas not suited for this type of recreation.

It also creates a problem for access to these areas within the Glade for many groups. Closing portions of the Glade to motorized travel significantly restricts commerce travel within the Glade. Lock and Key systems are expensive and troublesome for most. Add to that, I don't want my tax-dollars to pay for 1 or 2 particular user group's recreation area exclusion (building miles and miles of fence).

9

I request that the 2003 RMP, Appendix C- Glade Run Recreation Area, be adopted into the new plan, enforced and fully implemented. In addition, I request 4X4/ohv trails in the "Limited Use" Area be fully inventoried and either kept open or, if marked as closed, opened back up to 4X4/OHV use (duplicate trails or shortcuts need to be evaluated individually and determined as to whether they should be closed or open).

I also request the 38+/- mile UTV loop (72 inch wide trail) be reinstated (it uses already established trails for all but approx. 1 mile), with changes to suit the City Of Farmington's trail and park expansion near the Foothills area, but yet allow for a full loop travel. This will help alleviate congestion on 4X4 trails and give those users a place to ride.

I request that a paragraph, that specifically restricts city growth into or encroachment by the city of Farmington into the GRRRA area, be added to the GRRRA RMP, (except for allowing the recently requested mountain bike trail expansion from Lions Wilderness to the Kenzie Ridge Trail area and it's affiliated parks). The City of Farmington has attempted to encroach on the Glade by planning for paving the Glade Road and adding feeder roads from the Foothills area, this cannot be allowed as it will severely destroy the recreation within the

Glade. As of September 2011, the city has removed it's plans for this, but future protection for the GRRA as a recreation area should be enforced within the new BLM RMP for the Glade.

For trail designation, after a complete inventory by the BLM and the user groups (including discussion by the BLM and User Groups on the trails to keep open), trails need to be designated and signed as one of 3 designations:

Single Track-for use by bicycles, horse riders, jogger/hikers and motorcycles.

OHV/ATV/UTV Trails – for use by ATVs, UTVs and any single track user that wishes to use it.

4X4/Full-Size Trails – for use by 4X4s, fullsize vehicles and any of the other user groups that wish to use it.

Along with these actions, signage needs to be installed on all trails (have signs every 300ft on both sides of trail to indicate usage), including directions of travel if needed, and warning signs, indicating road and other trail crossings (including speed limits within 100ft of road crossings). Master map boards should be installed in kiosks, showing travel routes for different types of user groups.

Other info on trail signs and in the info kiosks should be: indicate trail use, difficulty and hazards.

An education program needs to be instated, in conjunction with the NMOHV Board's Stewardship Program, that will help distribute maps, info and provide for OHVers to act as stewards to promote and develop the trail system, as well as educate those riding in the Glade. Implement a "User Fee" system for recreationalists in the Glade to help offset expenses. All users, hikers, mtn-bikers, OHVers, 4X4ers and horseriders, would pay into this system.

If all of these actions take place, there is no reason that harmony among users, without abuse to the area, can be achieved. Recreation is a vital part of this area and with the historical use of the Glade being firmly set in that, historically for over 50 years by motorized users, that important usage should not be taken away. The BLM should re-evaluate it's cost recovery program to allow more events such as the past WERock and UROC Rock Crawling events (comparable in fee structures to what the Road Apple Rally pays).

The Glade Run Recreation Area is a great place to develop and implement an organized system of trails, that can draw users from all over the US and beyond. We need this area to remain an economic and recreation based area. By doing so, the BLM will help create a user friendly area that will be easier to manage as well as promote user cooperation and sharing.

10 As a grazing permittee I am concerned that any major changes to the 2003 rmp will only force the ohv to further erode the grazing areas. Your Law enforcement is not adequate to cover this much area. Allow them to have the designated 38 mile loop and I believe that will be well received. These folks represent a large segment of our society and should be able to fully use designated areas. In other words enforce the present area and protect the rest.

11 As nearby residents to the Glade Run Recreation Area and as frequent users of this area (hiking and biking), we feel strongly that the open OHV area should be restricted to the **bottom of the Glade and areas to the west**. Because of the increased density of private residences and increased traffic along newly paved

portions of College Blvd and Hood Mesa Trail, we believe that open OHV traffic should be prohibited **entirely** from Sections 13, Section 23 (except NW¼), and Section 24, T30N, R13W.

By restricting open OHV traffic in these areas, private residences will be protected from noise impacts as well as damages to property resulting from OHVs straying from public lands (yes, this happens). Additionally, public safety (pedestrian, bicycle, vehicular and OHV traffic) will be improved by not having open OHV areas adjacent to paved roads with increasing vehicular traffic counts (i.e. College Blvd and Hood Mesa Trail). Based upon our observations, there are more bicycles and walkers in this area and, as a result, there are already potential hazards associated with crossings, etc. The presence of an open OHV area compounds these safety issues.

12 I believe the Glade should be open to all users. We are very fortunate to have a great place to ride so close to the city. Dividing the Glade for anyone's own personal agenda or use isn't beneficial to anyone. I think the biggest obstacle is education. If we could educate the public and extend a little common courtesy to everyone out there I believe we could come together. Fencing off areas to keep certain users out is not going to benefit everyone only those who propose the fencing off property. Education is key! Everyone can use the same area with a little common sense and courtesy.

13 I would just like to express my opinion on the glade run area in Farmington NM. We as a group of seven plus living in Colorado utilize this area twice a year for recreational 4 wheeling. This is one of the few premier areas that we make a definite plan to attend. The extreme wheeling that is in the area is not found in many areas and would be a shame to see it closed to not only ours but the multitudes of other vehicles that also make this a must use destination. We use the area and we all enjoy it and we would hate to see it lost to recreational vehicle use.

14 It is very important to me to attend this meeting on behalf of OHV enthusiasts, unfortunately due to work, I will be unable to attend. I would like to voice an opinion in regards to the designated single track trails in this area. I am an avid dirt bike rider and bicyclist. I enjoy them both greatly and go to the area almost every weekend. I have found they are great ways to spend time in the outdoors with my 4 sons and my wife locally and in the area where I reside. Too often I hear about other bicyclist wanting to designate trails only for their use and no motorized access. I feel that this wrong due to the fact that I also own the land as much as they do. Simply because I choose to use it in a different way does not make my choice wrong and that this freedom should be taken away from me. However, I do disagree with the idea of allowing ATV's to cause extensive damage to these types of unique trails for bicyclist and dirt bike riders. It is important to provide them with an appropriate area also due to the large volume of riders. Almost all single track trails in the Glade were established by dirt bike riders, that should not be taken away from them now. There is no reason the two of us cannot ride the same trails. Most importantly there is plenty of the Glade for all of use to use, get along and be safe. I am willing to spend time in the Glade with others to build new trail systems that are challenging or simple but enjoyable for any type of person on

either side of this important issue.

15 Please add my comments to the scoping process for the Glade Run Recreation Area. Once a year I visit the Glade Run Recreation Area with several friends for off road recreation. Please do not change anything there, it works well as is. We need more recreation opportunities for Off Hwy vehicles and ATV's not less. We can all share the same trails and areas. This is premiere rock crawling area that should be kept open to all the public, not just the hikers.

16 Glade Run comments: 1. Do not change any designations in the Glade. The Glade must be maintained for the majority users. Small, vocal, special interest users should not be accommodated at the loss of the majority. 2. Install signage. 3. Install barriers to protect single-track trails. 4. Implement enforcement on high use days (weekends and holidays). 5. Implement user fees for non-registered, non-paid off-road users.

17 Ratings on trails. Signage that not only labels purpose of trail but also difficulty ratings. This will help with individual abilities, especially with abilities of each trail for children. Also for the more experienced riders to have their own trails without worrying if there are riders of the trail that aren't experienced enough to be on that specific designated trail. This will help with safety and yet awareness of what each trail is designated for.

18 I would like to see an open and limited use OHV platform that allows for trail development throughout the boundaries of the Glade. Through trail marking and mapping we can create a lot of the safety and education we need. Another bonus would be the users would be able to catch the abusers. This way all users can help enforce and act on the rules of the Glade Run Recreation Area.

19 I would like to show my support to keep the Glade Run Recreation Area open and accessible to OHV use. I frequent the area with friends and family. I see many off road enthusiasts driving ATV's, jeeps, trucks, etc. The area is perfect for motor vehicle use and has numerous trails for all types of vehicles. The ability to use this area with my OHV is very important to me and my family. I don't see an reason to change the use of this area. I have regularly accessed this area for over 5 years and have never seen evidence of any user conflicts in the area. The current plan for motorized use is sufficient for this area. I would say that you could even expand the open OHV area to the North and West. The majority of people that I see out in the Glade are OHV users. Before we let the minority users change the plan for this area we definitely need to do some surveys to determine who uses the area and where they use it. The off road community brings a great deal of revenue to the Farmington area because of the Glade Run Recreation Area.

20 First, I attended the scoping meeting at San Juan College last Thursday, Aug. 25 and compliment the BLM on a well-run, civil and informative meeting. Glade Run has been a popular recreation area for many years for residents of the Four Corners and Farmington/Aztec residents in particular. Up until about 15 years ago the main recreational users were on foot, bicycles or horseback. When motorized recreational vehicles became popular this area became more and more dominated by them so that by now these forms of transport have all but displaced

the non-motorized. It is unfortunate that, because of the open terrain, enforcement of designated trail systems has proved to be extremely difficult, if not impossible. BLM must remember that its primary mission is the protection of natural resources, and that multiple use does not mandate "everything, everywhere, all the time." This applies not just to recreation but to mineral and petroleum development, grazing and other uses as well.

It appears that the only possible way to mitigate user conflict will be to designate separate trail systems and/or areas, clearly marked and enforced. If possible a "friends of" group should be formed and many volunteer "stewards" enlisted to monitor trail use and be a visible presence for responsible recreation. These should have the full support of local and agency law enforcement. Additionally, a system of highly visible licenses or permits should be instituted, perhaps with slightly higher fees for out-of-state riders. (For instance, BLM in San Juan County, UT sells annual Cedar Mesa hang-tags for \$20.) This would go a long way toward fostering accountability and enhancing enforcement efforts. Ultimately, if abusive practices and user conflicts persist, the entire area, with the exception of the Open OHV Area, should be entirely closed to motorized traffic, as this may be the only thing the irresponsible riders will respond to.

I have been in touch with a group of avid equestrians who would love to see Pinon Ridge (or Pinon Mesa) designated as a non-motorized or no-wheels area, and I agree completely. It is my understanding that there is currently considerable illegal shooting and dumping in that area, but the folks I talked to have said they would be glad to help with cleanup and implementation of such a plan. This would at least provide equestrians and hikers with a safe, pleasant place to recreate. They have said they don't mind sharing with mountain bikes, either, although I don't know how the mountain bikers feel about that area.

21

Segregation from the motorized users is necessary for safety and peace of mind.

22

I am an enthusiast in riding 4 wheelers on BLM and USFS Public Lands. I encourage the development of trails for this use and am apposed to closing areas of Public Lands for this type of recreational usage. Conflict of usage has been a standard mantra for government agencies to close off areas for all recreational usage. The BLM has never designated trails nor signed them for motorized use and to my knowledge and has no monitoring data to substantiate any plans. As usual it is the usual "may cause or could cause" statements that are used to make determinations rather than any real scientific data. I encourage you to develop plans that include 4 wheel recreational opportunities rather than just close areas of BALM off. Thank you for your assistance in providing more recreational usage rather than limiting it.

23

I have been riding mountain bikes in the Farmington area for the past 20 years and have been very discouraged in the trails systems as of the last 5 years. The great 4 corners trails such as the Road apple rally trail and Pinion Mesa have been destroyed by atv's and motorcycles. The motorized vehicles are not only dangerous for riders and hikers but destroy the trails. The trails are dangerous because the motorized vehicles move faster and are unable to stop quickly or maneuver to the side to let oncoming users pass safely. The motorized vehicle

also destroy the trails by churning up the packed trail and making deep sand traps. **The danger aspect is a huge concern, is it going to take someone getting killed on the trail before anything is done?**

Blm land such as the Head Canyon area south of Farmington is a great area for motorized vehicles. The Glade and Pinion mesa areas need to be reserved for non-motorized vehicles only.

Another concern is the environmental concern. Motorized vehicles do not tend to stay on designated trails destroying vegetation and the valuable top crust of the soil.

Stop the damage to the Glade and Pinion mesa before the beautiful canyons become nothing more than a sandy dustbowl!!!!

I am a responsible, OHV law abiding, currently registered user residing in Farmington. It is my understanding that BLM will be now moving forward with designations for OHV a non-motor vehicles etc. in the Glade Run area. I wish to voice my EXTREME OPPOSITION to this migrating toward curbing OHV public land usage in the Glade and surrounding areas. As you will recall from the public meetings you held a year or so ago, enforcement NOT division/regulation is the key here. While I DO understand the tremendously large area your Local Officer must cover, you must rely on the USERS themselves to police each other, this is the only way. The concerns of a few (when put in perspective) should NOT dictate the policy for OHV use, regardless of community standing or position. These are PUBLIC LANDS, which means ALL users shall have EQUAL opportunity for Legal, Safe and Courteous use regardless of recreational choice (OHV, Bicycle, Horseback).

24

Closing areas down will not only be restrictive to users, but will become DANGEROUS and unnecessarily unsafe. I say this because of the large amount of square mileage OHV users can traverse in a very short period of time compared to non-motorized users. I am a Professional Firefighter in Farmington and see the dangerous nature this will be putting OHV users in. I have responded to, witnessed and nearly been involved in accidents involving OHV users and bicycle users also in the Glade. This area is already relatively confined in places (especially on the Southern end) and these are perfect example of where the accidents occur.

Thank you for your efforts to provide an equal opportunity land usage for all entities involved, I can certainly appreciate that, however, I feel very strongly that this is not the most effective way to handle this in a FAIR, SAFE and equal manner. Segregation is not the answer.

25

Little comment on the glade rec area. I live in Bloomfield, my family and I have been ride motor bikes and atv s now for 10 years. We like to ride as a family. We enjoy getting up early on a Sunday and just hitting the the trails, we make a day of it. My boys enjoy running the wash, I enjoy the slower trails and my wife and daughter enjoy the wildlife we happen to come across. All my kids have taken the atv safety programs, I keep our bikes in good safe working order, and I keep them registered. We like to play by the rules. I hope we can come to a reasonable solution to all the trail issues in the glade without shutting atv out. I don't want to have to haul our machines to aspen loop trail just for an outing with my family. If

rec permits would help generate needed funds for trail signs and maintenance. I'll be more than happy to pay my fare share. My family and I are willing to volunteer to help cleanup or mark trails or anything needed, just contact us. But if we lose our trails here in NM I'll buy Colorado permit and let NM expire, I won't pay without being able to use it here. I feel everybody that uses the glade needs to help fund it. Mountain bikers included!

In reference to the upcoming Glade Area Management Plan, we are writing to voice our concerns and needs as users of this area. We have lived in the Farmington area for over 40 years and have been using the Glade area for recreation since childhood. I first started riding motorcycles in the area in 1977 as a teenager and am well aware of what trails are the "old motorcycle" trails. Now my wife and I have been using the area for the past several years for mountain biking, trail running and hiking with our dogs. So we are not newcomers here and have seen many negative changes with the overwhelming introduction of OHV's. Over the years there have not been any major issues with 2 wheeled motorcycles. The real issues began when the four wheelers came on the scene and started riding on "single track" trails that had been clearly marked by BLM signage. This has been going on for years and most recently the introduction of the "side by side" OHV has compounded the issues. Of course, not all of these drivers abuse the trails, but I have personally witnessed both of the four wheeled vehicles mentioned beforehand run over the carsonites, post & cables, fences, etc. to go where they please. I know of several confrontations between OHV riders and mountain bikers including the first major one between Dr. Dunn, Bill Connelly and two young four wheel riders that ended up assaulting these two older gentlemen because they were trying to preserve the singletrack trail for our enjoyment. I have been in the same situation a few times with four wheel riders when I asked them to mind the signs and stay off the singletrack. I have also been threatened by people shooting firearms after asking them to at least move away from the trails. Even had one man point his rifle at me and tell me to move on or he will shoot me. The standard response from most of these riders and shooters is, "this is public land and I will do what I want". These riders and shooters know there is a lack of law enforcement in the Glade Area, and therefore they can do what they want.

26

We could give you pages of detailed descriptions of confrontations and sightings of illegal and destructive behavior over the past several years since we typically visit the area almost every day year round. We have never seen a hiker or biker destroying signs, fencing/gates, trees, etc. but have witnessed this many times by OHV riders. This area was once known for it's pristine singletrack mountain bike trails, but has turned into a disgrace and embarassment when it comes to out of town users and our own Road Apple Rally Race. An example would be - recently the trail known as "Kinsey's Ridge" north of Foothills has turned into a playground for OHV's and the singletrack has been ruined for years to come. We feel the BLM and the City of Farmington need to do more to promote all kinds of outdoor recreation as we like to jeep, hike, trail run and ride.

We have said all that to say this - we think we are all fortunate that no one has been killed by bullets, head on collisions between OHV's and bikes, and physical confrontations between groups. We are fortunate to have these open public lands

to use for our recreation, but the ABUSE must stop! Therefore, we think there should be a designated non-motorized area included in your plan that will enable bikers, hikers and horseback riders to enjoy without the constant issues mentioned above. As we mentioned above, there should be areas for all users, but it is time for the BLM to MANAGE these land issues.

Regardless of the plan you write, the areas you designate, the signage and fencing that get installed - this will all be more waste of our tax dollars without increasing the law enforcement in the area. There has never been enough enforcement personnel to cover the area. I have heard there have been around 200 warnings for every one ticket written for Glade Area offenses. These are some reasons why people have the wrong attitude and lack of respect for our land and law enforcement. There have been times when your officer has been busy writing speeding tickets on paved roads or walking around the Oil & Gas Conference like like a "big shot cop" (if you want details, feel free to ask) when he should be spending his time and resources enforcing rules on BLM lands.

I am an avid atv rider and target shooter, i am very upset of the news i hear about the extreme bicycle riders proposing to hoax the BLM into closing off areas to all motorized vehicles. This is ridiculous, the glade area is for everyone not just one discipline who screams the loudest. A few years ago there was a plan proposed to have a loop trail for the ATV riders. I thought that was great, what happened? By reading research there are more atv riders in the county and state than bicycle riders. I am not against bicycle riders, I feel there is enough area for all, that means jeepers, atv, utv,s hooters and yes bikes. If this area is closed to my discipline i will be forced to take my riding, fuel purchases, atv purchases and enjoyment to Colorado. I will make it a point not to do business in a community that does not support what i enjoy. The State of New Mexico requires me to register my ATV but I cannot drive on the street and with this proposal I will not be able to drive on my public land, yes i said my public land, it is all of ours! The bike riders do not have to register their bikes but are allowed to ride on streets and anywhere they want, does this sound fair. I recently was in the glade riding and noticed that the bicycle trails are poorly marked with signage to properly communicate with the atv/utv riders that it is a bicycle trail and not designated for atv's. no wonder the atv riders get on the trails.If we had our own trail and more signs were put up we could eliminate alot of problems.

27

All i hear is how the atv riders tear up the trail, well i have been riding in the glade area for a few years and have been flipped off, cussed at and threatened by bicycle riders numerous time and the funny thing is I was not even on a bike trail, I was on a designated oil field road. The point i am trying to make is we are made out to be non-law abiding and troublemakers. I ride with a number of people who work hard , pay taxes, follow the rules and now we are going to be penalized for what we ride and for the idiots that ride and don't follow the rules. This is typical government penalize everyone not just the few, enforce the rules on the books!

I would like to propose that the BLM re-look at the ATV loop that was proposed a few years ago and not support any closures of any areas to the ATV community. The bike riders already have their own trails, we need our own, The area we have now is to small for the # of riders and is dangerous when so many riders are on it,

we need more. Also lets put more signs up to eliminate atv on bike trails and lets not allow bikes on atv/utv trails, this will make it fair. Also I would like to see less harassment from the BLM rangers in the glade, I believe in enforcement but catch the guys breaking the laws and quit harassing the law abiding families that are trying to enjoy the outdoor. If i am doing something wrong give me a ticket if not leave me alone, i know the rule i don't need to be scolded every time i go ride.

28

Please allow us poor citizens to continue to use our public lands. I see no reason to close any part of the area. If you are worried about the area being damaged the oil and gas industry has already done it. If you look at an aerial of the area you cannot even located the trails however, you can see every road and or well pad in the area. Again please do not close any part of the choke cherry canyon area.

I would like to comment on the BLM's recreation plan for the Glade Run Recreation area.

I come with a group and my family from Phoenix at least once a year to recreate in this area. It is an annual event for us and we look forward to it every year. GRR is a valuable piece of the OHV community and would force many to look for recreation elsewhere.

29

I can't help but wonder how many other groupd come from all over the country to do this same thing and bring with them their entertainment money and spend it in this community.

Before the BLM even considers this new recreation plan or takes any further action, the 2003 RMP and the LaPlata Travel Plan of 2006 need to be put into place first in order to identify existing trails. Alternative "A" is listed as a "no-action" alternative, but that alternative is inaccurate, vague and does not reflect the current status-quo. Furthermore, there is no "purpose or need" statement for this new proposed recreation plan, so it is pre-mature to even pick an alternative. We work with the BLM constantly to keep our trails open in the Phoenix area and hope to work with you in the GRR as well.

30

I enjoy mountain biking in the Glade. I've been using the single track trails for over 10 years now. This is one of the main reasons I enjoy living here in Farmington. This is what keeps me here. In the last 10+ years I have had several close calls with ATV's and firearms. It's pretty frightening when you're in the groove peddling as hard as you can up a hill and BAM!!! You're bailing out of the way of a guy on a dirt bike that just doesn't care that you just ate it to stay out of his way! Something needs to be worked out soon. It's only a matter of time before there's a fatality out there. Not to mention the damage the trails take from ATV's. I enjoy riding ATV's and I also enjoy target shooting, but only where I KNOW it's safe to do so. If people aren't going to be responsible because they want to, I would like to continue to see the BLM pursue and enforce this safety issue. I would like to see the non-motorized Alternative C plan passed and enforced. Thank you for putting this out and taking the time to look over this issue. There is a proper place and way to do everything. We all deserve a safe place to do what we love in this beautiful desert we call home.

- 31 I would like to throw in my 2 cents on the Glade Recreation Management Plan. I truly believe that we need to make sure that certain trails are protected for non-motorized traffic (hiking and biking). I strongly prefer Alternate C that designates the east side as a non-motorized area. Obviously, motorized traffic on bike and hiking trails poses a hazard to the bike riders and hikers and it tears up the trails.
- 32 I would like to comment on the BLM's recreation plan for the Glade Run Recreation area. It seems that at the very least the original plans for the area (the 2003 RMP and LaPlata Travel Plan of 2006) should be fully implemented. It seems that only then would Alternative A be an effective option. However, as I understand it a purpose or need statement has yet to be presented, which makes it seem to me that it is a little pre-mature to even entertain picking an alternative.
- 33 Thank you for the opportunity to comment. I ride both mountain bikes and dirtbikes at Glade Run, and have for the past 6 years. There has been a change in the user profile since then. Trails that used to be singletrack gets pirated by quads and the new style ATV, and even cars after a ATV has used the trail. These trails have been created by dirtbikes, in fact one of the biggest proponents of the Glade Run is a former motorcycle rider that was instrumental in helping build those trails, on a motorcycle. The user conflict that get talked about often, I haven't seen personally. One of my businesses focuses on the cycling crowd - Durango Bike Fit. I am one of few that crosses over and rides both MTB and dirtbikes. This combination allows me to see both sides. My riding friends from both sides that are calm and collected in their lives understand the need for both types of users. Those friends that are not calm and socially responsible, often times start conflict in many areas of their lives, not just user management. Different types of users can share this land and enjoy it given the right management plan. As for the ATV users. There is a large difference between ATV user and dirtbike user and I feel this does not get any light. Many ATV users show up at trailhead, unload the ATV, wears absolutely no protective gear or helmet and wrecklessly rides anywhere they want. It takes no fitness and/or skill to ride an ATV. When someone doesn't even respect themselves enough to wear a helmet for protection, they sure won't respect the land or countless hours taken to maintain trails. Please consider the motorcycle community when deciding what to do with the Glade Run. Motorcyclists value this riding area very much, and we have been saddened to see great singletrack turn into beer drinking two tracks. A good management plan would allow both bikers and motorcyclists to enjoy together. Possibly even on separate singletrack.
- 34 Please preserve Glade Run with NON-MOTORIZED trails. This is critical for preservation/restoration of this environment, and important FOR PUBLIC HEALTH, PUBLIC SAFETY!
- 35 I would like to comment on the BLM's recreation plan for the Glade Run Recreation area. If the government continues to close areas to recreation, then more and more areas will start getting tore up with the illegel use of land. please keep what we have open for enjoyment of the american people. I'm sure you have activities you enjoy and you wouldn't want those close for use. Please keep ours

open.

36 I would like to comment on the BLM's recreation plan for the Glade Run Recreation area. I think it is vital that all action be taken to not close trails that are open to the public. There are many options that need to be taken into consideration. I understand that certain trails may need to be closed in order for them to be repaired but flat out closing them down is not the right answer. The offroad community is a strong bunch that stands arm in arm and I know first hand that they will do whatever is necessary to keep the trails that they love open to them. It's not just the families that visit these trails that are affected. There are others such as myself that need trails available to the public so that I have a job to feed my family.

37 Don't change it, we like to bike there.

38 I personally use the area for three separate uses, ATV's, mountain biking and running. I think the alternative that makes the most sense is C as it seems safer to keep the motorized and non-motorized vehicles on different trails. I can live with any alternative and very much appreciate the opportunity to use the area so thank you for that. When I use the area I am very cautious and believe that makes a difference but I have witnessed some who are not careful and ruin it for the rest of us who are.

39 To whom it may concern: The "planning issues" specified on the first page of the Draft March, 2010 Glade Run Recreation Area Proposed Management Plan are indicated below. 1) The need to reduce use conflicts and improve visitor safety along roads and trails shared by motorized and non-motorized users. 2) The need for more signage, maps and public information regarding opportunities and restrictions on vehicle related recreation use. 3) The need to maintain motorized and non-motorized recreation opportunities and access. 4) The need to better control unauthorized litter and dumping of waste. 5) The need to protect natural resources i.e., rehabilitation of unauthorized routes and reduction of trail proliferation. 6) The need for a greater law enforcement presence and enforcement of rules – particularly with regard to unauthorized shooting and irresponsible motorized vehicle use. 7) The need to provide for adequate visitor facilities, staging areas and vehicle parking. I believe that you have approached this issue with a one sided and broken set of goals. I strongly disagree with item 1. At what point do you consider that you have reached an acceptable level of safety along trails? Separation on high speed highways is a great idea in my mind, but not on these low speed trails. On Item 2, I agree that information and signage is a good thing. The goal or issue that item 3 points to is already in place. I enjoy both rock crawling/4x4ing and mountain biking and the Glade is a wonderful place to do both. If I'm on a bike, I can hear a motorcycle coming and get off of the trail. I don't own the trail no matter what mode of transportation I choose. Trash is a problem. The only way to prevent trash is to prevent people. If you do that in this small area, you'll only spread the trash somewhere else. There are

organizations that have worked hard to clean-up the area in the past. Perhaps coordination with these user groups on cleanups (pay for the dumpsters; use of BLM website to help publicize cleanup, etc.) It appears to me that much of the trash is associated with shooting; perhaps signage and additional enforcement will help. I see nothing in the proposed plan to help with item 5. The only thing the plan calls for is in B and C \"restricted to existing designated trails and maintained roads\" but no indication of how you would do this. Option A just says that it will continue or get worse. The other options don't say how or if you feel that this will get better or worse, or how you would accomplish improvements. Item 6: You are correct with this goal. Item 7: I see no reason for this. In reading through the plan it is clear that you have put all the negative things you could into Alternate A. The other two alternates do no talk about how any of the goals will be accomplished. You aren't doing enough to enforce the rules that you have now, but the plan seems to be to put more rules in place. How do you expect to enforce even more rules? Instead of working toward reasonable and helpful goals, it appears that you have made your decision and will work to that end. In my humble opinion, Option A is the lesser of the evils laid out and if only given these three options is the one I would choose. However, I feel the approach you are taking is incorrect. In life there are inherent risks. I submit that there are no risks in the Glade that require BLM involvement.

40 As ATV and Jeep owners we as an American people pay taxes, insurance, and registration on each vehicle we own. That is to be able to ride safely and pay our dues to the government. On the other hand non motorized persons are not required to pay any insurance, taxes, or registration, this to me is obviously unfair and unethical. If they want to use the same land we pay to use then it would be fair for them to pay as well. If in 2010 it has come to this what then will our children and childrens children have to look forward to in the future? Keep it open to all users, treat us all the same, charge us all if you must; but don't close it down to ATV and Jeep users!! Go back to the 2003 RMP!

41 Non motorized area. Trailhead at Farmington Lake. Would like to extend the existing trail from the Sheriff's Posse to 20 miles.

42 I support leaving it as is. My kids and I have enjoyed the open access to the Glade for the past five years. I believe that there needs to be access from Crestwood Estates to the Glade. The new construction on College and the fences have limited that access. I would like to see designated trails from the subdivision so the fourwheelers have a way to get past the fences.

43 Please leave the glade \"as is\". I would like to see more education and events to teach people the \"rules of the glade\". I ride almost every weekend and rarely see other riders. Last weekend I saw only three mountain bikers on the trails (west side of the road apple rally). None on east side. I also rode all last fall and only saw maybe 10 other riders (mountain bikers and motorcycles). It appears more usage is limited to the Kinsey for mountain bikers. Please don't change anything except peoples knowledge and attitudes.

44	<p>First off I would like to say that I have used the trails as both a bicyclist and a motor cyclist. One of bicycle groups leaders even tried to recruit me to help their group about three years ago, however I strongly opposed their agenda and said no thanks. I believe the area should be left as it is. The only thing that should be done is having better markings. I know the bicycle riders will say it's unsafe out there, but I think anytime you get on a bicycle or motorcycle you are putting yourself at some risk, and I don't believe the risk is any higher of hitting another rider then it is swapping off of the trail and hitting a tree or the ground. I race motocross and rode the tracks mostly after I able to drive, and used the Road Apply trails mostly to train on a mountain bike. There were motorcycles on the trails but the closest wrecks cam with other bicycles because I could not hear them. I also believe by closing a portion of this area would hurt generations to come. There are not many trails out there that kids can ride on a bicycle, however my four year old can ride them all on a motorcycle. Closing them to motorized would basically be telling kids under 15 or so they are unable to use these areas because they are to technical and steep for kids on bicycles.</p>
45	<p>I think the Glade should be closed to all dirt bikers and ATV users. They do nothing but cause a lot of noise, stir up the dust & do more damage to the land than any camper or wood cutter. There's so much dust hanging in the air on that strip of Pinon Hills Blvd sometimes you can't hardly see. The also come down CR 1788 and go cut through private property day or night. Not a lot but enough to disturb everybody. There used to be quite a few deer back in there, now there's hardly any.</p>
46	<p>Issues: Safety, conflict, soils, vegetation, wildlife, T&E species, cultural resources, historic resources, scenic resources, PHV's prohibiting other experiences, watersheds, riparian areas, trash dumping, wood cutting, shooting, hunting & poaching, population increase, protecting other adjoining lands, and enforcement. General recommendation: Close Glade and areas adjacent to OHVs to protect resources, increase law enforcement, remove OHV's from being used in the urban interface, develop shooting areas outside of the Glade, and issue citations for violators.</p>
47	<p>Land use Glade & Hood Mesa Trail: 1. BLM land should be clearly marked without knowing where BLM land is located people use and drive all over private property in this area; 2. Limit grazing permits to allow a ½ mile boundary from private land and Farmington city. Last year sheep were inside city boundries and destroying private land; 3. Provide ¼ to ½ mile strip on BLM property where the city limits are located. This will prevent noise & dust pollution from entering private homes within the city.</p>
48	<p>(Comment Presented in Part)</p> <p>The Department of Game and Fish (Department) has reviewed the above referenced project (the Glade) and provided the following comments regarding changes to the off-highway vehicle (OHV) area designations in the Glade Run Recreation Area. The Department recommends closing the Eastern half of Section 21 in Township 30 N, Range 13 W, to OHVs and references the 1987 Memorandum of Understanding, between the BLM and the Department, where the BLM agrees "to close the following public lands to access by the public at</p>

such times as deemed necessary by the Department, E/2 Section 21, T 30N, R 13W.” Public access proposed by BLM under the Glade Run Management Plan has the potential for causing grievous adverse impact to cultural resources and degrade sensitive riparian habitat found in this local.

(Comment Presented in Part)

IMBA generally advocates for multi-use trails and believes that all users can share our public lands. However, there are situations where that ethic has failed and substantial resource damage is occurring. The Glade is one of those places. The 1995 plan for The Glade provides an Open Access area where motorized vehicles are free to travel anywhere and another Limited Access area where vehicles are limited to designated routes. However, motorized users frequently disregard this rule, riding or driving cross-country and on single-track trails in the Limited Access Area. attempts to use signage and fencing have failed to prevent this behavior that is undermining the sustainability of the area.

There are many definitions of sustainability, but most agree that sustainability assessment should evaluate three areas: the environmental, the social and the economic. Because the unmitigated motorized use is having adverse impacts on all three it would likely be considered unsustainable.

The environmental damage of a single venture off the designated route is small. However, where that single set of tracks is followed repeatedly the use adds up. That damage is multiplied when, because the trail was not engineered to handle it, the erosive forces of water come into play. When engineered properly a trail will shed water and remain within the confines of a narrow corridor and yielding very little environmental impact.

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The way motorized ATV's and Motorcycles are being ridden in The Glade also has a significant impact on other visitors. Hikers and Horseback riders have all but given up on The Glade because they no longer feel there is a place for them. Mountain bicyclists' are being ridden off The Glade trails. Sometimes happens literally when motorized users going too fast around blind corners forcing cyclist off the trail. More subtly, riders are losing their trail experience because the excessive and unplanned motorized use turns The Glade soil into fine sand. Sandy conditions can degrade the mountain biking experience to the point where the trail becomes so bad that cyclists will find another place to ride.

The quality of mountain bicycling experience is also an important player to the local economy. The Glade trails play host to two major competitive events, the Road Apple Rally, the oldest continuously run mountain bike race in the United States, and the XTERRA off-road triathlon. Without high quality trails these events will either move away or simply become unpopular and fade away. In order to make mountain bicycling a sustainable component of the Farmington community we recommend that the BLM make a portion of The Glade closed to motorized travel. Velo De Animas, a member organization of IMBA, has proposed a detailed management regime for the East Glade. We support that plan

in principal and encourage the BLM to work through the finer points with them to achieve the proposed purposes. Some fundamental pieces include:

- The entire East Glade from the Top of Foothills to Hwy 574 is to be closed to motorized use except for field service vehicles on designated access roads. (see Exhibit A)
- Motorized access to the West Glade should be permitted via CR 3536 (Flora Vista Rd.)
- Formalized partnership between the BLM, New Mexico State Land Office and Velo De Animas to develop and maintain a sustainable non-motorized multi use trail system
- Commitment to maintaining the outstanding quality of the Road Apple Rally and XTERRA competitive events

In order to ensure that the goals of the plan are being meet and sustained we request that the plan include Monitoring and Evaluation provisions specific to this non-motorized area. From a mountain bikers perspective this would include regular meetings to discuss trail conditions and management and plan for volunteer workdays or more extensive professional trail work.

(Comment Presented in Part)

We would like to first call your attention to our previous ‘pre-scoping’ comments (dated January 11, 2010 and attached as Appendix B). Much of that document is still completely relevant to your current call for scoping comments. In addition to our comments below, please consider all of the comments contained in that 1/11/10 document as comments for this current formal scoping period.

We commented on a similar call for scoping comments in another letter (dated March 30, 2010 and attached as Appendix C). After referencing the first „pre-scoping“ letter, we added an additional three comments. In addition to our comments below, also please consider all of the comments contained in that 3/30/10 document as comments for this current formal scoping period.

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We are still concerned that the premise of a “need” for a new management document for the GRRA is still not valid. We are, however, gratified that the FFO has at least gone Scoping Comments for Notice of Intent To Prepare a Resource Management Plan Amendment for the Glade Run Recreation Area August 8, 2011 Page 2 New Mexico Off Highway Vehicle Alliance back to the start of the process and appears to be following the agency’s planning process and pertinent regulations.

We appreciate the opportunity to provide scoping comments on this NOI. We take the responsibility of reviewing environmental documents for compliance with the National Environmental Policy Act, Council for Environmental Quality regulations, 43 CFR Part 1600 and the agency’s Land Use Planning Handbook with the utmost seriousness. We look forward to working with the FFO throughout the required planning, implementation, and monitoring processes for this project.