



File Code: 1950
Date: December 2, 2025

Dear Neighbors and Interested Parties,

The Cibola National Forest & National Grasslands is seeking comments for the proposed Bear Trap Disaster Recovery Project.

Introduction

The Bear Trap Disaster Recovery Project is subject to the National Environmental Policy Act (NEPA) process.

On July 3, 2025, the United States Department of Agriculture (USDA) issued an interim final rule modifying the USDA regulations implementing the NEPA and removing various USDA agency regulations for implementing the NEPA, including the United States Forest Service.

The Bear Trap Fire Disaster Recovery proposed action will be analyzed under the modified USDA NEPA implementing regulations at [7 CFR 1b](#).

On April 3, 2025, the Secretary of Agriculture issued Secretarial Memo 1078-006 (SM). This memo determined that an Infrastructure Investment and Jobs Act (IIJA) emergency situation is occurring on 112,646,000 acres of NFS lands.

The Bear Trap Disaster Recovery Project is eligible to use this authority because:

- at least 50 percent of the project area supporting this authorized emergency action falls within the designated area (Map 1)
- the project will reduce/mitigate post fire risks needed to protect communities, critical infrastructure, and key ecological values
- the project will support the durability and resiliency of forests
- the project will restore water sources and infrastructure
- the proposal is authorized by the Forest Supervisor

The proposal was entered into the Emergency Action Determination (EAD) Portal and was approved by the Cibola National Forest and National Grasslands Forest Supervisor on December 1, 2025.



If it were to be determined the proposal is subject to a level of NEPA documentation that would require the 36 CFR 218 Project-level Predecisional Administrative Review Process, the Bear Trap Fire Disaster Recovery project would be exempt from the process due to its approval under the EAD.

Under the EAD, public notification and a comment opportunity are required. This requirement will be conducted early in the process to support the identification of issues, scope of analysis, and verify the level of NEPA documentation required for the proposed project activities.

Purpose and Need: Why do we need to act?

Background

On May 1, 2022, the Bear Trap fire was reported in Beartrap Canyon, approximately 0.5 miles off National Forest System Road (NFSR) 549, San Mateo Mountains, Magdalena Ranger District, approximately 22 miles southwest of Magdalena, New Mexico. The fire started in dry and windy weather conditions and grew to more than 38,000 acres. The fire was artificially ignited, but the exact cause was undetermined. The fire was declared out on September 30, 2022.



Figure 1. Aerial Photo of Bear Trap Burned Area

Within the burned area, elevations range from roughly 10,000 feet at Mount Withington to 7,000 feet in Beartrap Canyon. In general, the climate across the area is semiarid and warm, with relatively low average annual precipitation and a high number of sunny days. Local climate is strongly influenced by elevation, topography, and aspect. Most precipitation occurs as rain during the summer monsoons which typically occur July through August. The monsoonal pattern is characterized by convective, high intensity, short duration storms. The storms usually average five square miles. Late in the monsoon season and continuing into October, the area can experience more wide-spread, longer duration storms of cyclonic origin associated with hurricanes from the west and southeast. Based on the Cibola National Forest Terrestrial Ecological Survey, average annual precipitation has averaged 14 to 29 inches.

Several Forest Service investments and natural resources were damaged by the fire and continue to be damaged by post-fire effects including increased runoff, flooding, debris mobilization, sediment transport, and rolling and falling rocks.

Forest Service staff examined where high fire severity fire caused high tree mortality within the burned area and identified which portions of these needed reforestation. Due to seedling availability and timeline sensitivity, reforestation was analyzed in early 2025 and the Decision Memo signed in May 2025. Tree planting occurred in October 2025 to increase forest cover and contribute to resource values including healthy watersheds, timber, wildlife habitat, scenery, and recreation. Areas not identified as reforestation areas were determined they are naturally regenerating or recovering and do not presently need reforestation or are areas that are not feasible to implement reforestation.

According to the Burned Area Emergency Response (BAER) hydrology report, Beartrap Canyon is within the 12-digit hydrologic unit code (130202110602) sub-watershed, Big Pigeon Canyon-Alamosa Creek. About 38% of this watershed was burned in the Bear Trap Fire in May – June 2022. This resulted in large areas of low soil burn severity with widely dispersed patches of moderate and high burn severity near the tops of drainages (2500-8 Bear Trap, 2022). Modeling using Wildcat for the BAER assessment calculated that post fire runoff would increase by 82% at Bear Trap Campground. By 2025, this prediction was evident in the debris and cobble/boulder fields that have since plugged the drainage confluence with the unnamed canyon creek and its floodplain. In addition, the BAER report noted that “There is however a high to very high risk to health and safety within the drainages along roads within the fire perimeter during flooding and debris flows until sufficient recovery has occurred...The recovery period can be up to 10 years.” As demonstrated by the numerous blown-out road crossings, multiple deeply incised channel segments and roadway ditches, roadway segments that are now serving as the current stream channel, and areas of high aggradation at drainage confluence points, the

landscape has not recovered. The condition of the stream channels and floodplain and their interaction with the roadway have manifested the predicted health and safety risk via road and channel instability and excessive erosion and sedimentation.

The most severe damage is in areas along the NFSR 549. The NFSR 549 itself has experienced washed out culverts and sediment deposition that filled the natural drainage path and realigned the stream running alongside the NFSR 549, removing and eroding sections of the road.

The springs impacted by the Bear Trap Fire Beartrap Spring, Eagle Spring, Indian Spring, Toolbox Spring, Sanchez Spring, Switch Spring.

Two campgrounds are located within the area: Beartrap Campground and Hughes Mill Campground. Flooding damage and erosion at the Beartrap Campground have been observed along with damage to the site amenities and the vault toilet system. Hughes Mill Campground is situated on a stream bank and within a 100-year floodplain. Under their current designated use, both campgrounds pose a health and safety risk due to probability of flooding within the area. Chimney Trail (Trail 64) and Hughes Mill Trail (Trail 65) experienced extensive damage in the Bear Trap Fire.

Range resources within the Beartrap Allotment have also been compromised, including fencing and dirt tanks. In early 2025, some fence improvements were implemented under the existing NEPA decisions for the associated allotment.

In July 2024, the Fisher Fire occurred between Monica Saddle and NFSR 476. To ensure ingress and egress routes during fire operations, crews bulldozed the NFSR 549 to open access to Beartrap Canyon. Dredging within existing stream channels also occurred along channel sections adjacent to and crossing NFSR 549 to promote water flow away from the road and to clear sediment loads up and downstream from road crossings and blocked culverts. Since the Fisher Fire, NFSR 549 has remained open to the public.

Purpose and Need

The purpose of the Bear Trap Disaster Recovery Project is to rehabilitate the landscape and to restore and improve the infrastructure damaged by fire and post-fire flooding associated with the Bear Trap Fire (2022) and move toward desired conditions as outlined in the 2022 Cibola National Forest Land Management Plan (LMP). The project will support the reestablishment of stable water conditions that accommodate natural fluvial processes while reestablishing access and maintaining the viability and safety of the existing National Forest System Road and Beartrap Canyon and restore infrastructure to sustainable levels.

To achieve this purpose in the project area, there is a need:

- To increase the resiliency of the watershed and forest
- To stabilize soils and watershed conditions with consideration of upstream headwater burn scar conditions and downstream effects
- Reduce/mitigate post-fire risks needed to protect critical infrastructure and key ecological values
- To restore ecosystems with an emphasis on cultural resources, springs, stream and floodplain functions, and erosion control
- To reestablish sustainable motorized and non-motorized public access throughout Beartrap Canyon, especially for ingress and egress into recreation areas and for fire management
- To maintain safe and sustainable recreation opportunities, with a focus on modernizing the trail system that was affected by the Bear Trap Fire

Proposed Action: What are we proposing to do?

The Forest Service proposes a series of actions to reduce and mitigate post-fire risks needed to protect the public, critical infrastructure, and key ecological values; support the durability and resiliency of the forest; and promote multiple use and the balance of forest resources within the Beartrap Canyon area. The proposed action, including photos, maps, and design features are found on the project website at <https://www.fs.usda.gov/r03/cibola/projects/bear-trap-disaster-recovery-project>.

Project activities are focused along the NFSR 549 (Map 2) within Beartrap Canyon. The overall analysis area is 55,261.83 acres to include the Bear Trap Fire burned area, extends to the affected sub-watershed boundaries, and excludes the Withington Designated Wilderness Area. Proposed activities will not occur over the entirety of the analysis area but will be focused along the NFSR 549 and Beartrap Canyon bottom.

Design features for the project are in Appendix C of the Proposed Action document. Design features are considered part of the proposed action and help to ensure consistency with the land management plan and other applicable laws, regulations, and policies; respond to issues or concerns; and/or help to alleviate or avoid effects to a particular resource.

Roads

NFSR 549 is approximately 23.25 miles extending from the Forest Service boundary to the NM-52/NFSR 549 intersection. Road restoration work, including reconstruction and realignment, is focused within an 8-mile corridor of the NFSR 549 starting from Monica Saddle to the end of the southern-most affected area. Within this 8-mile corridor there are 26 identified existing stream crossings. Crossing features may need to be constructed,

reconstructed, relocated, or removed. Any road realignment may call for the additional construction of crossing features. Relic road prism segments after realignment would be decommissioned per Forest Service Manual standards and in accordance with Standard Specifications for Construction of Roads and Bridges on Federal Highway Project (FP-24), Forest Service Supplemental Specifications, and the LMP so they are appropriately stabilized and hydrologically disconnected.

Approximately 0.1 mile of road restoration work will be needed on NFSR 476 at the NFSR 549 intersection, including a stream crossing that will need to be reconstructed.

Segments of NFSR 549 and NFSR 476 will also require stream bank stabilization, ditch line establishment or reconstruction, and/or stream bank armoring. Stream bank stabilization actions are described in further detail under the Watershed Restoration section and in Appendix C of the Proposed Action document.

To complete these actions the use of heavy equipment, hauling in of material, and ground disturbance for staging areas and construction implementation will be required.

Road maintenance of existing routes will also be necessary to provide adequate construction access to the project area. The southernmost end of NFSR 549 will likely serve as the primary access point during implementation

Watershed Restoration: Water, Soil, and Air Resources

Given the confined nature of the canyon bottom, there are high degrees of undesirable and recurring roadway and stream channel interactions. Due to this roadway-stream interface along with debris and sediment inputs from post-fire conditions in the adjacent contributing drainages, areas on the valley floor and roadway are experiencing both extreme aggradation and extreme head-cutting with entrenchment of both the stream and the roadway. Therefore, both stream and roadway designs must complement each other and cannot be developed or constructed independently. Because the final comprehensive roadway and stream restoration designs are still under development, those fine-scale details have not been determined. However, this project partially is relying on the same suite of proposed stream crossing and stream restoration actions related to aquatic restoration that are encompassed in the *Northern New Mexico Riparian Aquatic and Wetland Restoration Project Environmental Assessment, Finding of No Significant Impact, Decision Notice* and its associated Appendices. That analysis documentation is incorporated by reference into this proposal and the subsequent analysis herein.

Planning and design for roadway and aquatic restoration activities would incorporate additional hydrologic and hydraulic modeling, field evaluations, and site-specific surveys,

including but not limited to, reference-reach evaluations that describe the appropriate geomorphic context in which to implement the project. Best management practices (BMPs) and project design criteria (PDCs) indicated in Appendix C of the Proposed Action document are also part of this proposed action and would be incorporated into the final design and construction implementation. A majority of the proposed watershed restoration actions would include some level of form-based restoration via channel and bank stabilization and reconstruction, possible realignment, and other elements detailed further in Appendix C of the Proposed Action document. However, the overall intention of roadway and watershed restoration actions is to accommodate natural fluvial processes that will maintain channel and floodplain functions over time, to the extent that is possible while also maintaining a stable and functional roadway in a confined post-fire valley system.

The proposed activities also are likely to require a Clean Water Act Section 404 dredge and fill permit, and every effort would be made to comply with all permit and Section 401 Certification conditions of the 2021 Nationwide Permit #s 13 (Bank Stabilization), 14 (Linear Transportation Projects), and 27 (Aquatic Habitat Restoration, Enhancement, and Establishment Activities). However, because several of the actions would exceed permit criteria and certification thresholds, the project is more likely to need an individual removal fill permit (e.g. bank stabilization likely will exceed 500-ft and stream channelization will be involved, (NWP 13 criteria); more than ½-acre of waters of the U.S. would be dredged or filled (NWP 14); and several 401 WQC conditions would not be met due to floodplain constraints). Many of the NWP permit and 401 Certification conditions are reflected in the PDC and BMP measures described in the appendices.

The following categories of restoration actions are part of the proposed actions related to stream crossings, water resources, and aquatic restoration activities needed in the project area. As indicated, additional details about project design criteria, best management practices, and implementation criteria can be found Appendix C of the Proposed Action document.

Stream Crossings and Aquatic Organism Passage

Appropriately designed stream crossings will be developed to accommodate aquatic organism passage and fluvial processes to the maximum extent practicable. The project proposal currently estimates 26 stream crossings would be required for approximately 24 miles of road reconstruction, realignment, and repair activities. As indicated, the roadway design details would be further refined as construction and implementation plans are developed. Generally, as much as possible the proposed action would seek to disconnect stream hydrology from road hydrology and to restore riparian, stream and floodplain processes while also addressing channel, bank, and crossing forms. Given the geomorphic setting, this will not be possible throughout the road mileage. With these limitations, the

proposed action would seek to stabilize roadway features so that they are not contributing to erosion and sedimentation, and so that they allow as much restoration of fluvial processes that can be accommodated within the valley constraints. Towards that end, road designs for stream crossings will consider and include, where applicable, the following general elements indicated below.

Aquatic organism passage projects include activities to improve aquatic organism movement as well as constructing or improving barriers that are now ineffective from post fire conditions. These projects can be accomplished using the following activities:

- Completely removing culverts, bridges, or other obstructions, including damaged infrastructure
- Replacing improperly sized and/or damaged culverts or bridges with properly sized culverts and bridges. Crossing replacements would be designed for fluvial processes, aquatic organism passage, and roadway stabilization
- Reconstructing, removing, or installing low-water crossings designed for fluvial processes, aquatic organism passage, and roadway stabilization
- Resetting culverts that were improperly installed post-fire or damaged from post-fire impacts and which are designed for fluvial processes, aquatic organism passage, and roadway stabilization
- Stabilizing and providing passage overhead cuts

Additional project design criteria and best management practices are included in Appendix C of the Proposed Action document to help accomplish these components of the intended proposal. These PDCs and BMPs include, but are not limited to, considering and including factors such as: site hydrology and hydraulics, crossing-specific design metrics, scour, site/structure compatibility, and effective decommissioning.

Instream, Side-Channel, and Floodplain Projects

These general project elements would be part of the overall stream bank, channel, and floodplain restoration design. The goal is to reduce sedimentation and erosion, while increasing floodplain connectivity, channel function, fluvial processes, infiltration, and increased riparian vegetation. Depending on the feasibility and selection of the optimal roadway design and related design storm, the following stream restoration elements would be included as needed and to the maximum extent practicable. They could be installed individually or in combination with multiple structural or management measures.

There are several actions that can be used for instream, side-channel, and floodplain projects where functions were impacted by the Bear Trap fire directly and since the fire, including, but not limited to: installing structures to reduce erosion and stabilize head cuts; placing large wood, boulders, and engineered logjams; various range improvements that can assist with livestock distribution and watering; projects focused on restoring stream channels, streambanks, and floodplains to move toward the 2022 LMP desired conditions.

Erosion control structures, head cut, and grade stabilization: These projects reduce post-fire erosion and sedimentation and may increase floodplain connectivity, infiltration, and riparian vegetation. Structure types may include rock check dams, filter weirs, media lunas, straw bale filter dams, log and boulder cross vanes, Zuni bowls, log step downs, rock plugs, rolling dips, water bars, out-sloping, drainage pipes, lead-off ditches, boardwalks, corduroy, one-rock dams, plug and pond structures, sod plugs, log mats, and rock/log rundown.

Wood, boulder, and gravel placement: These projects involve placing woody debris structures, large wood, boulders, and gravel in stream channels and adjacent floodplains in a manner that mimics natural conditions and locations.

Riparian, aquatic, and wetland range and wildlife improvements: Impacts from livestock and wildlife grazing can be mitigated with structures that help manage distribution, grazing pressure and balance use of riparian, aquatic, and wetland areas, promoting natural recovery post-fire. Fences around springs would exclude or defer riparian grazing and herbivory and protect aquatic restoration projects.

Streambank restoration: These projects would restore streambanks that have been altered from post-fire runoff, debris flow, or erosion. For example, streambank restoration could include bank shaping and other soil reinforcements as necessary to support riparian vegetation.

Channel reconstruction or relocation: Earthwork around channels to change the flow of water and riparian vegetation to stabilize the soil and improve water quality are activities that need planned and implemented together. Channel restoration, reconstruction, or relocation adjusts or creates a water course of altered stream channels in a manner that mimics natural gradient, bank-full width, and sinuosity. Principal elements of design are

gradient, entrenchment, bank-full width, sinuosity, and substrate. For wetlands, restoration may include, but would not be limited to, plugging gullies with fill material.

Off- and side-channel habitat restoration: Off-channel and side-channel habitat restoration reconnects and restores relic (natural) side channels by removing manufactured fill and plugs, thereby preventing their connection with the main channel. New off-channel habitat, e.g., digging ponds or new side channels, may be constructed, where appropriate and necessary. Floodplain and wetland restoration sets back or removes existing berms, dikes, and levees to reconnect stream channels with floodplains and wetlands with water sources. Other restored ecological functions include overland flow during floods, dissipation of flood energy, increased water storage to augment low flows, sediment and debris deposition, growth of riparian vegetation, nutrient cycling, and development of side channels.

Engineered Logjams: Engineered logjams are structures designed to redirect flow and change scour and deposition patterns. To the extent practical, they are patterned after stable natural logjams and can be either unanchored or anchored in place using rebar, rock, or piles. Engineered logjams create a low-velocity downstream zone that allows sediment to settle out. Scour holes develop next to the logjam. While providing valuable aquatic organism and wildlife habitat, they also redirect flow and can provide stability to a streambank or downstream gravel bar.

Porous Boulder Weirs and Vanes: Full channel-spanning boulder weirs could be installed in incised, bedrock-dominated channels. The weirs would be installed to enhance or provide aquatic organism habitat in stream reaches where log placements are not practicable, due to channel conditions, (e.g., where it is not feasible to place logs of sufficient length or in bedrock-dominated or deeply incised channel or artificially constrained reaches), where damage to infrastructure on public or private lands is of concern, or where private landowners will not allow log placements due to concerns about damage to their streambanks or property.

Riparian Vegetation Treatments

Riparian vegetation planting to stabilize the soil may include, but would not be limited to, planting of native, locally sourced (where possible) riparian grasses, shrubs, and trees to restore native vegetation that was impacted during or after the fire. These activities may also include building temporary fences, to protect and enhance existing or planted riparian vegetation until it becomes well established.

Groundwater-dependent and Groundwater-recharge Ecosystems - Springs

According to the 2022 BAER hydrology findings, springs and seeps which mostly emerge from existing ephemeral/intermittent channels in valley bottoms (Rheocrene spring e.g., Eagle Spring), were affected by post-fire disturbance. To the maximum extent practicable, seeps and springs would be restored to their desired conditions. Springs supporting riparian areas can occur across the landscape, in the uplands, in the bottomlands, and on the sides of cliffs. The desired condition is often to maintain a spring's functional characteristics that are like their historical condition, which represents ecological integrity. These conditions may be different for each spring, and discussing this with a group of specialists will inform the most appropriate pathway to reach desired conditions. Tribes have also expressed interest in spring restoration activities.

Samples of project activities for spring restoration could encompass the same or similarly described stream-crossing and stream restoration-related activities, including altering channels to restore sinuosity, installing channel structures to elevate the base level, planting native plants, removing old infrastructure, redirecting water flows to original or sustainable flow paths, installing fencing, and redesigning or replacing spring development to allow for flows into spring-associated ecosystems.

The following springs were impacted by the fire and are proposed to receive some level of restoration treatment as appropriate and applicable: Beartrap Spring, Eagle Spring, Indian Spring, Toolbox Spring, Sanchez Spring, Switch Spring. Appendix C of the Proposed Action document describes spring restoration elements would be included as needed and to the maximum extent practicable:

Besides project design criteria related more specifically to watershed restoration elements, the Appendix C of the Proposed Action document also reflects design criteria and best management practices for other proposed action elements related to recreation development design, general site restoration, construction practices and constraints, and monitoring elements. All these elements are part of the proposed action and are further detailed there.

Recreation

Campgrounds and Trailheads

Bear Trap and Hughes Mill Campground

Due to these sites sitting within the 100-year flood plain, the Forest Service proposes decommissioning the campgrounds and converting the sites into day use areas for trail and dispersed recreation opportunities.

To complete this conversion all camping amenities will be retiring what remained after the post-fire flooding. This will include the removal of fire rings, picnic tables, and the vault toilet. At Bear Trap Campground all campsites and the restroom either were submerged by floodwaters or cutting of the streambanks have impacted the facilities/amenities rendering them unusable. At Hughes Mill the campsites are situated on the stream banks and fall within the 100-year flood plain. The restroom at this location will be relocated as it is hard to be serviced by septic companies due to its remote location and ever-changing road conditions but generally receives low use by recreators in the area. It will be relocated to another location that will be easier access for service and in an area that sees more recreational traffic.

To convert the site to a day-use area a suitable location will be found near the Beartrap Canyon area that will support parking for 4-8 passenger vehicles, trailhead supporting features such as an informational kiosk, and potentially a picnic table if room allows.

The footprint of the campground to be decommissioned will be rehabilitated and recontoured if needed. Barriers such as log and block or boulders will be used to prevent offroad travel.

Monica Cabin Site

Due to the proposed action at Hughes Mill and Bear Trap Campgrounds, a minimally developed campground is proposed for the area surrounding the Monica Cabin site along with restoring the facilities at Monica Cabin into amenities that will support the campground and introducing the Monica Cabin proper as a rental guard station for overnight stays by visitors to the Forest.

The campground is proposed to be minimally developed to mimic a dispersed campground environment by providing improved areas for visitors to set up desired camping configuration within an established footprint where camping amenities will be provided such as fire rings, picnic tables, and vault restrooms. It is anticipated to operate this area as a fee site to recoup operational and maintenance costs to have the site be financially sustainable. Currently the area sees dispersed camping and has posed concerns in the past due to motorized use sprawling outside of the permissible motorized camping corridors identified in the motor-vehicle use map. This campground will include approximately 12 campsites including a recreation rental cabin. Hardened pathways will be included between accessible campsites and other campground infrastructure including restrooms and information kiosks.

NFSR 549 Trailhead and Pull-offs

South of the junction of NFSR 549 and NFSR 52 there currently sits an area that is used by agency personnel and public alike to stage vehicles. This is used by visitors for hunting and trail access and for the agency is used for staging fire resources during incidents. It is proposed to improve this area into a trailhead/staging area by constructing a graveled trailhead with barriers to define the site.

At the junction of NFSR 549 and NFSR 52 there is a dispersed use area where the public and agency stage on occasion. While it is not the intent to develop this into a staging/parking area, it is proposed to add barriers to prevent the disturbance area from growing from its current footprint.

At Monica Saddle and to the north of, it is proposed to establish two minor pull-offs for trail access that would accommodate 2-5 vehicles. This would allow visitors to safely pull off the road in locations where it is anticipated that some visitors may be interested to gain access into the trails network outside of the proposed trailheads.

Trails

Trails within the burn area have been severely damaged or completely lost due to post-fire effects. Due to this the project proposes to re-construct a sustainable trails network along with looking for shorter loop opportunities allowing for connections to the proposed Bear Trap and Hughes Mill Day Use Areas. This will enhance connectivity between developed sites and promote more day use hiking opportunities within the area.

Also, with the proposed alterations to Bear Trap and Hughes Mill, the proposal seeks to evaluate a connective trail between the trails network within the burn scar area down to the Monica Cabin area. This will help improve recreational access and help detour visitor conflicts between trail users and vehicular traffic on NFSR 549 and other system roads.

Finally, the proposal seeks to create short looping non-motorized trail opportunities around the proposed campground around Monica Cabin Site. Dispersed cross country motorized and non-motorized uses are occurring within this area and the evaluate and development of these cross country uses into an official trails network will allow for the creation of a sustainable trails network that enhances the experience of those seeking trail access in the area but in a way that allows for sustainable design and minimizes potential conflicts between the campground and trail users.

Equipment and Materials

The use of hand tools, heavy equipment, and hauling in of material will be required for some project activities. To the maximum extent possible, staging and stockpile areas will utilize previously disturbed areas.

Tree removal and/or brushing may be required in some areas. Other readily available mineral materials, such as boulders and cobbles, that have fallen or washed down during post-fire flooding, may be repurposed and used on site for watershed restoration and resource protection activities.

See Appendix C of the Proposed Action document for design features to be included during implementation.

How to Comment

We value your input. Substantive comments are the most useful; they are comments that are within the scope of the proposed action, are specific to the proposed action, have a direct relationship to the proposed action and include supporting reasons for consideration.

Please submit your comments no later than December 23, 2025.

Written Comments must be submitted to:

District Ranger Tina Cason
ATTN: Bear Trap Disaster Recovery Project
Magdalena Ranger District
PO Box 45
Magdalena, New Mexico 87825

Electric Comments must be submitted to sm.fs.r3cibolamail@usda.gov, Subject Line: Bear Trap Disaster Recovery Project.

To provide Oral Comments, please call Tina Cason at 575-854-2281. Oral comments must be provided between 8:30 am and 3:30 pm, Monday through Thursday.

This scoping letter and proposed action document can be found on the project website at <https://www.fs.usda.gov/r03/cibola/projects/bear-trap-disaster-recovery-project>.

For additional information please contact the project manager, Brittany Lewellen, at brittany.lewellen@usda.gov.

Sincerely,

Tina Cason
District Ranger