

# S O C O R R O

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Resource Management Plan Revision  
and Environmental Impact Statement



## Off-Highway Vehicle Baseline Report



*Prepared for*  
**U.S. Department of the Interior**  
Bureau of Land Management  
Socorro Field Office

*Prepared by*  
**URS**

**August 2003**

**BUREAU OF LAND MANAGEMENT  
SOCORRO FIELD OFFICE  
RESOURCE MANAGEMENT PLAN REVISION  
AND ENVIRONMENTAL IMPACT STATEMENT**

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## LIST OF ACRONYMS

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ACEC	Area of Critical Environmental Concern
ATV	all-terrain vehicle
BLM	Bureau of Land Management
CFR	Code of Federal Regulations
DMV	Department of Motor Vehicles
EO	Executive Order
FLPMA	Federal Land Policy and Management Act
GIS	geographic information system
GPS	global positioning system
NMDGF	New Mexico Department of Game and Fish
OHV	off-highway vehicle
RMP	Resource Management Plan
RMPR	Resource Management Plan Revision
SMA	Special Management Area
SRMA	Special Recreation Management Area
SRUP	Special Recreation Use Permit
SUV	sport utility vehicle
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WSA	Wilderness Study Area

## 1.0 INTRODUCTION

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Public land managed by the U.S. Department of the Interior, Bureau of Land Management (BLM) Socorro Field Office is located in the west-central portion of New Mexico within Socorro and Catron Counties. This two-county area is referred to as BLM's Planning Area. Public land in the Planning Area includes approximately 1.5 million surface acres (Map 1, Surface Ownership and Access Routes, located at the end of this document with all maps) and more than 6 million acres of Federal minerals. Generally, public land areas are well blocked in the Quemado, Pelona Mountain, Ladron, and Stallion areas. Nonetheless, a significant number of isolated and scattered parcels of public land exist throughout the Planning Area. The public land within the Planning Area where BLM has the responsibility and authority to manage the land is considered the Decision Area.

In 1989, the BLM Socorro Field Office (formerly the Socorro Resource Area of the Las Cruces District) completed a Resource Management Plan (RMP). The purpose of the RMP was to provide a comprehensive framework for managing the public land and allocating resources over a planning period of 15 to 20 years. The 1989 RMP set forth management guidance for all activities on public land, including off-road and off-highway vehicle<sup>1</sup> (OHV) use. Under the 1989 RMP, all public land in Socorro and Catron Counties (referred to as the "Decision Area") was assigned one of the following designations: (1) closed to OHV use; (2) OHV use limited to existing roads and trails year-round; (3) OHV use limited to roads and trails seasonally; or (4) open to OHV use, where travel could occur on and off existing roads and trails. The 1989 RMP management decisions to implement OHV designations were based on existing laws, regulations, and policies including Title 43, Code of Federal Regulations (CFR) Parts 8340-8344 and BLM Manual 8340, Off-Highway Vehicles. These regulations and manual provide policy guidance that OHV use is an acceptable use of public land.

In 2001a, BLM issued supplemental guidance for the management of motorized OHV use on public land in the *National Management Strategy for Motorized Off-Highway Vehicle Use on Public Lands*. This strategy was a first step in developing an updated, proactive approach to implement better on-the-ground, motorized, off-highway management practices. This strategy reminded the public that BLM recognizes OHV use as an "acceptable use of public land wherever it is compatible with established resource management objectives." The strategy emphasized why it is important that BLM move steadily forward in its planning process (i.e., RMP process) to designate all public land areas, and roads and trails (hereafter referred to as routes) on public land, for appropriate levels of OHV use. The strategy also stressed the importance of protecting all public land, with an emphasis on specially designated areas, including Wilderness Study Areas (WSAs), Areas of Critical Environmental Concern (ACECs),

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<sup>1</sup> "Off-highway vehicle" has been used by the public and BLM interchangeably with the term "off-road vehicle." However, only the term "off-road vehicle" has a legally established definition in the Presidential Executive Orders and BLM's related regulations. BLM generally refers to motorized OHVs, primarily because BLM regulations address vehicles that use roads and trails on BLM-administered land, and are not just "off-road" (BLM 2001a). Therefore, the term OHV is used throughout this document to refer to motorized off-road and off-highway vehicle use.

and Special Management Areas (SMAs). The strategy indicated that all WSAs would be closed to cross-country vehicle travel except for travel on trails and ways identified, mapped, or known to exist during BLM's wilderness inventory process (completed in 1980). However, in some cases, trails and ways in WSAs have been subsequently closed through RMP decisions.

As the BLM Socorro Field Office moves forward with the RMP Revision (RMPR), understanding changes in the level of OHV activity over the past decade is important to updating management decisions, ensuring compliance with management guidelines, and responding to changing public needs. The primary purpose of preparing this baseline report is to compile the best available baseline information regarding OHV activity within Socorro and Catron Counties, including public comments and the condition of public land used for OHV travel. This information will be carried forward in the development of the RMPR. This report also identifies where current data are lacking with respect to inventory and activity monitoring, enabling BLM to prioritize future OHV planning efforts with consideration of staff and funding levels.

## **2.0 ISSUES IDENTIFIED BY THE PUBLIC**

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### **2.1 PUBLIC SCOPING**

The BLM Socorro Field Office held three public scoping meetings in August 2002 (in Socorro, Quemado, and Zuni, New Mexico). OHV use within the Planning Area was an issue raised at all three meetings. Many comments related to permitting or some other means of restricting OHV use were documented at the scoping meetings. People opposed to OHV use stated that restrictions should be imposed in the RMPR. Specifically, people noted that OHVs destroy vegetation; pollute the air, soil, and water; create deep erosion scars; destroy the solitude and quiet of public land; harass wildlife and other animals; generate increased dust; promote destructive attitudes; and damage recreational resources. Several people noted that OHV use should be restricted to existing roadways, or a policy of “closed unless posted as open” should be adopted. One person suggested OHV use should be restricted to specific, limited, intensive-use areas. Comments in favor of OHV use suggested maintaining current access to all public areas. Other suggestions were to establish trails exclusively for OHV use (separate from hiking and horseback riding) to eliminate conflict with other recreation uses while still maintaining access to public land for everyone.

### **2.2 OHV MEETINGS**

Based on the polarized nature of comments received during scoping, the BLM Socorro Field Office held three focused meetings to solicit further comments from the public on issues and concerns related to OHV use in the Planning Area. Meetings were held during March 2003 in Datil, Albuquerque, and Socorro. The comments received from the public meetings primarily expressed concerns about OHV use and provided suggestions for future OHV management. Generally speaking, comments and suggestions received at the Datil meeting were focused primarily on concerns ranchers have about damage to vegetation and ranch improvements (fences) caused by OHV use. Comments and suggestions received at the Albuquerque meeting were focused primarily on concerns that OHV use will be further restricted in the future. In Socorro, comments and suggestions were equally focused on ranching concerns, OHV user concerns, and general concerns about the health of the environment with regard to OHV use. Written comments received after the meetings also were equally focused.



## 3.0 LAWS, REGULATIONS, AND POLICIES

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### 3.1 FEDERAL

Various laws, regulations, and policies affect the management of OHV use on public land. Each of these is listed below with a brief description of how it applies to BLM's management.

The Federal Land Policy and Management Act of 1976 (FLPMA) stipulates that land management be on the basis of multiple use and sustained yield, provide for outdoor recreation, and be managed in a manner that will protect the quality of the environment and, where appropriate, will preserve and protect certain public lands in their natural conditions.

FLPMA also states that "land use plans... coordinate the land use inventory, planning, and management activities of or for such lands with the land use planning and management programs of other Federal departments and agencies and of the States and local governments within which the lands are located, including...the statewide outdoor recreation plans..."

The Wilderness Act (PL 88-577) of 1964 provides for the establishment of wilderness areas (designated by Congress), which shall be administered for the use and enjoyment of the American people in such manner as will leave them unimpaired for future use and enjoyment as wilderness. The Wilderness Act prohibits (except as necessary to meet minimum requirements for the administration of the area) installation of temporary roads, use of motor vehicles, landing of aircraft, use of other forms of mechanical transport, and installation of structures within areas protected for wilderness values.

Executive Order (EO) 11644, *Use of Off-Road Vehicles on the Public Lands* (as amended by EO 11989) was signed by Richard Nixon in 1972 to ensure that the use of off-road (off-highway) vehicles on public lands would be controlled and directed so as to protect the resources of those lands, promote the safety of all users of those lands, and minimize conflicts among the various uses of those lands. This EO required Federal agencies to designate specific areas where OHV use would be permitted and areas where OHV use would be prohibited.

OHV use on public lands managed under the Department of the Interior also is regulated by 43 CFR Part 8340. These regulations establish the criteria for designating public lands as open, limited, or closed to OHV use and for establishing controls governing the use and operation of OHVs in such areas.

BLM Manual 8340 provides policy guidance for managing OHV use on public land consistent with 43 CFR Part 8340. The objectives of OHV management are to provide for public needs and demands, public safety, and natural resource protection, while minimizing user conflicts. This manual also sets forth the policy that OHV use is an acceptable use of public land wherever it is compatible with established resource management objectives.

BLM Handbook H-8550-1, *Interim Management Policy for Lands Under Wilderness Review*, provides policy direction with respect to motorized and mechanized vehicles in WSAs (BLM 1995). According to part I.B.11 of this handbook, motor vehicles and mechanical transport may

be allowed off existing roads and trails (1) for emergencies and search and rescue operations; (2) for official purposes by BLM and other agencies for protecting human life, safety and property; and (3) to build or maintain authorized structures.

BLM Handbook H-1601-1 (Appendix C, p 13), the Land Use Planning Handbook, directs Field Offices that “[at] a minimum, the OHV designations for WSAs must be “limited” to ways and trails existing at the time of inventory [1980]...”

Based on the laws, regulations, and policies described above, BLM must balance opportunities for OHV use and protection of multiple resources from degradation. FLPMA provides for multiple uses of public land, including OHV use. OHV use is further described as an acceptable use of public land in 43 CFR 8340 and BLM Manual 8340. However, FLPMA and EO 11644 indicate that OHV use on public land should be managed to protect the quality of the environment and minimize user conflicts, respectively. Further, 43 CFR 8340 states that OHV use shall be managed through the designation of areas where OHV use will be allowed or prohibited.

### 3.2 STATE

Under the Off-Highway Motor Vehicle Act of 1978, the State of New Mexico requires registration of OHVs that are not legally equipped for operation on highways of the State, including motorcycles, snowmobiles, dune buggies, and all-terrain vehicles (ATVs) with three, four, or six wheels. OHVs must be registered within 30 days after purchase. The provisions of the Off-Highway Motor Vehicle Act do not apply to the following motor vehicles:

- Owned and operated by an agency or department of the United States, New Mexico, or any political subdivision of New Mexico
- Operated exclusively on lands privately held by the OHV owner
- Owned by nonresidents of the State, provided that use in New Mexico is for competition purposes only, use does not exceed 15 days, and use is not on a rental basis
- Brought into the State by manufacturers or distributors for wholesale purposes and not used for demonstrations
- In the possession of dealers or stock-in-trade and not used for demonstration purposes
- Farm tractors

In addition, under *New Mexico Big Game and Furbearer Rules and Information* (New Mexico Department of Game and Fish [NMDGF] 2003b), it is illegal to drive a motorized vehicle off established roads in a hunting, trapping, or angling area if the vehicle bears a person licensed to hunt, trap, or fish for species on which season is open in that area. However, on certain public lands, it is legal to take vehicles off established roads to retrieve legally taken and tagged big-game carcasses, provided that state or federal regulations do not prohibit such use on those lands.

## 4.0 INVENTORY

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To understand current OHV use within the Planning Area, and more specifically in the Decision Area, the best available data were collected for the following: (1) current OHV designations on public land; (2) existing route locations for the entire Planning Area; and (3) use of OHVs in the Planning Area, including areas exhibiting concentrated use. These inventories, which are updated continually, were based on the best available data.

### 4.1 OHV DESIGNATIONS

Current regulations and policy, which are described in Section 3.0, require that BLM manage public land for OHV use by designating areas as open, limited, or closed, as defined below.

An “open” area is an area where all types of vehicle use are permitted at all times anywhere in the area subject to various operating regulations and vehicle standards (e.g., no person may operate an OHV on public land without a valid State operator’s license or learner’s permit where required by State or Federal law) (43 CFR Parts 8340-8341). Within designated open areas, there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel (BLM 2001a). Despite the “open” designation, no person shall operate an off-road vehicle on public lands in a manner causing, or likely to cause, significant, undue damage to or disturbance of the soil, wildlife, wildlife habitat, improvements, cultural resources, or vegetative resources or other authorized uses of the public lands (43 CFR 8341.1).

A “limited” area is an area restricted at certain times, in certain areas, and/or to certain vehicular use. These restrictions may be of any type, but generally can be accommodated within the following type of categories: number of vehicles; types of vehicles; time or season of use; permitted or licensed use only; use on existing roads and trails; use on designated roads and trails; and other restrictions (43 CFR 8340). Within designated limited areas, OHV use is restricted to meet specific resource management objectives (BLM 2001a).

A “closed” area is an area where OHV use is prohibited to protect resources, ensure visitor safety, or reduce user conflicts (BLM 2001a). Use of OHVs in closed areas may be allowed for certain reasons; however, such use shall be made only with the approval of the authorized officer (e.g., Socorro Field Office Manager) (43 CFR 8340).

The current OHV designations for public land within the two-county area, based on the 1989 RMP, are shown on Map 2, Existing Situation Off-highway Vehicle Use Designations. The 1989 RMP depicted five use categories under the three designations described above. The 1989 RMP showed areas that were open, limited to existing roads and trails (year-round), and closed, as well as an open intensive-use area and a seasonally limited area. The intensive-use area, an “open” area north of the City of Socorro, has been included with the open areas on Map 2, as OHV uses allowed in each area are the same, though historically use in this area has been more concentrated. The seasonally limited area in northwest Catron County, shown on Map 2, allows for open use of public land from April through October, but use is limited to existing roads and

trails from November through March. In addition to the previously established designations, Map 2 shows areas that remain “undesigned” for OHV use. The undesigned category represents the lands within Socorro and Catron Counties that have been acquired by BLM since the previous RMP was adopted and that are not entirely within a specially designated area (e.g., ACEC or SMA); lands acquired within these special designation areas are managed according to the category assigned to the respective area. These undesigned areas will receive designation during the RMPR planning process (i.e., open, limited, or closed to OHV use). Table 1 identifies the current acreages of OHV designations on public land within Socorro and Catron Counties. These designations apply only to public land managed by BLM and do not apply to land managed by the Forest Service, State of New Mexico, or private land.

**TABLE 1  
OHV DESIGNATIONS**

County	Category	Acres
Socorro	Open	502,236
	Limited Year-Round	374,849
	Limited Seasonally <sup>1</sup>	0
	Closed	21,028
	Undesignated <sup>2</sup>	22,633
Catron	Open	351,260
	Limited Year-Round	188,065
	Limited Seasonally <sup>1</sup>	20,120
	Closed	8,089
	Undesignated <sup>2</sup>	18,177

SOURCE: Bureau of Land Management 2003.

NOTES:

- <sup>1</sup> Limited to roads and trails from November 1 to March 31, otherwise open for OHV use.
- <sup>2</sup> Recently acquired lands within WSAs are considered “undesigned” for OHV use; an interim designation was not assigned due to the timing of the upcoming RMPR.

In addition to designating areas, BLM can designate routes as open or closed to vehicle travel. The status of routes within BLM’s Decision Area is discussed in the following section.

## 4.2 EXISTING ROUTES

The inventory of existing routes on public land within the Planning Area was conducted using various sources including, but not limited to, U.S. Geological Survey (USGS) topographic maps, aerial photography, and field reviews using global positioning system (GPS) units. BLM also acquired data from the Forest Service (Apache, Cibola, and Gila National Forests). Though these sources provided relatively comprehensive coverage of the routes located within the Planning Area, little or no information was available regarding the current conditions of these routes.<sup>2</sup>

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<sup>2</sup> No warranty is made by BLM as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data, or for purposes not intended by BLM. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notice.

Existing routes within the two-county area are shown on Map 1; routes shown include roads and trails (two-track vehicle routes), regardless of surface (e.g., paved, dirt). The map also shows those routes on public land that have been closed through previous planning efforts.

Approximately 36 miles of roads on public land were designated as closed through the previous RMP (BLM 1989b). Since 1989, BLM has identified and recommended approximately 25.0 miles of trail for closure. However, none of these proposed closures have included RMP amendments, as required by 43 CFR 8342. Therefore, these roads have not been officially closed.

Map 1 also depicts the vehicle “ways” located within WSAs that were developed prior to the enactment of FLPMA. A “way” is defined as a primitive route developed solely by the passage of vehicles and does not constitute a road; a road is improved and maintained by mechanical means to ensure relatively regular and continuous use (BLM 2001b).

The BLM Socorro Field Office conducted and completed inventories for motorized routes or “ways” for its 12 WSAs in 1980. While that inventory is considered a fair representation of what existed in or prior to 1976, the maps created were hand-drawn, inaccurate at times, and pre-date the mapping technology and standards BLM uses today. In some instances, legal descriptions of “ways” did not match or correspond to the hand-drawn maps. A careful effort was undertaken to transfer the previous inventory results into an electronic geographic information system (GIS) format. This effort required some interpretation by BLM recreation specialists. The methods used to interpret and analyze the old inventory have been documented and incorporated into BLM’s files as part of the RMPR planning record. Further, it is important to understand that current conditions on the ground can and do vary from the inventory of routes that existed prior to enactment of FLPMA. For example, some routes or “ways” have disappeared or been revegetated due to lack of use, and new ones have appeared as a result of unauthorized travel within the WSAs. “Ways” are shown on Map 1; Map 1 also shows the routes and “ways” that were closed under the 1989 RMP. Larger scale maps of the “ways” established prior to FLPMA (and closed “ways”) are provided on Maps 3 through 14, which are specific to each WSA.

## 5.0 OFF-HIGHWAY VEHICLE USE

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OHV use occurs throughout the two-county area and can be characterized as either a method of transportation or as a direct recreation use. As a transportation category, OHVs are used to transport people primarily on existing or established routes to remote areas for activities such as hunting including game retrieval. As a recreation use, OHVs are used for motorcycle races and hill climbing.

Motorized OHV use on public land has increased substantially in recent years (BLM 2001a). Though substantial spatial data are available depicting the location of existing roads, and BLM maintains data for the open, limited, and closed area designations, only anecdotal data from BLM staff observations are available to quantify levels of OHV activity. As with public land throughout the West, there is little doubt that the Planning Area has witnessed a significant increase in the number and/or length of motorized trails since the previous planning effort was completed in 1989. Although the BLM Socorro Field Office has reliable, historical data (aerial photos dating back to 1976, and more current photography [digital ortho quarter quadrangles] from 1997) staffing and budget constraints have limited BLM's ability to quantify this increase. Therefore, to characterize general trends demonstrating the increased OHV use in the Planning Area, BLM has gathered information on hunting permits and vehicle registrations to document the increases in permits and registrations, respectively, that are associated within increasing OHV use throughout the Planning Area.

### 5.1 DEER AND ELK HUNTING

By far, most of the OHV activity within the Planning Area is dispersed and occurs during the fall and winter when hunters go in pursuit of big game (Jaggers 2003a). Most cross-country traffic (i.e., vehicle travel off established trails and roads) occurs during this time period, resulting in the pioneering or proliferation of new trails (Jaggers 2003a).

Hunting is managed by the NMDGF through the issuance of licenses and permits within the Planning Area. NMDGF issues hunting licenses to individual members of the public. Similarly, outfitters and their guides are required to obtain registration from NMDGF (2002). Generally, public land is open to hunting by individuals; however, outfitters and their guides must obtain a commercial special use permit from BLM to operate hunting guide services on public land. Data acquired from NMDGF for mule deer and elk are provided in Tables 2 and 3. The corresponding hunt units managed by NMDGF are shown on Map 15, Big Game Hunting Units. According to information obtained from NMDGF, the big game hunted most frequently in the Planning Area includes deer and elk. The estimated number of hunters for deer has decreased in some hunting management units within the Planning Area and remained steady in others between 1990 and 2000. During those same years, NMDGF issued increasing numbers of permits for elk hunting within the Planning Area. As indicated in Table 3, the number of elk permits issued in some elk hunting management units increased significantly, from several hundred in 1990 to more than a thousand in 2000. The highest absolute increases occurred in elk hunting management units 15A, 15B, and 16A.

**TABLE 2**  
**HARVEST AND PERMIT ESTIMATES FOR MULE DEER WITHIN SOCORRO AND CATRON COUNTIES**

Hunting Management Regional Unit <sup>1</sup>	Yearly Harvest Estimate/Projected Number of Hunters <sup>2</sup>										
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
12	46/615	90/645	60/558	41/403	31/412	154/481	47/301	160/537	148/692	27/374	90/430
13	340/1817	280/1948	371/1776	200/1480	124/1130	385/1518	199/1486	135/1494	342/1278	25/2222	252/1840
14	200/1214	274/1099	122/1084	134/1095	124/999	198/1086	125/938	48/732	64/451	105/690	154/698
15	547/3256	251/2189	300/2331	349/2343	283/2320	277/2091	230/1926	181/1921	74/580	113/719	237/1085
16	578/2486	767/3785	717/3940	536/3826	554/3856	557/4059	344/3270	297/2888	352/3030	355/2761	260/2537
17	896/3984	435/2223	124/420	92/411	121/682	116/516	269/1119	359/937	286/991	334/1362	337/1427
18	108/639	186/849	256/836	292/1051	167/1019	244/1098	113/1019	120/660	81/527	259/903	61/530
19	*	*	80/98	36/68	54/76	49/78	92/213	178/362	11/43	0/4	22/47
20	337/1454	301/1215	417/1532	456/1617	262/1305	177/1096	78/800	138/778	131/823	119/588	119/606
21	556/2421	665/2660	791/2728	605/2265	464/2044	315/2091	282/1560	279/1452	562/2133	303/1965	450/2056
22	127/617	160/631	111/491	92/558	77/548	60/488	4/267	55/252	75/313	113/359	43/219
23	1006/3696	656/2970	825/2782	924/2642	673/2364	437/2105	224/1388	299/1570	487/1240	489/1757	349/1173
38	788/2877	558/2271	968/2718	832/2964	559/2688	578/2996	465/2304	451/2088	560/1894	926/3620	698/2819

SOURCE: New Mexico Department of Game and Fish 2003a.

NOTES: <sup>1</sup> Hunting management unit boundaries do not coincide with the boundary of the Planning Area; therefore, hunting management units may be completely or only partially located within the Planning Area.

<sup>2</sup> Harvest data reported in combined harvest arms (weapon types) / Projected number of hunters from annual harvest reports. Most deer hunt units are “unlimited”, meaning there is no cap on licenses sold.

\* Data not available.

**TABLE 3  
HARVEST AND PERMIT ESTIMATES FOR ELK WITHIN SOCORRO AND CATRON COUNTIES**

Hunting Management Unit <sup>1</sup>	Yearly Harvest Estimate/Permits Distributed <sup>2</sup>										
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
12	-----	6/62	7/119	51/141	49/255	76/289	37/203	*/269	100/342	154/496	222/686
13	* /60	8/68	32/152	67/255	58/398	107/481	97/380	*/652	89/730	100/656	163/701
14	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
15A	54/340	176/642	170/700	262/764	235/840	507/1111	603/1203	421/1224	476/1857	672/2292	575/2311
15B	45/340	125/691	118/740	232/772	251/871	165/883	250/957	227/881	314/1184	417/1368	413/1495
16A	262/442	435/1003	402/961	690/1107	624/1252	650/1349	669/1464	659/1347	405/963	452/1130	447/1191
16B	140/604	247/950	183/775	247/777	240/814	290/886	214/813	*/798	243/919	328/1159	240/948
16C	108/220	108/456	145/446	252/501	211/569	300/641	215/624	303/582	146/505	186/503	168/612
16D	166/285	144/362	137/316	411/811	469/909	405/817	448/1084	417/973	248/615	231/615	222/683
16E	-----	147/339	103/302	184/394	216/434	242/527	254/546	280/485	172/476	223/488	260/632
17	-----	56/301	44/262	48/273	20/300	38/301	75/304	*/310	47/314	68/308	77/357
18	-----	-----	*/7	*/6	*/7	*/16	*/16	*/35	*/26	*/9	*/17
19	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
20	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
21A	31/101	76/152	32/125	35/121	63/166	33/138	59/139	*/129	39/225	47/156	52/196
21B <sup>3</sup>			30/80	36/78	71/133	49/148	71/110	*/180	59/236	61/183	127/266
22A	40/201	52/246	30/173	54/164	31/153	69/130	74/177	*/339	14/89	17/119	*/149
22B <sup>4</sup>						39/100	13/100	*/71	*/26	*/56	*/43
23	14/50	*	*	26/70	45/70	133/493	91/212	*/475	94/542	60/283	86/348
38	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

SOURCE: New Mexico Department of Game and Fish 2003a.

NOTES: <sup>1</sup> Hunting management unit boundaries do not coincide with the boundary of the Planning Area; therefore, hunting management units may be completely or only partially located within the Planning Area.

<sup>2</sup> Harvest data reported in combined harvest arms (weapon types) / Permits issued within each management unit for respective year.

<sup>3</sup> Hunt unit 21 was a single unit through 1991 then subdivided into 21A and 21B. 1990 through 1991 data are reported in 21A.

<sup>4</sup> Hunt unit 22 was a single unit through 1994 then subdivided into 22A and 22B. 1990 through 1994 data are reported in 22A.

\* Data not available.

---- Area closed to elk hunting.



## 5.2 OHV REGISTRATIONS IN NEW MEXICO

Additional data supporting the increased use of OHVs were obtained from the New Mexico Department of Motor Vehicles (DMV). According to New Mexico DMV, vehicle registration of OHVs has increased throughout the State and within Socorro and Catron Counties. Data received from the New Mexico DMV is provided in Table 4.

**TABLE 4**  
**1990 AND 2000 REGISTRATION STATISTICS FOR**  
**OHVS, MOTORCYCLES, AND TRUCKS**

Geographic Area	Vehicle Type	1990	2000	Change
Socorro County	Off-Highway	23	119	417%
	Motorcycle	206	156	-24%
	Truck	4,003	5,116	28%
Catron County	Off-Highway	21	41	95%
	Motorcycle	52	84	62%
	Truck	1,532	2,178	42%
New Mexico	Off-Highway	2,995	7,457	149%
	Motorcycle	26,126	25,408	-3%
	Truck	401,315	498,292	24%

SOURCE: New Mexico Department of Motor Vehicles 2003.

NOTE: Trucks include sport utility vehicles (SUVs).

As indicated by these data, OHV registration has increased substantially within the Planning Area, as well as the entire State, over the past 10 years. The statewide trend provides valuable information as many of the OHV users in the Planning Area may have their vehicle(s) registered in other counties (or possibly other states). The increase number of OHVs and trucks corresponds with increased use on and off roads and trails within the Planning Area.

## 5.3 AREAS OF INTENSE OHV USE

Though a majority of the OHV use on public land within the Planning Area is dispersed, BLM has recognized an "open" area where intensive OHV activity has occurred for more than a decade. This area is located in Socorro County on approximately 1,200 acres within Section 20, T. 2 S., R. 1 E. The BLM Socorro Field Office estimates that approximately 20 miles of motorized trail have been established in this area as a result of the intensive use. Outside of the hot summer months, this intensive use area is a popular destination for OHV enthusiasts from Albuquerque, Belen, and a number of other towns up and down Interstate 25. Within this area, BLM has issued use permits for OHV events such as hill climbs and motorcross. This area is the site of the annual "Socorro 100" motorcycle/ATV competition, which draws hundreds of participants and spectators each fall. The first competitions began around 1989, after BLM was approached by the New Mexico Desert Racing Association to locate a suitable track or course for its proposed motorized competition; once the track was "laid out," BLM issued a Special Recreation Use Permit (SRUP) for the event. BLM continues to issue a SRUP each year for this event. In 2002, approximately 160 entrants raced during two days of hill climbing and cross-country racing competitions on the existing trails in this area.

#### **5.4 WILDLAND-URBAN INTERFACE**

In addition to the increased hunting and vehicles, the BLM has been observing increasing urban- and suburban-type development near and adjacent to public land. In many cases, new development requires access to private land across public land. The development areas that have been proposed within each County, and approved by the respective County agencies, are shown on Map 16, Proposed Urban Developments. BLM anticipates increased access will be needed in these areas, and that the amount of motorized vehicle travel on public land (on and off roads) near these areas will increase as development occurs.

#### **5.5 OTHER OHV OPPORTUNITIES IN THE PLANNING AREA**

In areas adjacent to public land, OHV use occurs on National Forests, State land, and private land throughout the Planning Area. Due to the dispersed nature of State and private land, OHV activity in these areas likely is similar to the use occurring on public land. Generally, most National Forest System land that interfaces with the public land in Socorro and Catron Counties provides for cross-country OHV use. Like BLM, most areas of National Forest System land that prohibit OHV use lie within areas of special designations (e.g., wilderness) and in those areas where there is a need to protect sensitive species, important wildlife habitat, and other unique natural and historical resources. The U.S. Fish and Wildlife Service (USFWS) restricts OHV use to existing routes within the two National Wildlife Refuges in the Planning Area (i.e., Sevilleta and Bosque del Apache).

## **6.0 CURRENT OHV MANAGEMENT ON PUBLIC LANDS**

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BLM manages OHV use on public land as part of its recreation program. The use of OHVs is controlled and managed to protect resources of the public land, promote the safety of all users, and minimize conflicts among the various users of those lands (BLM 1989b). A concentrated effort is made to locate and establish use areas and trails compatible with social and natural environments in proximity to heavily populated areas (BLM 1989b). As mentioned above, use permits have been issued for certain OHV events.

Consistent with current law, regulations, and policy, BLM maintains designations of open, limited, and closed for OHV use on all areas of public land within the Planning Area. Additionally, BLM closed 36 miles of roads on public land, and has identified and recommended an additional 25.0 miles of trail for closure. BLM can address any new area, road, or trail OHV designation or redesignation, including road closures, through the RMPR process (BLM 2000).

Currently, the primary focus of OHV use management on public land within the Planning Area is road and trail inventory and planning; the road inventory is continually updated. The BLM Socorro Field Office annually submits detailed OHV budget requests through the BLM Budget Planning System in Washington, D.C. to secure funds for completion of comprehensive route inventories (including road surface and condition) and route designation planning. Additionally, the BLM Socorro Field Office continues efforts to increase OHV monitoring, establish and maintain an effective OHV sign program, and provide the public with useful and current information regarding OHV use and opportunities (e.g., maps of open, limited, and closed areas). In 2001, the BLM Socorro Field Office hired both a Recreation Planner and Law Enforcement Ranger in a first step effort to keep up with increasing OHV activity (Jaggers 2003b).

It is important to note that throughout the West, BLM relies heavily on “green sticker” programs to fund OHV management on public land. “Green sticker” is a generic term used by different states throughout the West to describe fees levied to fund OHV programs; vehicle registration fees (DMV) and fuel taxes are the most common sources of revenue. The money collected is distributed by the respective state based upon need and/or grant applications. Unlike Utah, Idaho, California, and Colorado, New Mexico does not have a program to generate funds within the State to supplement Federal monies used for BLM’s management of OHVs on public land.

## 7.0 DATA GAPS

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BLM has identified future inventory needs, which include the following activities:

- Monitoring and compiling annual use numbers (individuals and events) in specific areas or at specific times
- Prioritizing public land areas for additional inventory
- Conducting field surveys of the existing routes network in priority areas
- Conducting field surveys of the conditions of routes within WSAs, ACECs, SMAs, and Special Recreation Management Areas (SRMAs)

Field surveys would help BLM identify if the current network of routes on public land is accurate, allowing BLM to see where more routes are needed, or where unneeded routes could be closed.

Conducting field surveys of the route conditions in the WSAs, ACECs, SMAs, and SRMAs would help BLM designate routes in these areas as open or closed to ensure appropriate access to and management of the protected resources in those areas.

While the information listed above will be requisite for the BLM Socorro Field Office to begin thorough and detailed OHV planning decisions on a route-by-route basis, these data are not available for the current RMPR process. As the RMPR progresses, acquisition of these data may become part of a future implementation or monitoring plan. Acquisition of new data will assist BLM greatly with the management of OHV use on public land.

Despite these gaps in the database, BLM does have the opportunity to update the 14-year-old OHV designations for public land in the Planning Area to meet the current needs of the public land users, while managing resource and user conflicts and maintaining natural and cultural resource protection. BLM also has the opportunity to officially close roads where appropriate (e.g., where damage to other resources, such as soils or vegetation, is occurring) and specify more intensive management for particular areas (e.g., where concentrated OHV use occurs).

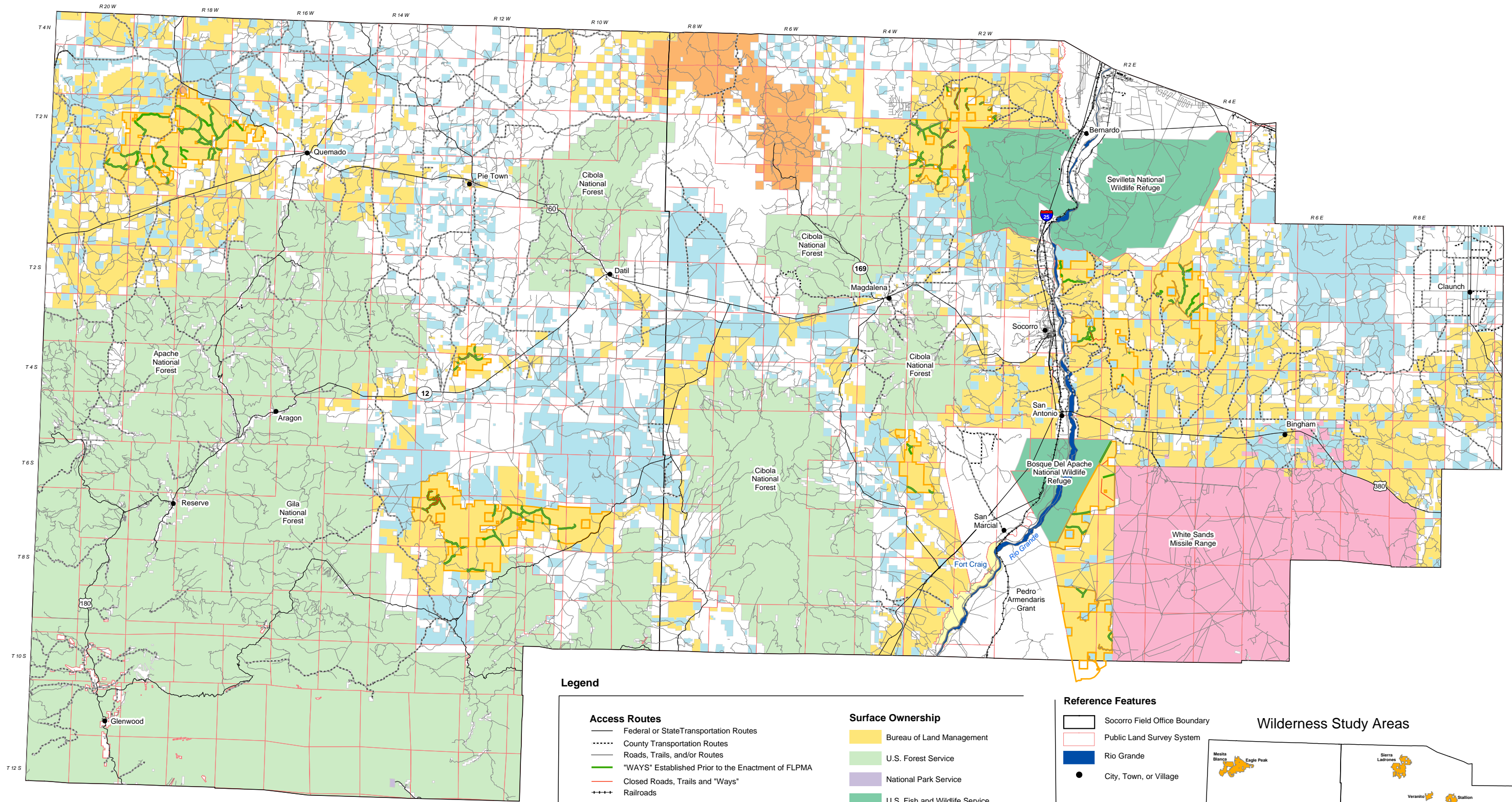
## 8.0 REFERENCES

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**MAPS**

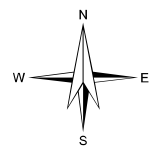
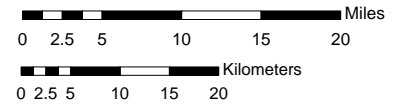


# Surface Ownership and Access Routes

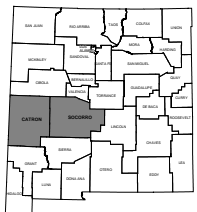
## Socorro Field Office RMP/IEIS

August 7, 2003

Universal Transverse Mercator  
Zone 13, Units Meters  
GRS 1980 Spheroid  
NAD83 Datum



Location in New Mexico



### Legend

#### Access Routes

- Federal or State Transportation Routes
- ..... County Transportation Routes
- Roads, Trails, and/or Routes
- "WAYS" Established Prior to the Enactment of FLPMA
- Closed Roads, Trails and "Ways"
- ++++ Railroads

#### Special Designations

- Wilderness Study Areas

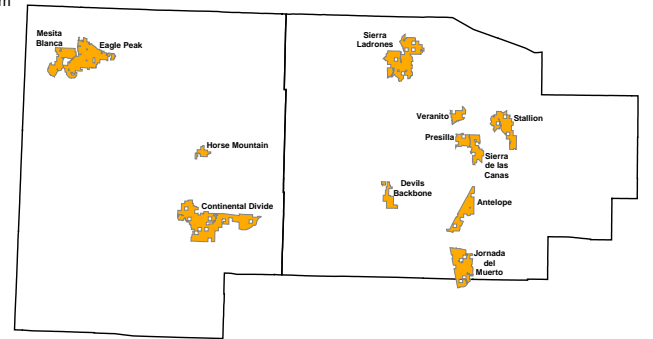
#### Surface Ownership

- Bureau of Land Management
- U.S. Forest Service
- National Park Service
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Department of Defense
- Tribal Lands
- State Trust Lands
- Private

#### Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- City, Town, or Village

#### Wilderness Study Areas

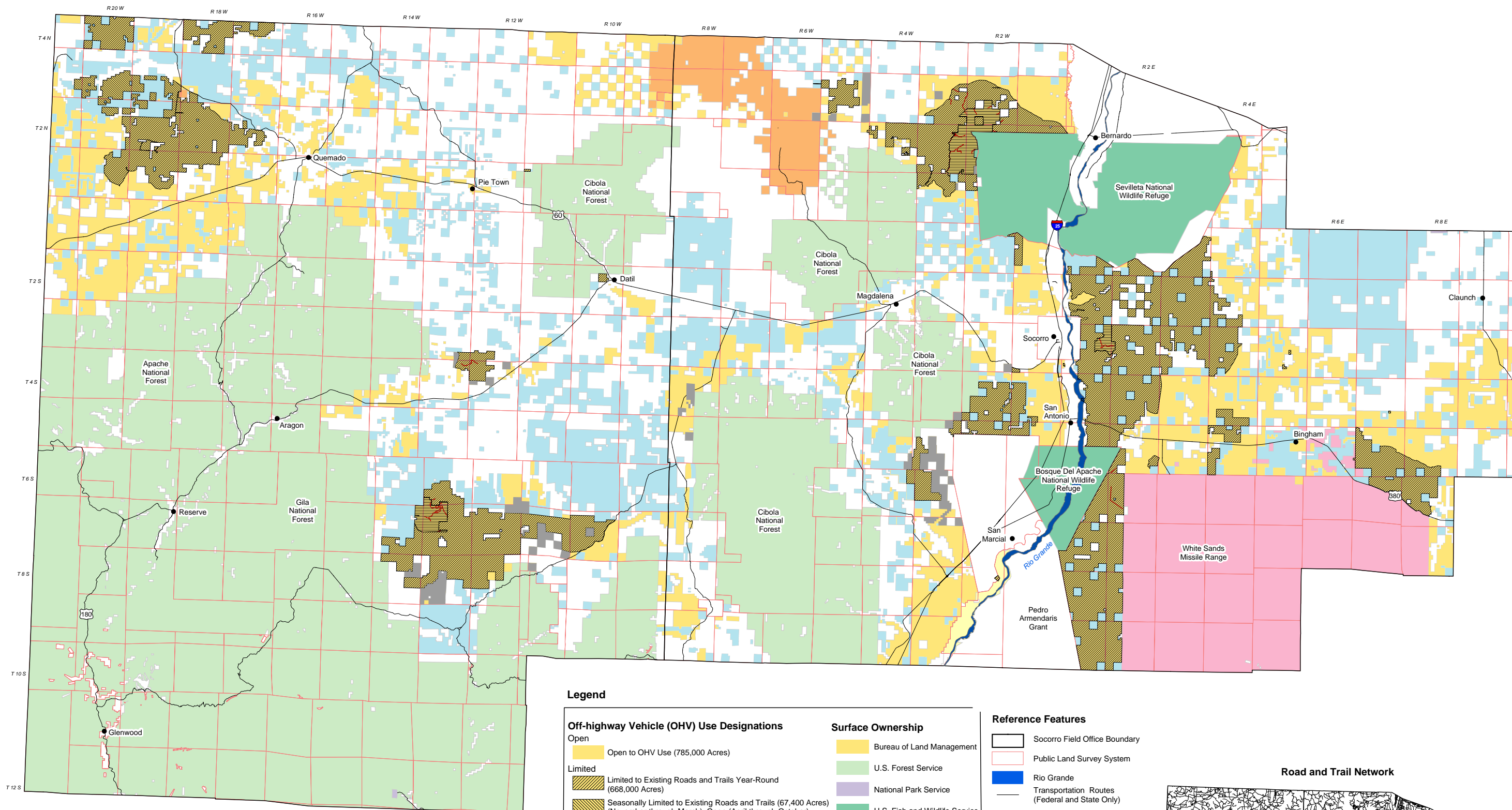


Source:  
Base Map Information: BLM, Socorro Field Office 2003  
Jurisdiction Information: BLM, Socorro Field Office 2003  
Transportation Routes: BLM, Socorro Field Office 2003

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.





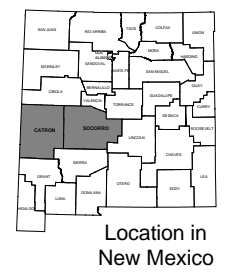
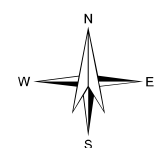
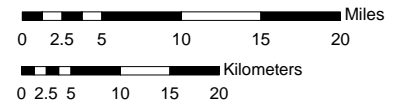


# Existing Situation Off-highway Vehicle Use Designations

## Socorro Field Office RMP/EIS

August 7, 2003

Universal Transverse Mercator  
Zone 13, Units Meters  
GRS 1980 Spheroid  
NAD83 Datum



### Legend

#### Off-highway Vehicle (OHV) Use Designations

- Open
  - Open to OHV Use (785,000 Acres)
- Limited
  - Limited to Existing Roads and Trails Year-Round (668,000 Acres)
  - Seasonally Limited to Existing Roads and Trails (67,400 Acres) Open (April through October)
- Closed
  - Closed to OHV Use (23,400 Acres)
- Undesignated
  - Federal Acquired Lands Undesignated for OHV Use
- Closed Roads, Trails and "Ways"  
(Closure may provide for permitted and administrative use.)

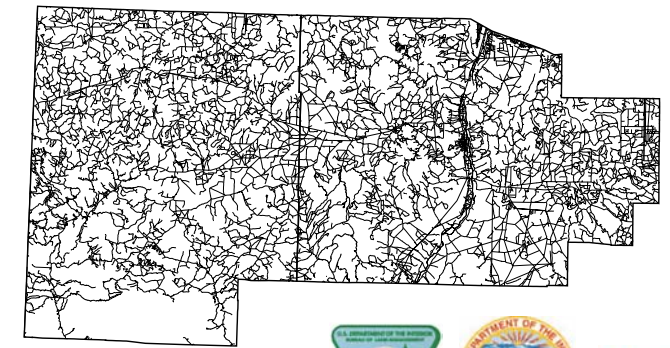
#### Surface Ownership

- Bureau of Land Management
- U.S. Forest Service
- National Park Service
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Department of Defense
- Tribal Lands
- State Trust Lands
- Private

#### Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- Transportation Routes (Federal and State Only)
- City, Town, or Village

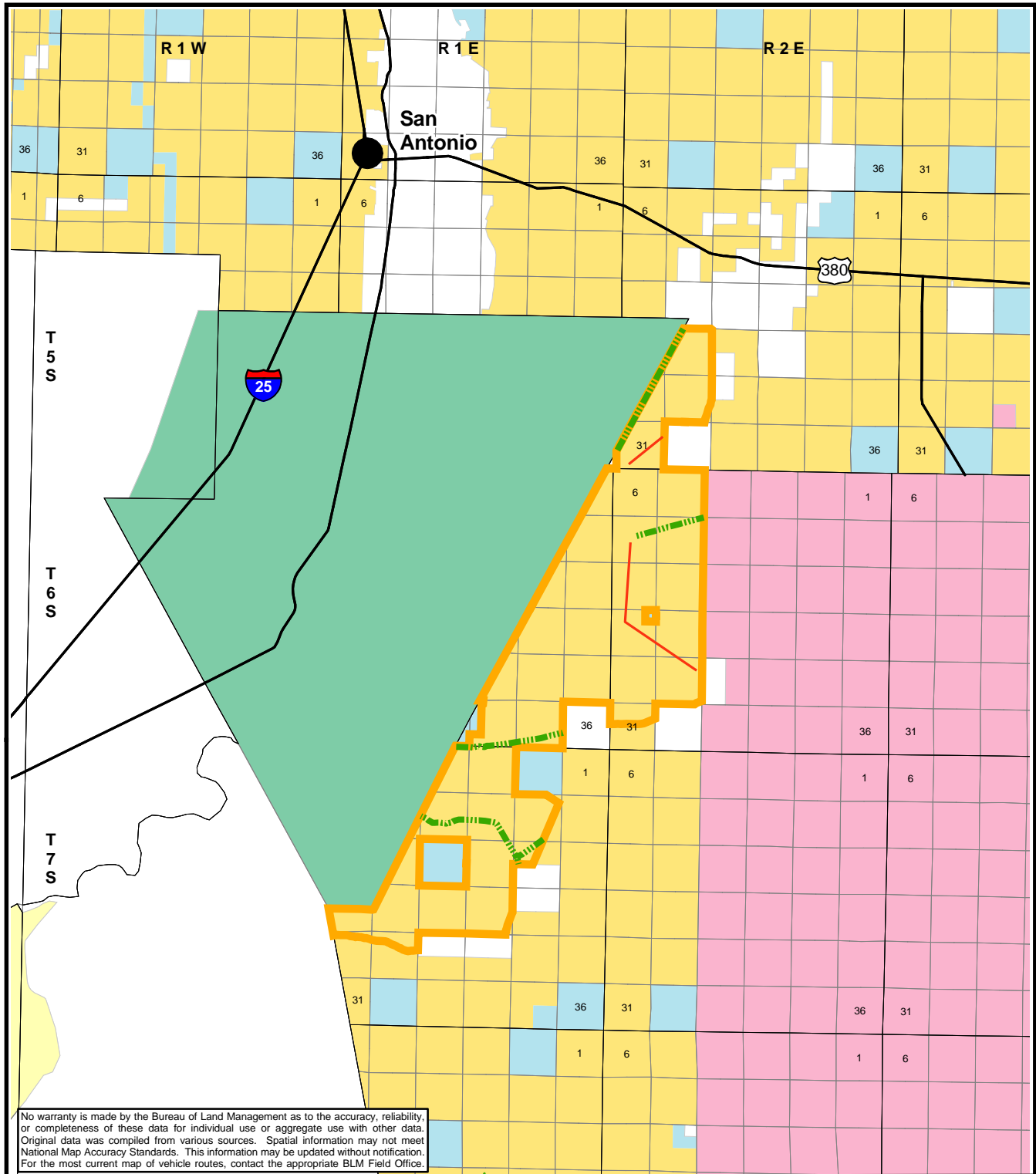
#### Road and Trail Network



Source:  
Base Map Information: BLM, Socorro Field Office 2003  
OHV Information: BLM, Socorro Field Office 2003  
OHV Acre Totals: BLM, Socorro Field Office RMP 1989

No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.





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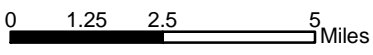
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**Legend**

- Wilderness Inventory**
  - Wilderness Study Areas
  - "Ways" Established Prior to the Enactment of FLPMA
  - Closed Roads, Trails and "Ways"
- Surface Ownership**
  - Bureau of Land Management
  - State Trust Lands
  - U.S. Fish and Wildlife Service
  - Department of Defense
  - Private
- Reference Features**
  - Public Land Survey System
  - Federal and State Routes

**"Ways" in the Antelope Wilderness Study Area  
Socorro Field Office RMP/REIS**

August 8, 2003

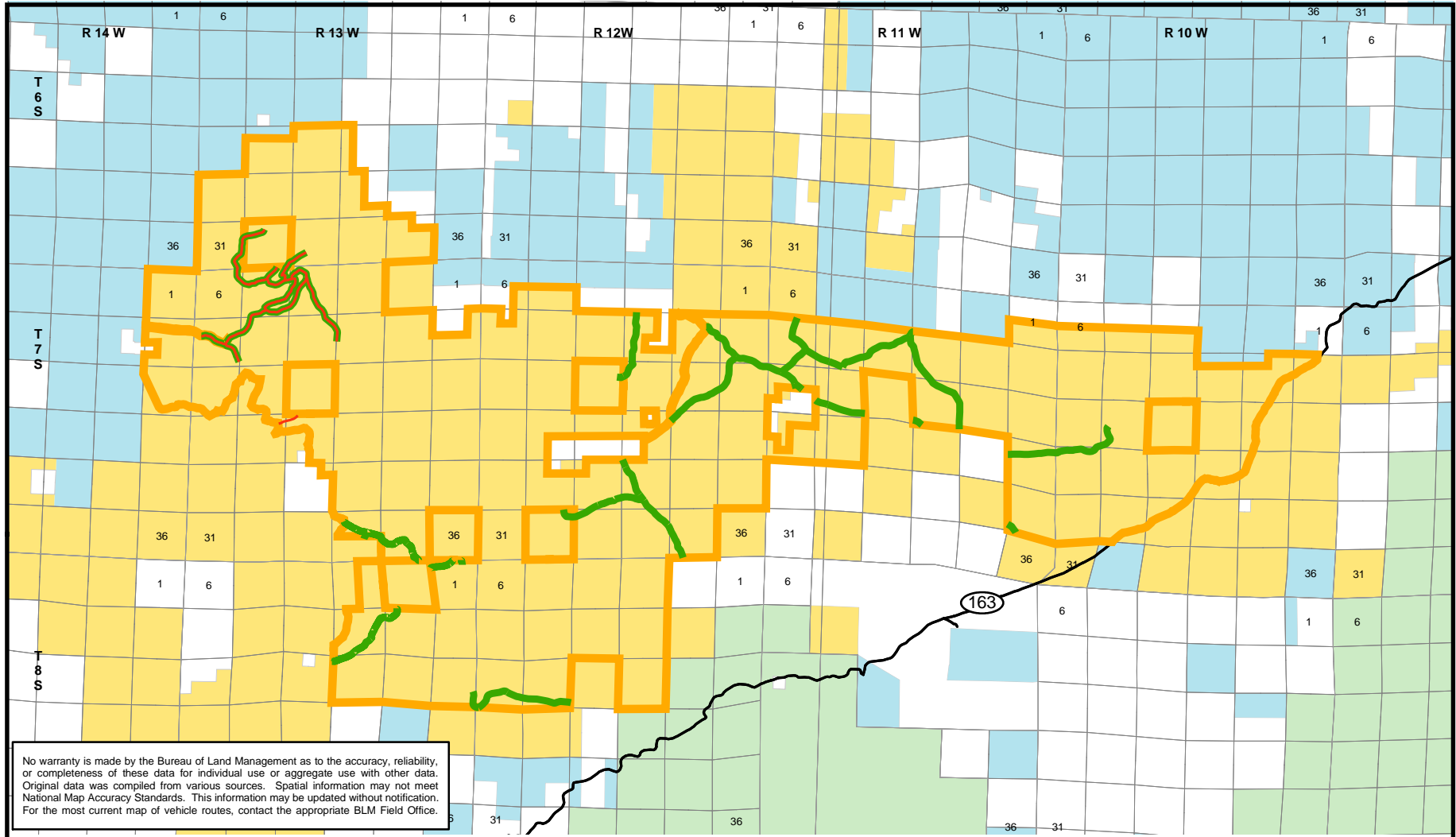


Map Scale 1:200,000



Source: BLM, Socorro Field Office 2003  
Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum





No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

**Legend**

**Wilderness Inventory**

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA
- Closed Roads, Trails and "Ways"

**Surface Ownership**

- Bureau of Land Management
- State Trust Lands
- U.S. Forest Service
- Private

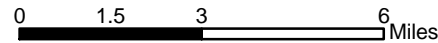
**Reference Features**

- Public Land Survey System
- Federal and State Routes

**"Ways" in the Continental Divide Wilderness Study Area**

**Socorro Field Office RMPR/EIS**

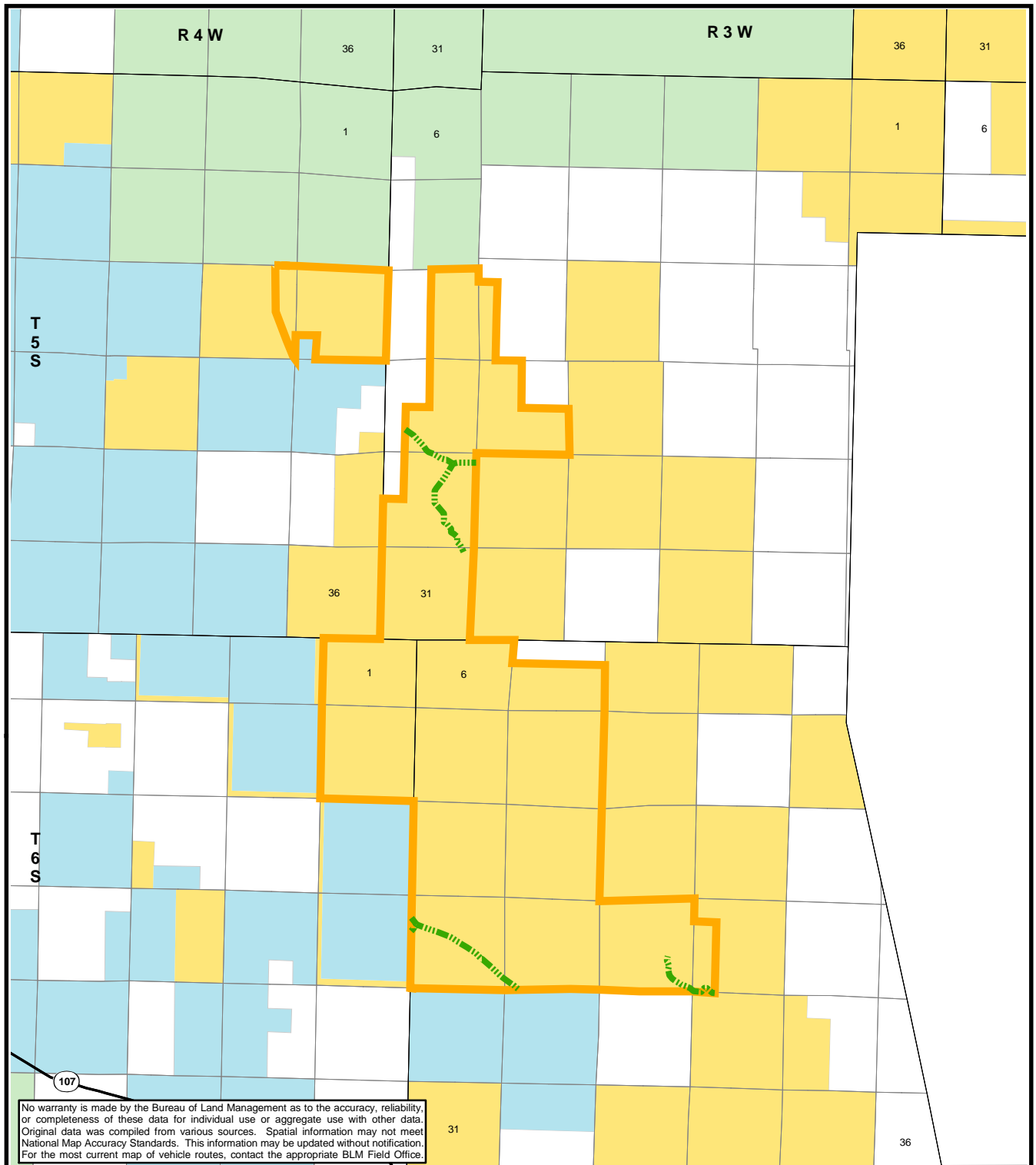
August 8, 2003



Map Scale: 1:200,000

Source: BLM, Socorro Field Office 2003  
 Universal Transverse Mercator, Zone 13,  
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## Legend

### Wilderness Inventory

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

### Surface Ownership

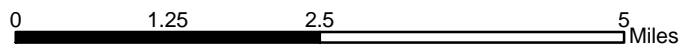
- Bureau of Land Management
- State Trust Lands
- U.S. Forest Service
- Private

### Reference Features

- Public Land Survey System
- Federal and State Routes

## "Ways" in the Devil's Backbone Wilderness Study Area Socorro Field Office RMP/EIS

August 1, 2003



Map Scale 1:100,000

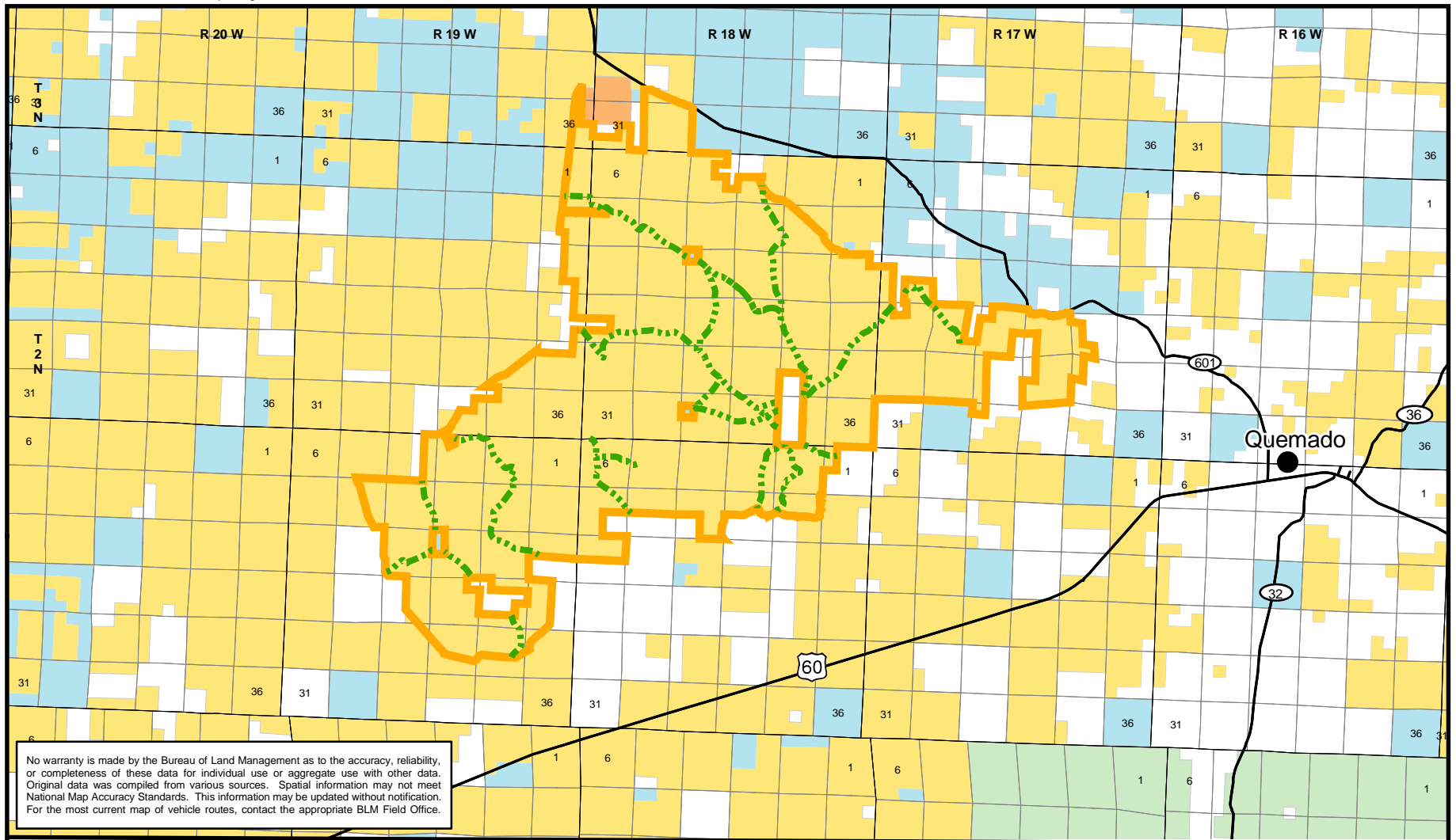
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

Map 5



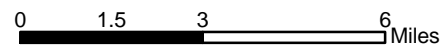
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**Legend**

- Wilderness Inventory**
- Wilderness Study Areas
  - "Ways" Established Prior to the Enactment of FLPMA
- Surface Ownership**
- Bureau of Land Management
  - State Trust Lands
  - U.S. Forest Service
  - Tribal Lands
  - Private
- Reference Features**
- Public Land Survey System
  - Federal and State Routes

**"Ways" in the Eagle Peak Wilderness Study Area**  
**Socorro Field Office RMPR/EIS**

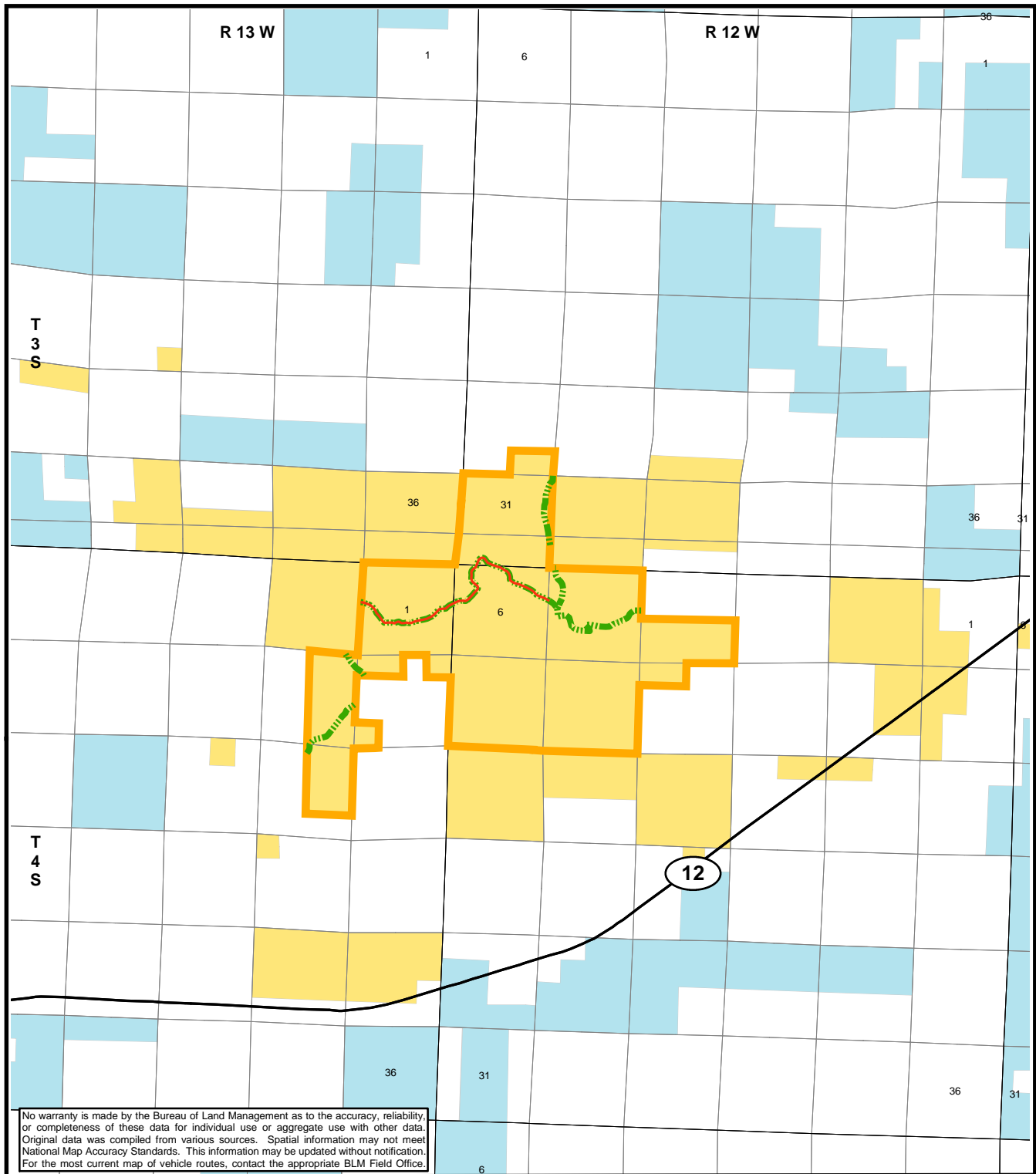
August 1, 2003



Map Scale 1:200,000

Source: BLM, Socorro Field Office 2003  
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 Units Meters, GRS 1980 Spheroid, NAD83 Datum





No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

**Legend**

**Wilderness Inventory**

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA
- Closed Roads, Trails and "Ways"

**Surface Ownership**

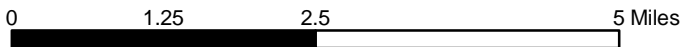
- Bureau of Land Management
- State Trust Lands
- Private

**Reference Features**

- Public Land Survey System
- Federal and State Routes

**"Ways" in the Horse Mountain Wilderness Study Area**  
**Socorro Field Office RMP/EIS**

August 1, 2003



Map Scale 1:100,000

Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
 Units Meters, GRS 1980 Spheroid, NAD83 Datum

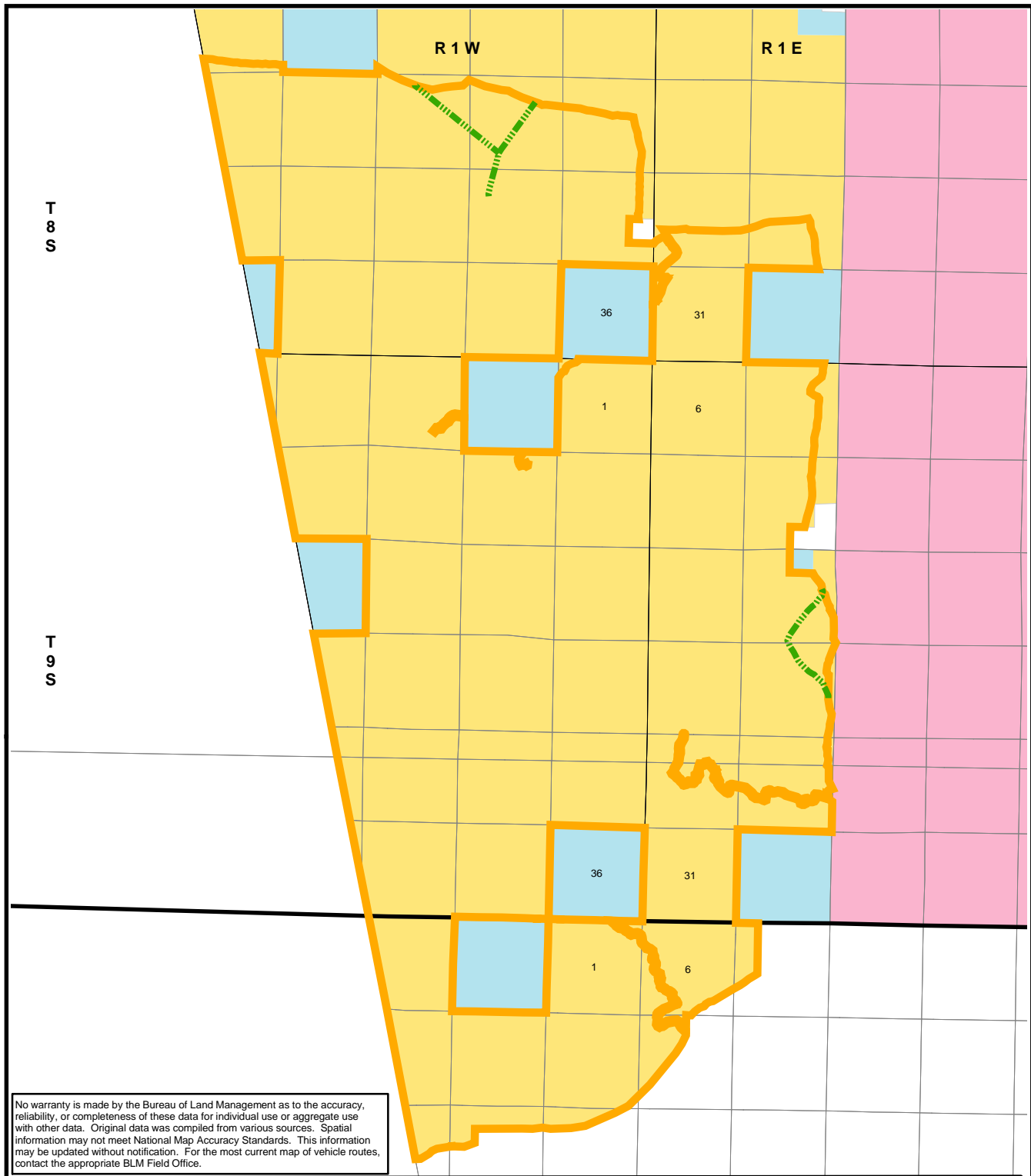


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**URS**

**Map 7**



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

### Legend

#### Wilderness Inventory

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

#### Surface Ownership

- Bureau of Land Management
- State Trust Lands
- Department of Defense
- Private

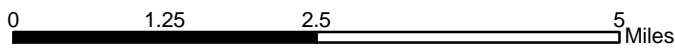
#### Reference Features

- Public Land Survey System

## "Ways" in the Jornada Del Muerto Wilderness Study Area

### Socorro Field Office RMP/EIS

August 1, 2003



Map Scale 1:100,000

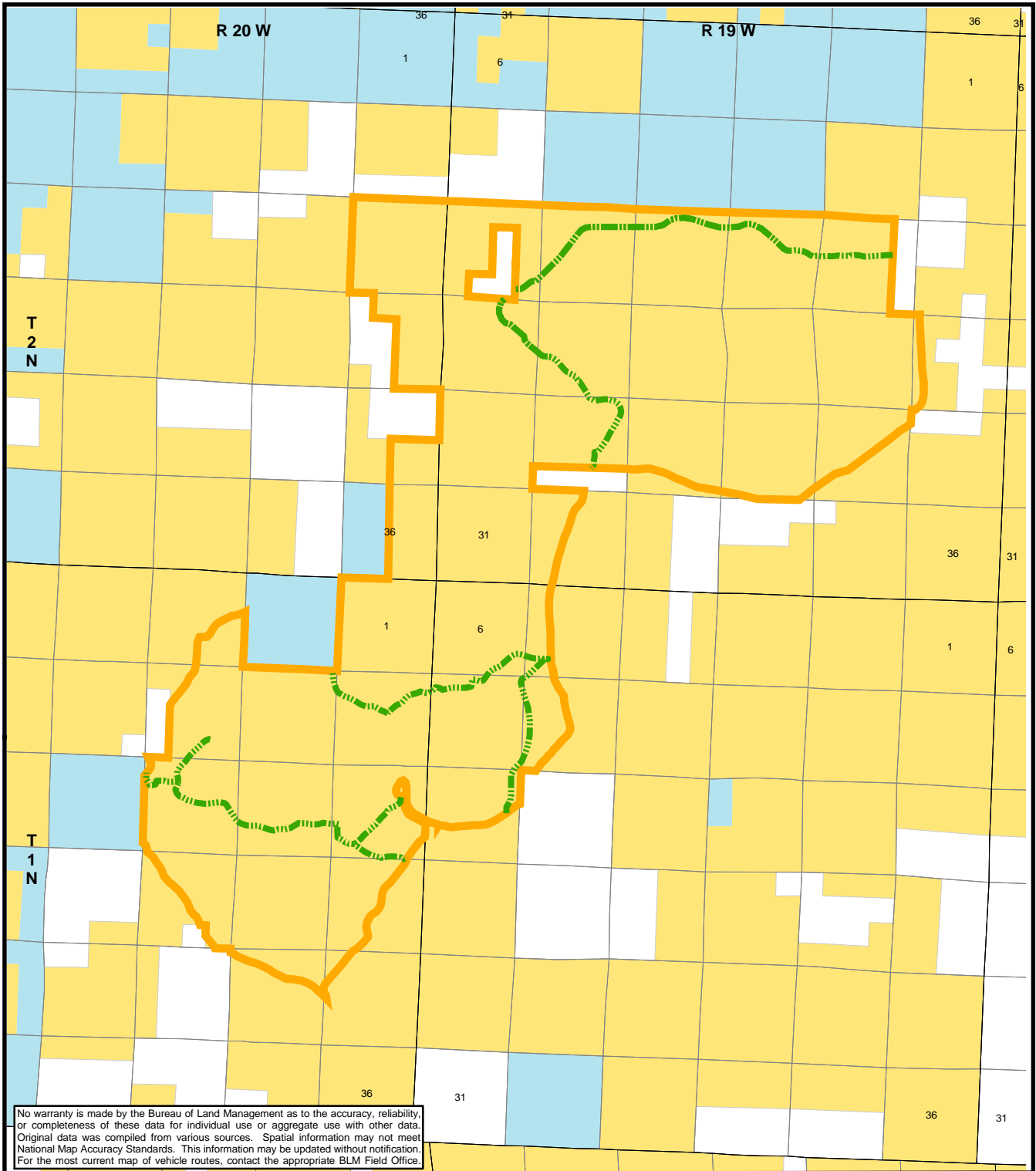
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

Map 8



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

**Legend**

**Wilderness Inventory**

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

**Surface Ownership**

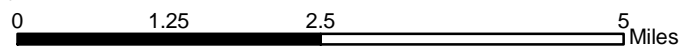
- Bureau of Land Management
- State Trust Lands
- Private

**Reference Features**

- Public Land Survey System

**"Ways" in the Mesita Blanca Wilderness Study Area**  
**Socorro Field Office RMP/EIS**

August 1, 2003



Map Scale 1:100,000



Source: BLM, Socorro Field Office 2003

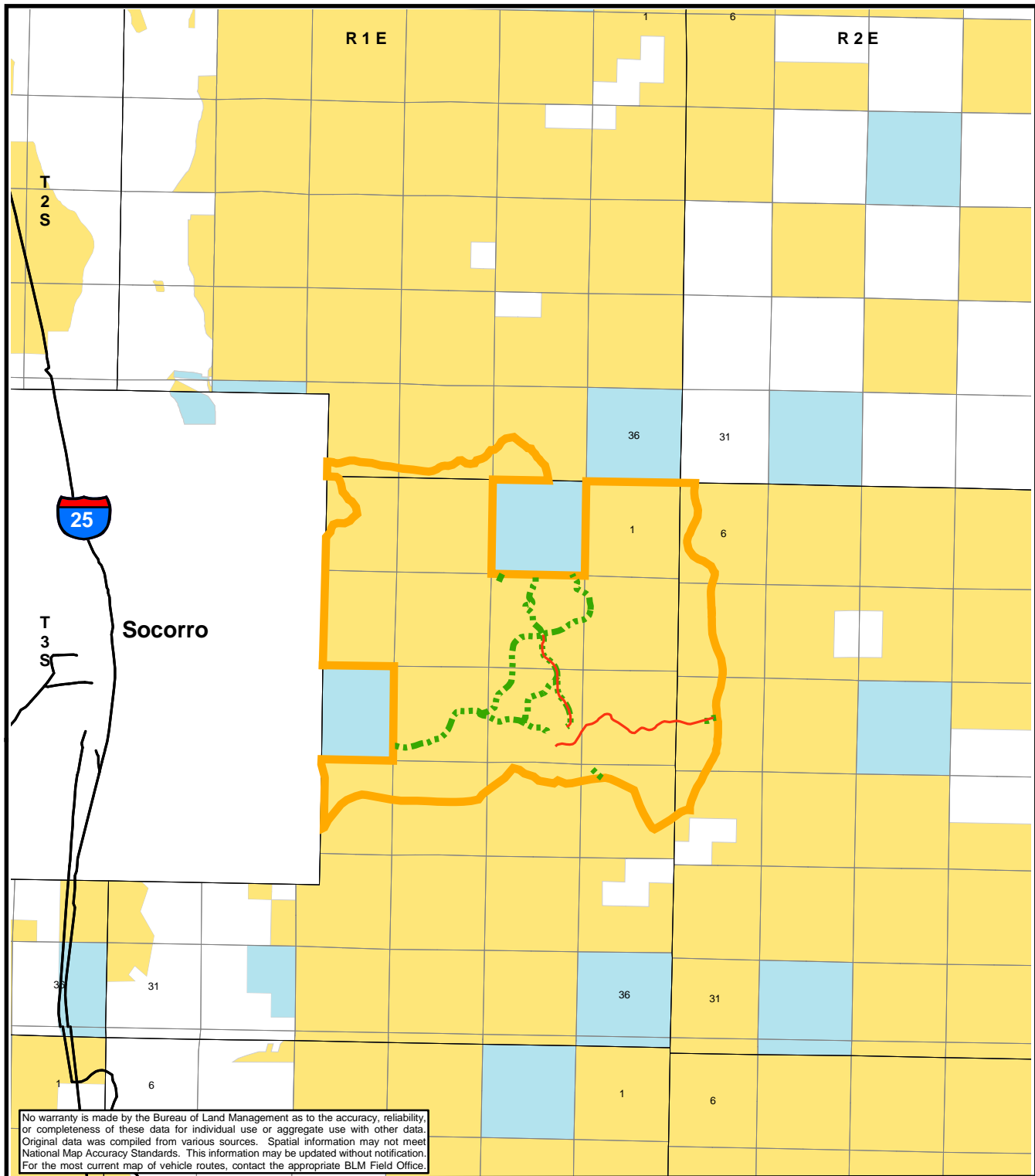
Universal Transverse Mercator, Zone 13,  
 Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

**Map 9**





No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

**Legend**

**Wilderness Inventory**

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA
- Closed Roads, Trails and "Ways"

**Surface Ownership**

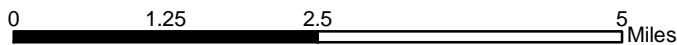
- Bureau of Land Management
- State Trust Lands
- Private

**Reference Features**

- Public Land Survey System
- Federal and State Routes

**"Ways" in the Presilla Wilderness Study Area  
Socorro Field Office RMP/EIS**

August 1, 2003



Map Scale 1:100,000

Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum

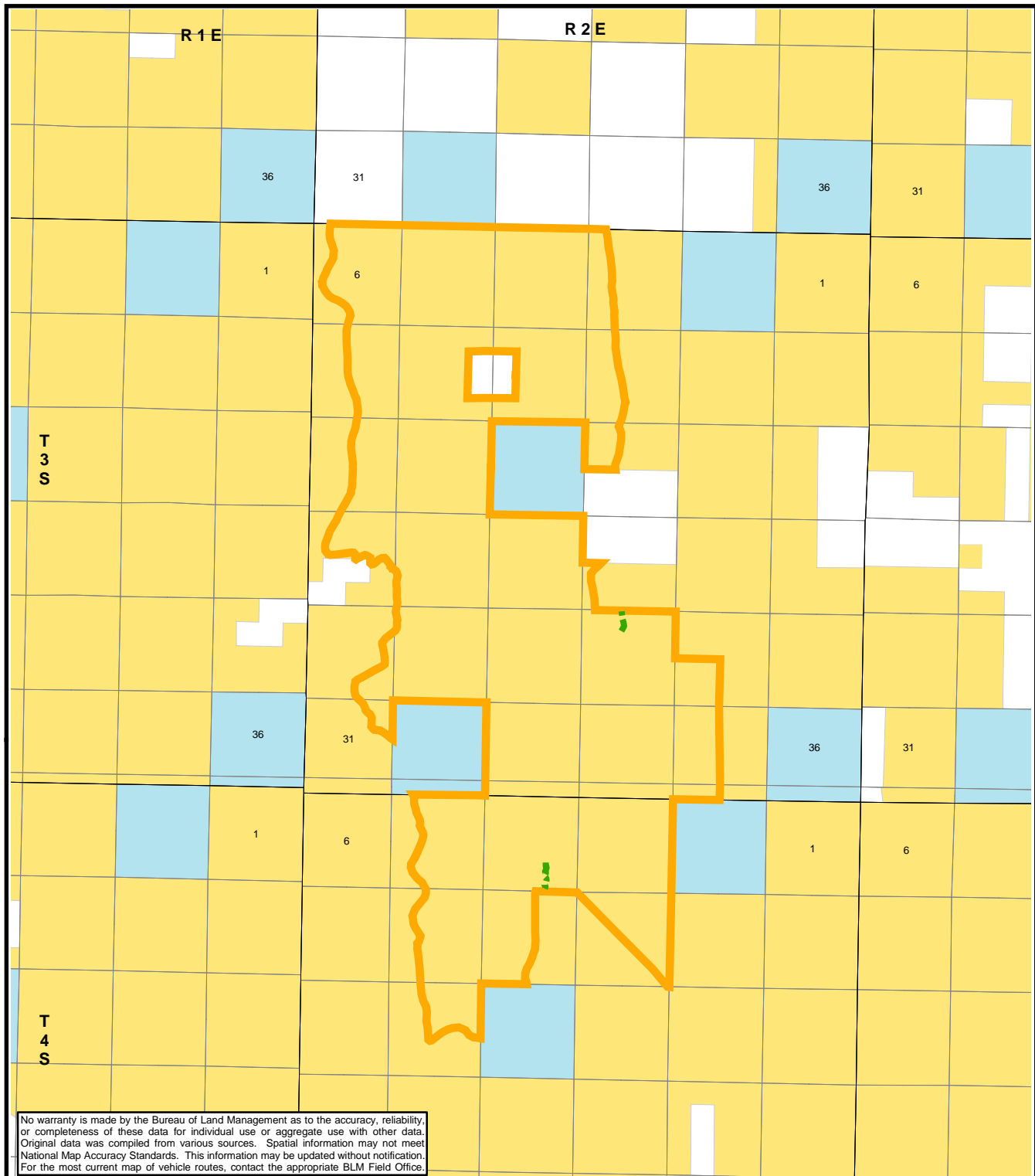


P:\BLM\Socorro RMP/EIS\GIS\mxd\CHV\Report\Presilla.mxd



**URS**

Map 10



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

**Legend**

**Wilderness Inventory**

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

**Surface Ownership**

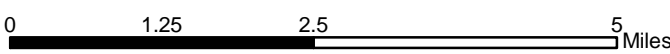
- Bureau of Land Management
- State Trust Lands
- Private

**Reference Features**

- Public Land Survey System

**"Ways" in the Sierra De Las Canas Wilderness Study Area**  
**Socorro Field Office RMP/EIS**

August 1, 2003



Map Scale 1:100,000

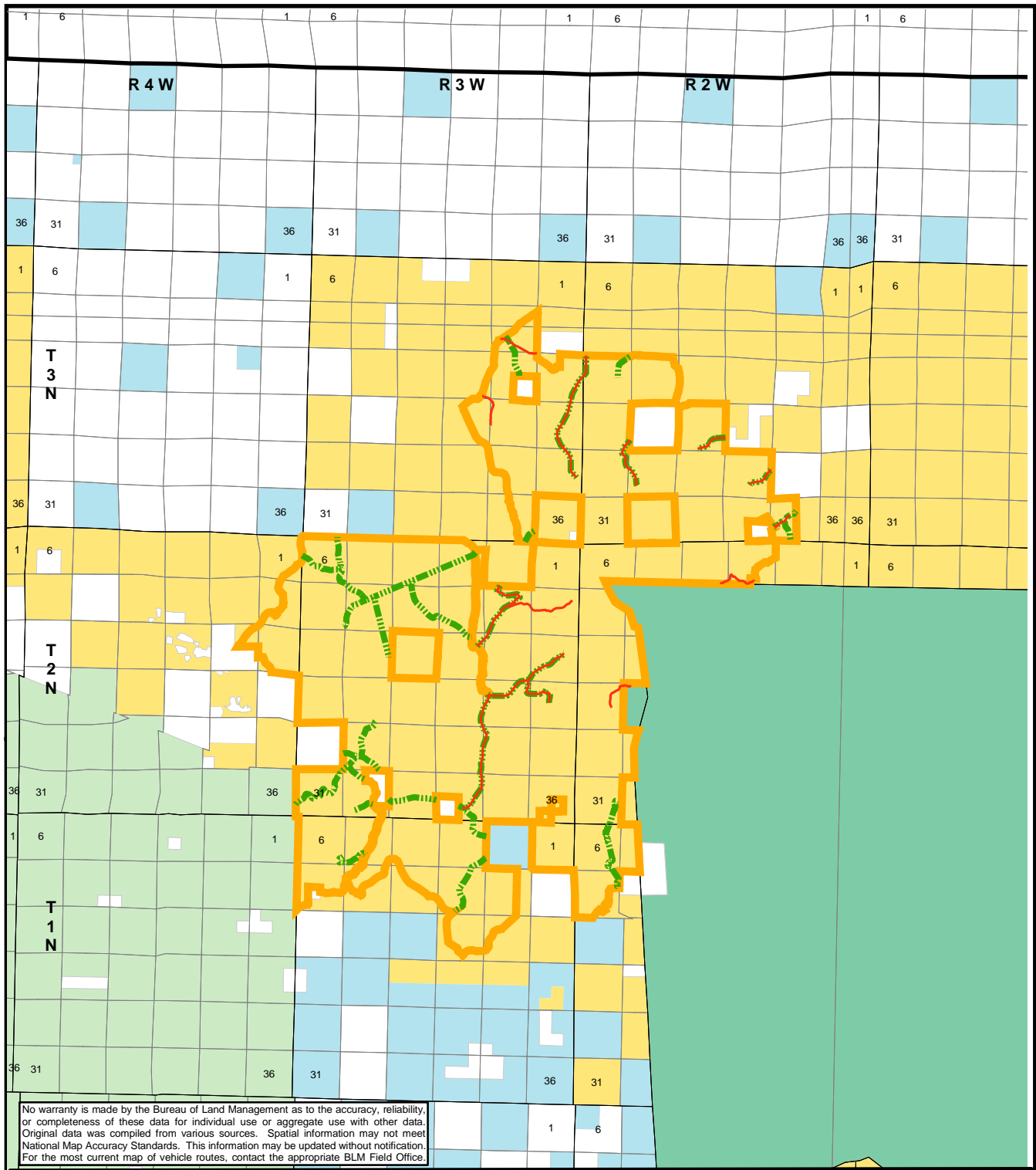
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
 Units Meters, GRS 1980 Spheroid, NAD83 Datum



Map 11

P:\BLM\Socorro RMPR\_EIS\GIS\mxd\OHV-Report\SierraDe.mxd



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### Legend

#### Wilderness Inventory

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA
- Closed Roads, Trails and "Ways"

#### Surface Ownership

- Bureau of Land Management
- State Trust Lands
- U.S. Fish and Wildlife Service
- U. S. Forest Service
- Private

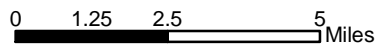
#### Reference Features

- Public Land Survey System

## "Ways" in the Sierra Ladrones Wilderness Study Area

### Socorro Field Office RMPR/EIS

August 1, 2003



Map Scale 1:200,000



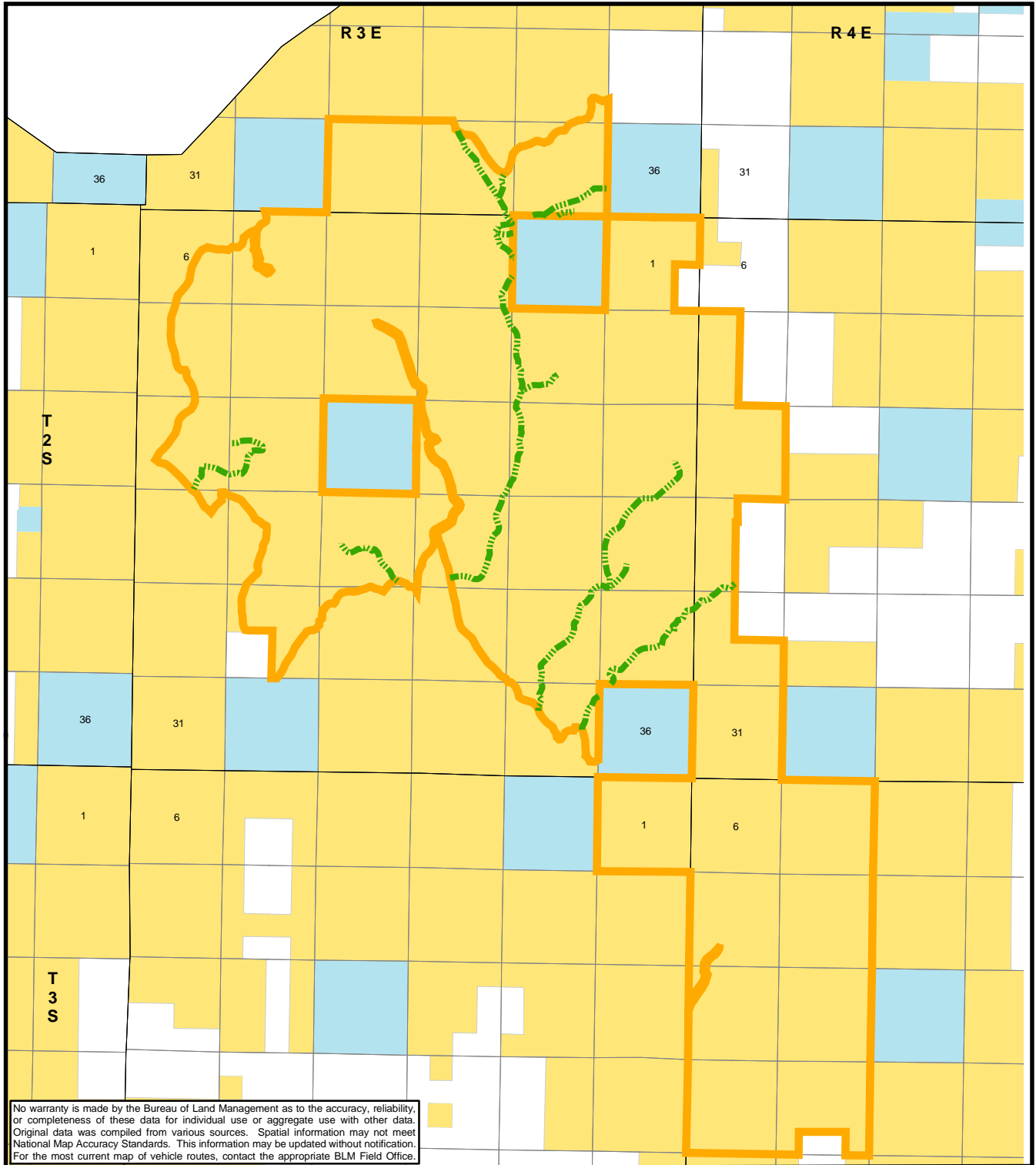
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

Map 12



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

### Legend

#### Wilderness Inventory

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

#### Surface Ownership

- Bureau of Land Management
- State Trust Lands
- Private

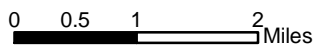
#### Reference Features

- Public Land Survey System

## "Ways" in the Stallion Wilderness Study Area

### Socorro Field Office RMP/EIS

August 1, 2003



Map Scale 1:100,000

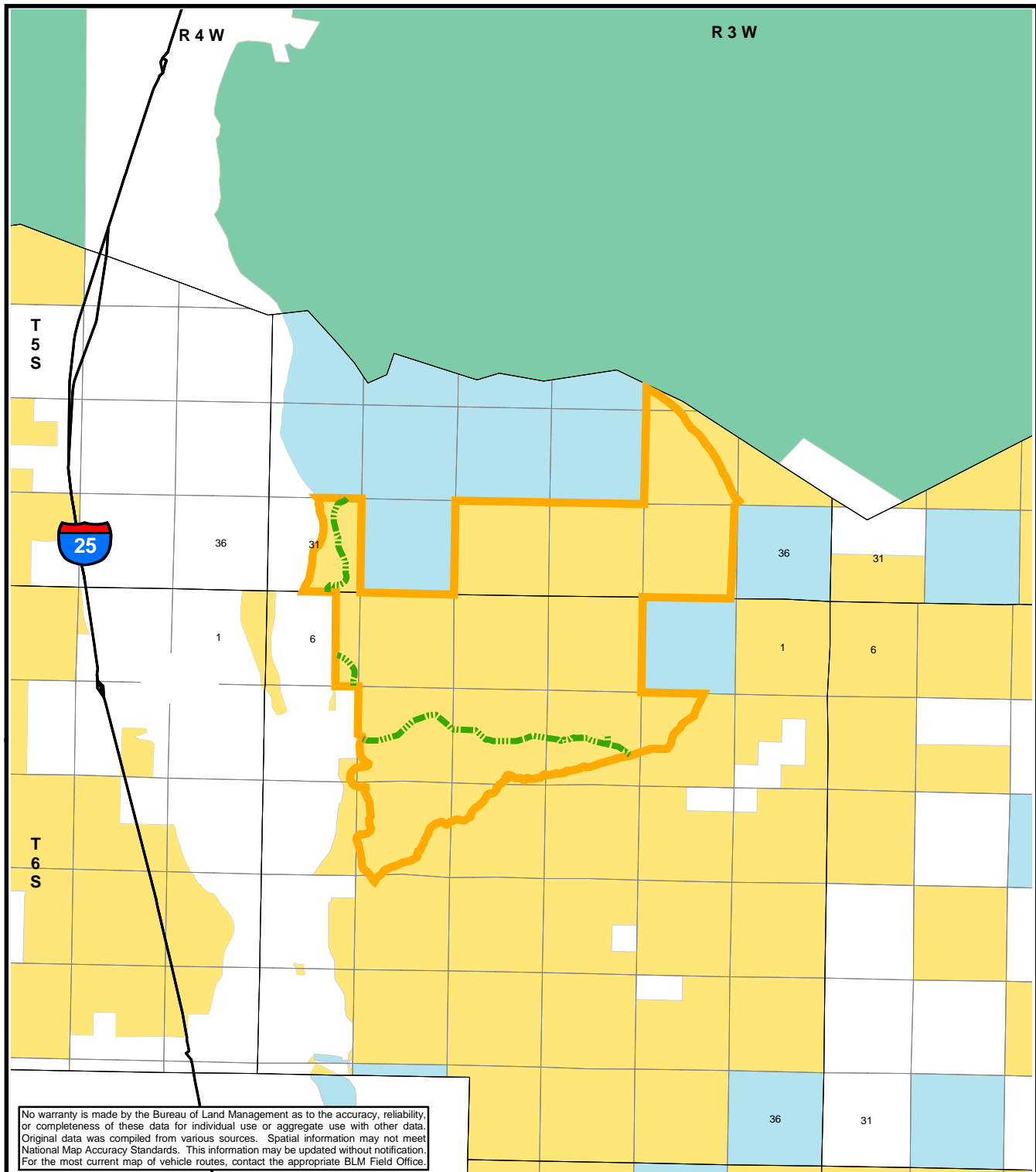
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

Map 13



No warranty is made by the Bureau of Land Management as to the accuracy, reliability, or completeness of these data for individual use or aggregate use with other data. Original data was compiled from various sources. Spatial information may not meet National Map Accuracy Standards. This information may be updated without notification. For the most current map of vehicle routes, contact the appropriate BLM Field Office.

### Legend

#### Wilderness Inventory

- Wilderness Study Areas
- "Ways" Established Prior to the Enactment of FLPMA

#### Surface Ownership

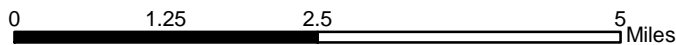
- Bureau of Land Management
- State Trust Lands
- U.S. Fish and Wildlife Service
- Private

#### Reference Features

- Public Land Survey System
- Federal and State Routes

## "Ways" in the Veranito Wilderness Study Area Socorro Field Office RMPR/EIS

August 1, 2003



Map Scale 1:100,000



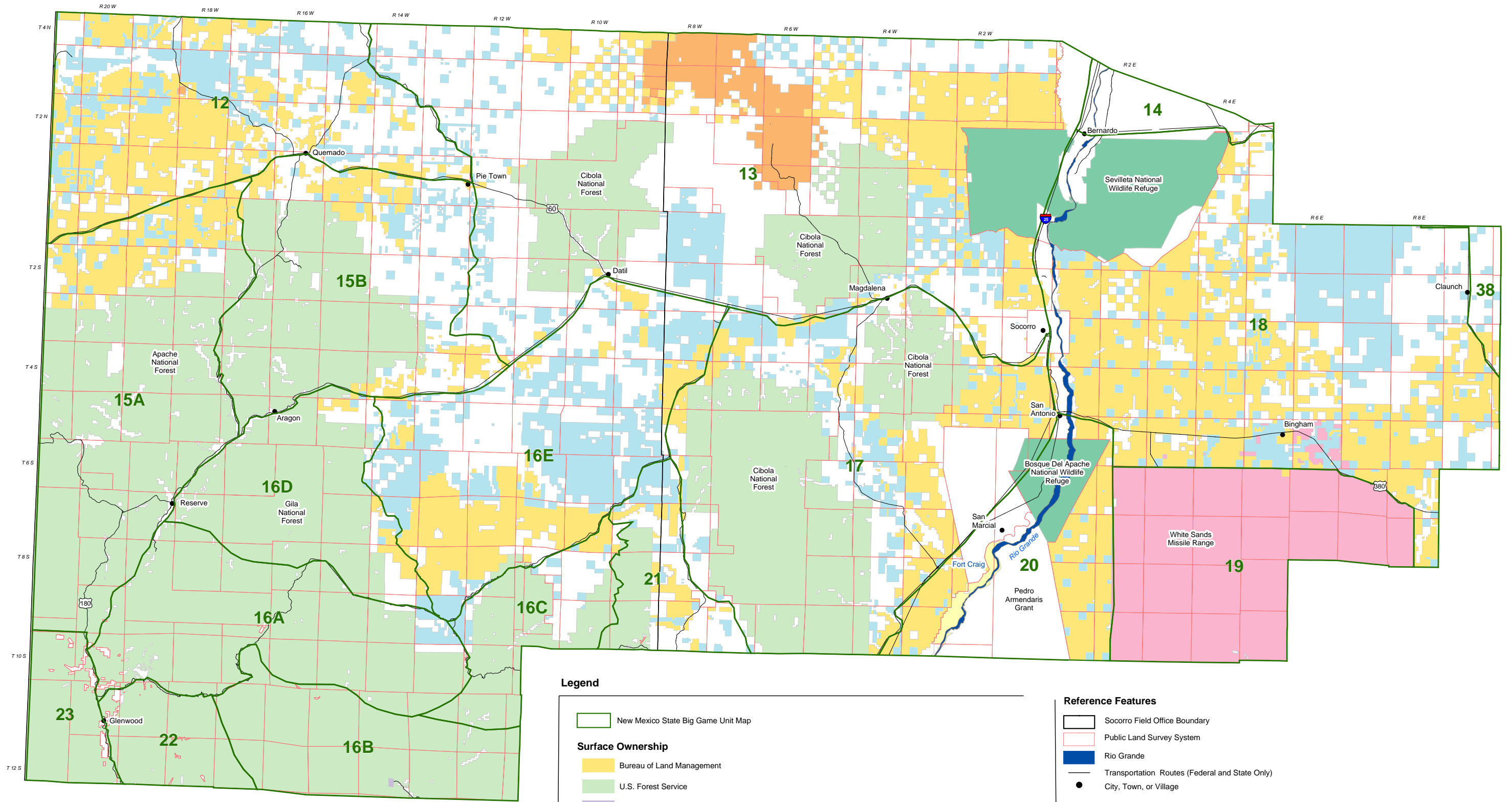
Source: BLM, Socorro Field Office 2003

Universal Transverse Mercator, Zone 13,  
Units Meters, GRS 1980 Spheroid, NAD83 Datum



**URS**

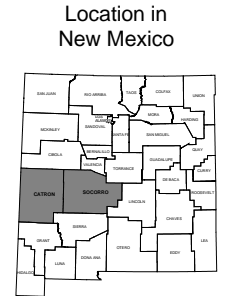
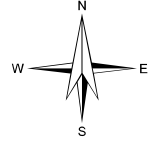
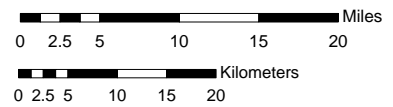
Map 14



# Big Game Hunting Units Socorro Field Office RMP/EIS

August 3, 2003

Universal Transverse Mercator  
Zone 13, Units Meters  
GRS 1980 Spheroid  
NAD83 Datum



### Legend

- New Mexico State Big Game Unit Map
- Surface Ownership**
- Bureau of Land Management
- U.S. Forest Service
- National Park Service
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Department of Defense
- Tribal Lands
- State Trust Lands
- Private

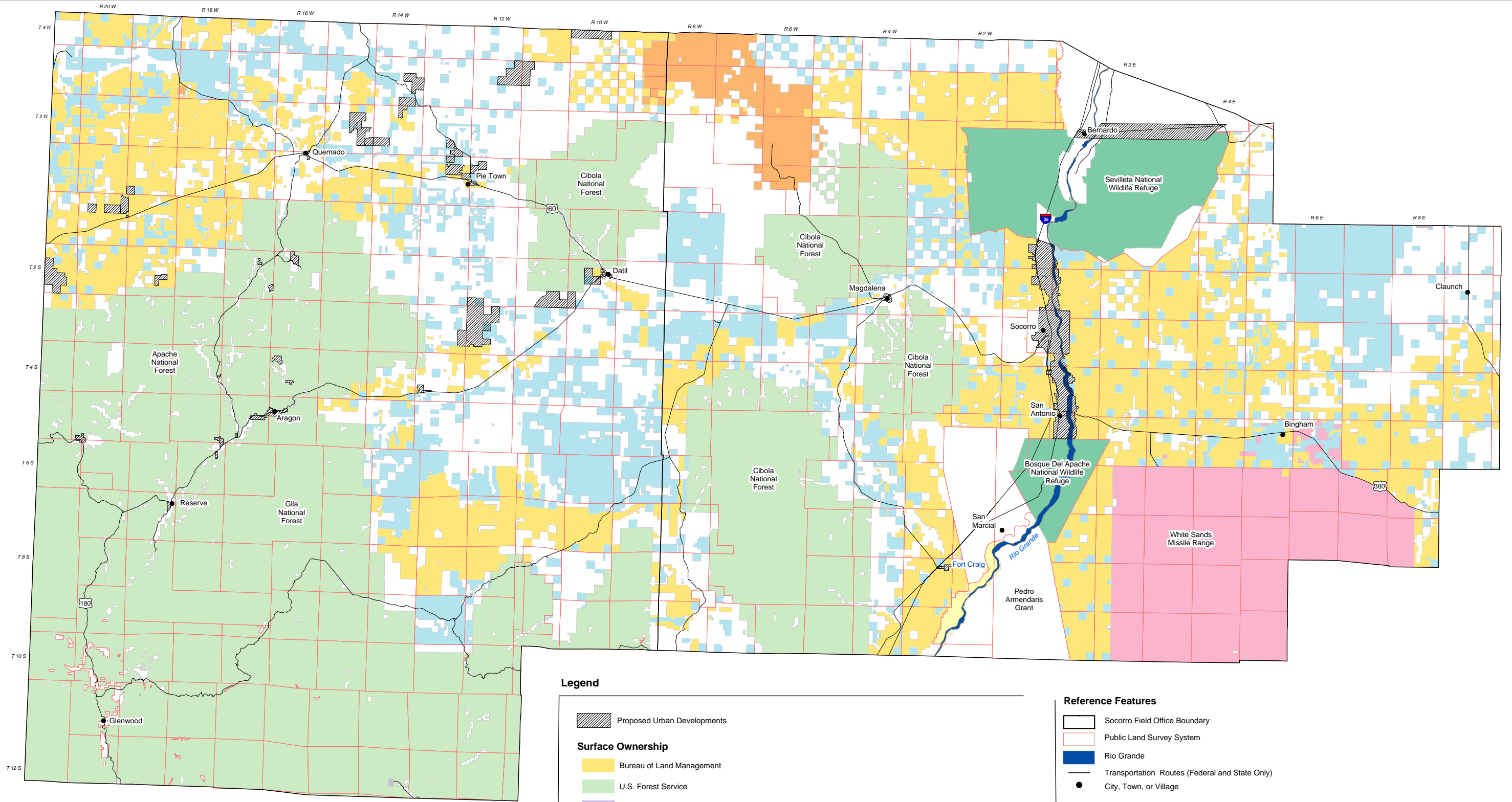
### Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- Transportation Routes (Federal and State Only)
- City, Town, or Village

Source:  
Base Map Information: BLM, Socorro Field Office 2003  
Game Distributions: New Mexico Game and Fish Department 2002

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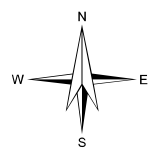
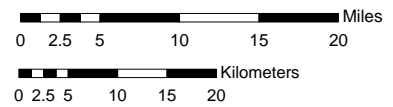




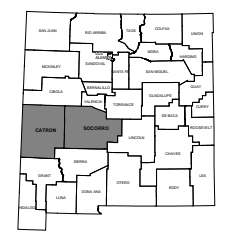
# Proposed Urban Developments Socorro Field Office RMPR/EIS

August 4, 2003

Universal Transverse Mercator  
Zone 13, Units Meters  
GRS 1980 Spheroid  
NAD83 Datum



Location in  
New Mexico



### Legend

Proposed Urban Developments

#### Surface Ownership

- Bureau of Land Management
- U.S. Forest Service
- National Park Service
- U.S. Fish and Wildlife Service
- Bureau of Reclamation
- Department of Defense
- Tribal Lands
- State Trust Lands
- Private

#### Reference Features

- Socorro Field Office Boundary
- Public Land Survey System
- Rio Grande
- Transportation Routes (Federal and State Only)
- City, Town, or Village

Source:  
Base Map Information: BLM, Socorro Field Office 2003

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