

2019 Biennial Report of Motorized Access Baseline within the Primary Conservation Area (PCA) Northern Continental Divide Ecosystem (NCDE)

This document fulfills the biennial motorized access monitoring of the Primary Conservation Area (PCA) for the Northern Continental Divide Ecosystem (NCDE). For each of the 126 subunits, the open & total motorized route density (OMRD & TMRD) and secure core (CORE) percentage values are calculated every two years. The process follows the NCDE Conservation Strategy and its Appendix 6, and is the same as the process that was used for the 2011 and 2017 monitoring. Any changes from the previous baseline calculation are to be reviewed.

The baseline value for each subunit is the 2011 value unless there has been a change as allowed by the NCDE Conservation Strategy as incorporated into the federal land management agency plans. These values are referred to as the “baseline” and they are presented in tables below. For those subunits with a baseline value that was updated for 2019, the updated value is in a table cell with green shading. For any whole percentage change subsequent to the 2017 monitoring report, the value as of 2019 is shown in **BLACK BOLD**. If there is no green shading for that table cell, the change is not a baseline value change. If there is a value enclosed in parentheses, that value is the current existing value while the baseline value is not in parentheses. Those subunits with any changes of one or more percentage values from the baseline to 2019 are discussed individually below the table. The last page of this document has a map of the subunits.

- OMRD is expressed as a percentage of the subunit that has greater than 1.0 mile per square mile of Open Road Motorized Density. For example, the Badger subunit has 0% >1.0 mi/mi².
- TMRD is expressed as a percentage of the subunit that has greater than 2.0 miles per square mile of Total Motorized Road Density. For example, the Badger subunit has 0% >2.0 mi/mi².
- CORE is expressed as a percentage of the subunit that meets the definition of secure core. For example, the Badger Subunit provides 73% secure core.

A list of acceptable changes that may adjust baseline values are under the Application Rules for Motorized access on Federal Lands (NCDE Conservation Strategy Chapter 3 and incorporated into the various federal land management agency plans). As with the 2017 monitoring report, all of the baseline value changes for 2019 followed these application rules. The list is included here for reference.

- updated/improved data on a motorized route resulting in changed calculations without actual change on the ground;
- technology or projections changed, resulting in changed calculations without actual change on the ground (e.g., a switch from NAD27 to NAD83);

- a road closure location is moved a short distance to a better location (e.g., to the nearest intersection or turnout) to allow a turn-around providing for public safety, to reduce vandalism, or to improve enforcement of the road closure;
- land with or without motorized routes is exchanged, acquired, purchased or sold, resulting in a changed calculation;
- a change in a motorized route is necessary to comply with Federal laws (e.g., Americans with Disabilities Act);
- a change in a motorized route is necessary to address human–grizzly bear conflicts, human safety concerns, or resource damage concerns;
- an adjacent, non-federal landowner made changes to their motorized access management that resulted in a decrease in the percentage of secure core or an increase in motorized route densities on adjacent Federal lands.

Table 1. BMU Subunit Baseline and 2019 Open & Total Route Density and Secure Core.

OMRD – percentage of subunit that is >1.0 mile/square mile.

TMRD – percentage of subunit that is >2.0 mile/square mile.

CORE – percentage of subunit that is secure core.

If there are percentages in parentheses, they are current existing percentages. If the existing percentage is more than the OMRD/TMRD baseline value or less than the CORE baseline value, this is due to a signed NEPA project with baseline values that have not yet been completely implemented on the ground. If the existing percentage is less than the OMRD/TMRD baseline or more than the CORE baseline, the difference represents decision space for the agency to increase OMRD or TMRD or to decrease secure core.

BLACK BOLD text is where the percentage value changes a whole percentage value from the baseline.

Green highlight is where there is a change to the baseline value.

BMU	Subunit Name	Principal Agency	Baseline as of 2017			Values as of 2019		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BATM	Badger	HLCNF-Rocky Mtn Front RD	0	0	73	0	0	73
BATM	Heart Butte	HLCNF-Rocky Mtn Front RD	1	0	61	1	0	56
BATM	Two Medicine	HLCNF-Rocky Mtn Front RD	2	1	78	2	1	78
BGSM	Albino Pendant	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Big Salmon Holbrook	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Black Bear Mud	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Brushy Park	FNF-Spotted Bear RD	0	0	100	0	0	100

BMU	Subunit Name	Principal Agency	Baseline as of 2017			Values as of 2019		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BGSM	Buck Holland	FNF-Swan Lake RD	24	44	47	24	44	48
BGSM	Burnt Bartlett	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Hungry Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Little Salmon Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
BGSM	Meadow Smith	FNF-Swan Lake RD	18 (20)	53	42	18 (19)	53	42
BGSM	White River	FNF-Spotted Bear RD	0	0	100	0	0	100
BITE	Birch	HLCNF-Rocky Mtn Front RD	0	0	93	1	0	92
BITE	Teton	HLCNF-Rocky Mtn Front RD	11	5	71	11	5	71
BNKR	Big Bill Shelf	FNF-Spotted Bear RD	11	6	87	11	6	87
BNKR	Bunker Creek	FNF-Spotted Bear RD	5	3	92	5	3	92
BNKR	Goat Creek	FNF-SLRD & DNRC	23	59	39	24	59	38
BNKR	Gorge Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
BNKR	Harrison Mid	FNF-Spotted Bear RD	1	0	99	1	0	99
BNKR	Jungle Addition	FNF-Spotted Bear RD	19	19	68	19	20	68
BNKR	Lion Creek	FNF-SLRD & DNRC	19	47	51	18	47	50
BNKR	South Fork Lost Soup	FNF-SLRD & DNRC	25	47	37	25	49	34
BNKR	Spotted Bear Mtn	FNF-Spotted Bear RD	19	18	68	20	19	68
CODV	Pentagon	FNF-Spotted Bear RD	0	0	100	0	0	100
CODV	Silvertip Wall	FNF-Spotted Bear RD	0	0	100	0	0	100
CODV	Strawberry Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
CODV	Trilobite Peak	FNF-Spotted Bear RD	0	0	100	0	0	100
DELK	Falls Creek	HLCNF-Rocky Mtn Front RD	0	0	85	0	0	85
DELK	Scapegoat	HLCNF-Rocky Mtn Front RD	5	1	78	5	1	78
HGHS	Coram Lake Five	FNF-Hungry Horse RD	30	46	14	30	46	14
HGHS	Doris Lost Johnny	FNF-Hungry Horse RD	57	20	36	58	20	35
HGHS	Emery Firefighter	FNF-Hungry Horse RD	19	19 (20)	68 (58)	19	19 (20)	68 (66)
HGHS	Peters Ridge	FNF-HHRD & SLRD	52	25	34	52	25	34
HGHS	Riverside Paint	FNF-Hungry Horse RD	18	16	71	19	16	71
HGHS	Wounded Buck Clayton	FNF-Hungry Horse RD	28	30	66	28	31	66
LMFF	Dickey Java	FNF-Hungry Horse RD	9	0	85	9	0	85
LMFF	Lincoln Harrison	Glacier NP	0	0	98	0	0	98

BMU	Subunit Name	Principal Agency	Baseline as of 2017			Values as of 2019		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
LMFF	Moccasin Crystal	FNF-Hungry Horse RD	8	1	81	8	1	81
LMFF	Muir Park	Glacier NP	0	0	98	0	0	98
LMFF	Nyack Creek	Glacier NP	0	0	100	0	0	100
LMFF	Ole Bear	Glacier NP	0	0	94	0	0	94
LMFF	Pinchot Coal	Glacier NP	1	0	99	1	0	99
LMFF	Stanton Paola	FNF-Hungry Horse RD	8	3	83	8	3	83
LNFF	Anaconda Creek	Glacier NP	5	0	94	5	0	94
LNFF	Apgar Mountains	Glacier NP	15	4	81	15	4	81
LNFF	Canyon McGinnis	FNF-GVRD & FNF-TLRD	18	31	50	18	32	50
LNFF	Cedar Teakettle	FNF-Glacier View RD	35	36	24	35	36	24
LNFF	Dutch Camas	Glacier NP	6	0	93	6	0	93
LNFF	Lake McDonald	Glacier NP	13	5	85	13	5	85
LNFF	Lower Big Creek	FNF-Glacier View RD	19	19	71	19 (18)	19	71
LNFF	Upper McDonald Creek	Glacier NP	9	2	90	9	2	90
LNFF	Werner Creek	FNF-Glacier View RD	29	20	63	29	20	63
MSRG	Beaver Creek	FNF-Swan Lake RD	6	19 (26)	71 (66)	6	19 (26)	71 (66)
MSRG	Cold Jim	FNF-Swan Lake RD	18	54 (55)	44	18	54	44
MSRG	Crane Mtn	FNF-Swan Lake RD	28	55	25	28	55	25
MSRG	Crow	Flathead IR	6	4	92	7	4	92
MSRG	Glacier Loon	FNF-Swan Lake RD	22	41	52	22	41	52
MSRG	Hemlock Elk	FNF-Swan Lake RD	6	30	63	6	30	64
MSRG	Piper Creek	FNF-SLRD & DNRC	19	44	55	19	44	55
MSRG	Porcupine Woodward	FNF-SLRD & DNRC	28	74	15	28	75	15
MSRG	Post Creek	Flathead IR	11	7	86	13	8	86
MSRG	Saint Marys	Flathead IR	4	2	95	5	3	94
MLFK	Alice Creek	HLCNF-Lincoln RD	12 (10)	10 (18)	74 (71)	12 (11)	10 (15)	74 (72)
MLFK	Arrastra Mountain	HLCNF-Lincoln RD	14 (16)	15 (19)	77 (74)	14 (15)	15 (18)	77 (75)
MLFK	Monture	LNF-Seeley Lake RD	1	1	99	1	1	99
MLFK	Mor-Dun	LNF-Seeley Lake RD	18	14	77	18	14	77
MLFK	N-Scapegt	LNF-Seeley Lake RD	0	0	100	0	0	100
MLFK	Red Mountain	HLCNF-Lincoln RD	17 (24)	17 (21)	66 (61)	17 (18)	17 (19)	66 (69)

BMU	Subunit Name	Principal Agency	Baseline as of 2017			Values as of 2019		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
MLFK	S-Scapegt	LNF-Seeley Lake RD	12	17	75	12	16	75
MULK	Krinklehorn	KNF-Fortine RD	22	14	75	22	14	75
MULK	Therriault	KNF-Fortine RD	26	12	71	26	12	71
NFSR	Lick Rock	HLCNF-Rocky Mtn Front RD	0	0	100	0	0	100
NFSR	Roule Biggs	HLCNF-Rocky Mtn Front RD	0	0	100	0	0	100
NEGL	Belly River	Glacier NP	0	0	99	0	0	99
NEGL	Boulder Creek	Glacier NP & Blackfeet IR	23	15	67	24	15	67
NEGL	Chief Mtn	Glacier NP & Blackfeet IR	26	8	55	27	9	54
NEGL	Poia Duck	Glacier NP & Blackfeet IR	26	8	64	27	10	63
NEGL	Upper Saint Mary	Glacier NP	11	1	89	11	1	89
NEGL	Waterton	Glacier NP	0	0	100	0	0	100
RTSN	Mission	LNF-Seeley Lk RD & FWP	25	47	39	24	49	37
RTSN	Rattlesnake	LNF-Missoula RD	3	11	82	6	11	81
RTSN	South Fork Jocko	Flathead IR	41	15	56	39	14	57
SUBW	South Fork Willow	HLCNF-Rocky Mtn Front RD	14	3	81	14	4	81
SUBW	West Fork Beaver	HLCNF-Rocky Mtn Front RD	17	5	80	17	5	79
SEGL	Divide Mtn	Glacier NP & Blackfeet IR	39	27	56	39	26	53
SEGL	Midvale	Glacier NP & Blackfeet IR	10	4	83	11	5	83
SEGL	Spot Mtn	Glacier NP & Blackfeet IR	17	7	67	16	4	67
STRV	Lazy Creek	DNRC	52	78	6	49	80	6
STRV	Stryker	DNRC	34	36	51	36	34	48
STRV	Upper Whitefish	DNRC	33	51	53	34	56	48
SLVN	Ball Branch	FNF-Spotted Bear RD	8	12	84	8	12	84
SLVN	Jewel Basin Graves	FNF-Hungry Horse RD	19	19	75	20	19	75
SLVN	Kah Soldier	FNF-Spotted Bear RD	19	19	68	19	20	68
SLVN	Logan Dry Park	FNF-HHRD & FNF-SBRD	30	35 (36)	54 (51)	30	35 (36)	54 (51)
SLVN	Lower Twin	FNF-Spotted Bear RD	9	2	92	9	2	92
SLVN	Noisy Red Owl	FNF-Swan Lake RD	20	14	59	20	14	59
SLVN	Swan Lake	FNF-Swan Lake RD	40	21 (23)	46	40	21 (23)	46
SLVN	Twin Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
SLVN	Wheeler Quintonkon	FNF-HHRD & FNF-SBRD	25	19	68	26	19	68

BMU	Subunit Name	Principal Agency	Baseline as of 2017			Values as of 2019		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
TESR	Deep Creek	HLCNF-Rocky Mtn Front RD	9	3	67	10	3	67
TESR	Pine Butte	HLCNF-Rocky Mtn Front RD	7	2	64	8	2	64
UMFF	Flotilla Capitol	FNF-HHRD & FNF-SBRD	0	0	100	0	0	100
UMFF	Long Dirtyface	FNF-Hungry Horse RD	0	0	100	0	0	100
UMFF	Plume Mtn Lodgepole	FNF-HHRD & SBRD	0	0	100	0	0	100
UMFF	Skyland Challenge	FNF-Hungry Horse RD	20	17	65	20	17	65
UMFF	Tranquil Geifer	FNF-Hungry Horse RD	0	2	90	0	2	90
UNFF	Bowman Creek	Glacier NP	6	0	93	6	0	93
UNFF	Coal & South Coal	FNF-Glacier View RD	15	19	73	15	19	73
UNFF	Ford Akokala	Glacier NP	7	1	93	7	1	93
UNFF	Frozen Lake	FNF-Glacier View RD	10	4	86	10	4	86
UNFF	Hay Creek	FNF-Glacier View RD	25	13	55	24	13	55
UNFF	Ketchikan	FNF-Glacier View RD	14	3	73	14	3	73
UNFF	Kintla Creek	Glacier NP	3	0	96	3	0	96
UNFF	Logging Creek	Glacier NP	4	0	94	4	0	94
UNFF	Lower Whale	FNF-Glacier View RD	36	17	50	36	17	50
UNFF	Quartz Creek	Glacier NP	4	0	93	4	0	93
UNFF	Red Meadow Moose	FNF-Glacier View RD	24 (25)	17	68	24 (25)	17	68
UNFF	State Coal Cyclone	FNF-GVRD & DNRC	29	25	58	29	25	59
UNFF	Upper Trail	FNF-Glacier View RD	14	4	88	14	4	88
UNFF	Upper Whale Shorty	FNF-Glacier View RD	12	11	86	12	11	86
USFF	Basin Trident	FNF-Spotted Bear RD	0	0	100	0	0	100
USFF	Gordon Creek	FNF-Spotted Bear RD	0	0	100	0	0	100
USFF	Jumbo Foolhen	FNF-Spotted Bear RD	0	0	100	0	0	100
USFF	Swan	LNF-Seeley Lake RD	32	16	55	32	19	54
USFF	Youngs Creek	FNF-Spotted Bear RD	0	0	100	0	0	100

Changes for 2019 Report – Specific Subunits

For any subunit that had a whole percentage change in OMRD, TMRD, or CORE from the baseline to 2019 (bolded number in above table), the explanation of the change is described below. If the change will subsequently update the baseline, the percentage is noted in bold type below (cell is highlighted in green in above table). Those updates to the baseline are allowed under the application rules recounted above. Subunits are listed in the same order as the table above.

BATM Heart Butte. Secure core decreased from 61% to 56%. Change is due to changes to land ownership on the Blackfeet Indian Reservation. OMRD and TMRD were affected as well, but did not result in a whole percentage change. This is an update to the baseline, and as of 2019, secure core value is **56%**.

BGSM Buck Holland. Secure core increased from 47% to 48%. Change is due to a minor ownership correction in ALP (Forest Service Automated Land Program). This is an update to the baseline, and as of 2019, secure core value is **48%**.

BGSM Meadow Smith. From the Meadow Smith (2003) signed decision, OMRD baseline value will be at **18%**. As this is a USFWS consulted project prior to 2011, the baseline value will be 18% once the project has been fully implemented. Subunit currently has 19% OMRD, a decrease from 20% in 2017. Change is due to spatial re-alignment of the roads layer to more accurately reflect on the ground locations, part of the Mid Swan project. No changes were made to road management. This is not a change in the baseline value, and OMRD value remains at **18%**.

BITE Birch. OMRD increased from 0% to 1%, and secure core decreased from 93% to 92%. Changes are due to updates to the database for road management for MT DNRC state and Forest Service roads to more accurately reflect conditions on the ground. No changes were made to road management. This is an update to the baseline, and as of 2019, OMRD value is **1%** and secure core value is **92%**.

BNKR Goat Creek. OMRD increased from 23% to 24% and secure core decreased from 39% to 38%. Changes are due to spatial re-alignment of the roads to more accurately reflect on the ground conditions, as part of the Mid Swan project. While this affects OMRD, TMRD, and secure core, only OMRD and secure core had a whole percentage change. No changes were made to road management. This is an update to the baseline, and as of 2019, OMRD value is **24%** and secure core value is **38%**.

BNKR Jungle Addition. TMRD increased from 19% to 20%. There were spatial re-alignments to the road layer to more accurately reflect on the ground conditions. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only TMRD had a whole percentage change. This is an update to the baseline, and as of 2019, the TMRD value is **20%**.

BNKR Lion Creek. OMRD decreased from 19% to 18% and secure core decreased from 51% to 50%. Changes are due to spatial re-alignment of the roads to more accurately reflect on the ground conditions as part of the Mid Swan project analysis. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only OMRD had a whole percentage change. This is an update to the baseline, and as of 2019, OMRD value is **18%** and secure core value is **50%**.

BNKR South Fork Lost Soup. TMRD increased from 47% to 49%, and secure core decreased from 37% to 34%. Change is due to 1) new DNRC roads and 2) spatial re-alignments of the spatial road layer to more accurately reflect on the ground locations, part of the Mid Swan project analysis. This is an update to the baseline, and as of 2019, TMRD value is **49%** and secure value is **34%**.

BNKR Spotted Bear Mtn. OMRD increased from 19% to 20%, and TMRD increased from 18% to 19%. Changes are due to spatial re-alignment of the roads to more accurately reflect on the ground locations. No changes to road management have occurred. While this affects OMRD, TMRD, and secure core, only OMRD and TMRD had a whole percentage change. This is an update to the baseline, and as of 2019, OMRD value is **20%** and TMRD value is **19%**.

HGHS Doris Lost Johnny. OMRD increased from 57% to 58% and secure core decreased from 36% to 35%. Both changes are due to spatial re-alignments of the spatial layer to more accurately reflect conditions on the ground. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only OMRD and secure core had a whole percentage change. This is an update to the baseline, and as of 2019, the OMRD value is **58%** and secure core value is **35%**.

HGHS Emery Firefighter. From the Firefighter signed decision (2009), TMRD value will be **19%** and secure core will be **68%**. As this is a consulted project prior to 2011, the baseline value for TMRD is **19%** and secure core is **68%**. Subunit currently has increased secure core to 66%. Change is due to the partial implementation of the Firefighter project in consultation with USFWS.

HGHS Riverside Paint. OMRD increased from 18% to 19%. Changes are due to spatial re-alignments of the road layer to more accurately reflect on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only OMRD had a whole percentage change. This is an update to the baseline, and as of 2019, OMRD value is **19%**.

HGHS Wounded Buck Clayton. TMRD increased from 30% to 31%. Changes are due to spatial re-alignments of the road layer to more accurately reflect on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only TMRD had a whole percentage change. This is an update to the baseline, and as of 2019, TMRD value is **31%**.

LNFF Canyon McGinnis. TMRD increased from 31 to 32%. Change is due to one road incorrectly classified as small private (road does cross private land). It was discovered that the Forest Service had an easement, which means the gated yearlong road should have been included in TMRD calculations. This is an update to the baseline, and as of 2019, TMRD value will be **32%**.

LNFF Lower Big Creek. OMRD decreased from 19% to 18%. OMRD change is a result of two open short seasonally roads no longer being classified as open seasonally, nor have these two roads been shown as open on the MVUM since 2010. The last project decision including road

management in this subunit was Moose-Post fire (2002), which showed the two roads as open seasonally. Between 2003 and 2010 these roads grew in and were no longer open to public motorized use. The baseline will remain at **19%** with a 1% decision space for Glacier View RD.

MSRG Cold Jim. TMRD decreased from 55% to 54%, now meeting the Chilly James Restoration signed decision (2016) which stated the TMRD baseline value will be 54%. One road has been decommissioned (no longer exists). Additionally, there was a major re-alignment of the spatial road layer from Lidar imagery as part of the Mid-Swan project. This is a not change to the baseline, the TMRD value remains at **54%**.

MSRG Crow. OMRD increased from 6% to 7%. Change are due to updates to the tribal road database to 1) more accurately reflect conditions on the ground; and 2) accurately classify roads as open tribal roads instead of private roads. This is an update to the baseline, and as of 2019, OMRD value will be **7%**.

MSRG Hemlock Elk. Secure core increased from 63% to 64%. Change is due to spatial realignment of all roads within the Mid Swan project area to more accurately reflect on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only secure core had a whole percentage change. This is an update to the baseline, and as of 2019, secure core value is **64%**.

MSRG Porcupine Woodward. TMRD increased from 74% to 75%. Change is due to 1) spatial realignment of road GIS layer to more accurately reflect on the ground locations as part of the Mid Swan project; and 2) new DNRC roads as well as changes in road management of existing DNRC roads. This is an update to the baseline, and as of 2019, TMRD value is **75%**.

MSRG Post Creek. OMRD increased from 11% to 13%, TMRD increased from 7% to 8%. Changes are due to 1) updates to the tribal road database to more accurately reflect conditions on the ground; 2) accurately classify roads as open tribal roads instead of private roads; and 3) changes in land ownership. This is an update to the baseline, and as of 2019, OMRD value will be **13%**, TMRD value will be **8%**.

MSRG Saint Marys. OMRD increased from 4% to 5%, TMRD increased from 2% to 3%, and secure core decreased from 95% to 94%. Change is due to 1) updates to the tribal road database to more accurately reflect conditions on the ground; 2) accurately classify roads as open tribal roads instead of private roads; and 3) new roads in a timber project area. This is a change to the baseline, and as of 2019, OMRD value will be **5%**, TRMD value will be **8%**, and secure core value will be **94%**.

MLFK Alice Creek. From the draft HLC Forest Plan Revision Biological Opinion (February 2021) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **12%**, TMRD baseline value is **10%**, and secure core baseline value is **74%**. From 2017 to 2019, OMRD increased from 10% to 11%, TMRD decreased from 18% to 15%, and secure core increased from 71% to 72%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database. As OMRD is currently at 11% with the baseline at 12%, there is a 1% decision space for OMRD for the Lincoln RD. The changes in TMRD and secure core are not a change to the baseline values.

MLFK Arrastra Mountain. From the draft HLC Forest Plan Revision Biological Opinion (February 2021) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **14%**, TMRD baseline value is **15%**, and secure core baseline value is **77%**. From 2017 to 2019, OMRD decreased from 16% to 15%, TMRD decreased from 19% to 18%, and secure core increased from 74% to 75%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database. The changes in OMRD, TMRD, and secure core are not changes to the baseline values.

MLFK Red Mountain. From the draft HLC Forest Plan Revision Biological Opinion (February 2021) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **17%**, TMRD baseline value is **17%**, and secure core baseline value is **66%**. From 2017 to 2019, OMRD decreased from 24% to 18%, TMRD decreased from 21% to 19%, and secure core increased from 61% to 69%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database. As secure core is currently as 69% with the baseline at 66%, there is a 3% decision space for secure core for the Lincoln RD. The changes in OMRD, TMRD, and secure core are not changes to the baseline values.

MLFK S-Scapegt. TMRD decreased from 17% to 16%. Change is due to updates to the database to more accurately reflect conditions on the ground. This is an update to the baseline, and as of 2019, TMRD value will be **16%**.

NEGL Boulder Creek. OMRD increased from 23% to 24%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) minor land ownership changes on the Blackfeet Indian Reservation. This is a change to the baseline, and as of 2019, OMRD value will be **24%**.

NEGL Chief Mountain. OMRD increased from 26% to 27%, TMRD increased from 8% to 9%, and secure core decreased from 55% to 54%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) minor land ownership changes on the Blackfeet Indian Reservation. This is a change to the baseline, and as of 2019, OMRD value will be **27%**, TMRD value will be **9%**, and secure core value will be **54%**.

NEGL Poia Duck. OMRD increased from 26% to 27%, TMRD increased from 8% to 10%, and secure core decreased from 64% to 63%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) minor land ownership changes on the Blackfeet Indian Reservation. This is a change to the baseline, and as of 2019, OMRD value will be **27%**, TMRD value will be **10%**, and secure core value will be **63%**.

RTSN Mission. OMRD decreased from 25% to 24%, TMRD increased from 47% to 49%, and secure core decreased from 39% to 37%. Changes are due to 1) spatial realignment of road GIS layer to more accurately reflect on the ground conditions; 2) implementation of Colt Summit project in consultation with USFWS; and 3) updates to MFWP roads in the Lake Marshall WMA. This is a change to the baseline, and as of 2019, OMRD value will be **24%**, TMRD value will be **49%**, and secure core value will be **37%**.

RTSN Rattlesnake. OMRD increased from 3% to 6%, and secure core decreased from 82% to 81%. Changes are due to 1) updates to the database to more accurately reflect conditions on the ground from both the Lolo NF INFRA database and the CS&KT database; and 2) spatial realignments to road GIS layer to more accurately reflect on the ground conditions. No changes were made to road management. This is an update to the baseline, and as of 2019, OMRD will be **6%** and secure core will be **81%**.

RTSN South Fork Jocko. OMRD decreased from 41% to 39%, TMRD decreased from 15% to 14%, and secure core increased from 56% to 57%. Changes are due to updates to the tribal database and the Lolo NF INFRA database to more accurately reflect conditions on the ground both within the subunit. All changes were for open yearlong roads that are now impassable to motorized traffic. No changes were made to road management. This is an update to the baseline, and as of 2019, OMRD will be **39%**, TMRD will be **14%** and secure core will be **57%**.

SEGL Divide Mountain. TMRD decreased from 27% to 26%, and secure core decreased from 56% to 53%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) land ownership changes on the Blackfeet Indian Reservation. It should be noted that there were shifts in OMRD, but the net whole percentage change was zero. Additionally, the 3% decrease in secure core is a result of an update in ownership that decreased a ≥ 2500 acre polygon of core to less than 2500 acres, and therefore not core. This is a change to the baseline, and as of 2019, TMRD value will be **26%**, and secure core value will be **53%**.

SEGL Midvale. OMRD increased from 10% to 11%, and TMRD increased from 4% to 5%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) land ownership changes on the Blackfeet Indian Reservation. It should be noted that there were shifts in location for secure core, but the overall change did not affect a whole percentage. This is a change to the baseline, and as of 2019, OMRD value will be **10%**, and secure core value will be **83%**.

SEGL Poia Duck. OMRD decreased from 17% to 16%, and TMRD decreased from 7% to 4%. Changes are due to 1) a major re-work and update to the roads on the Blackfeet Indian Reservation; and 2) land ownership changes on the Blackfeet Indian Reservation. It should be noted that there were shifts in location for secure core, but the overall change did not affect a whole percentage. This is a change to the baseline, and as of 2019, OMRD value will be **16%**, and TMRD value will be **4%**.

SUBW South Fork Willow. TMRD increased from 3% to 4%. Change is due to correctly classifying which roads are special use permitted roads and which roads are not in accessing recreation residences. NOTE: Special Use Permitted roads are classified as private roads for analyses. No changes were made to road management. This is an update to the baseline, and as of 2019, TMRD value is **4%**.

SUBW West Fork Beaver. Secure core decreased from 80% to 79%. Change is due to changes in ownership. There is less private land and more state land. No changes were made to road management. This is an update to the baseline, and as of 2019, secure core value is **79%**.

STRV Lazy Creek. OMRD decreased from 52% to 49%, TMRD increased from 78% to 80%. Changes are due to 1) updates the Montana Department of Natural Resources and Conservation (DNRC) database to more accurately reflect conditions on the ground; and 2) six (6) sections of Weyerhaeuser (formerly Plum Creek) lands that are now DNRC lands. The land exchange area is a significant, heavily roaded, acreage which will be included in calculations. This is an update to the baseline, and as of 2019, OMRD value will be **49%** and TMRD value will be **80%**.

STRV Stryker. OMRD increased from 34% to 36%, TMRD decreased from 36% to 34%, and secure core decreased from 51% to 48%. Changes are due to 1) updates the Montana Department of Natural Resources and Conservation (DNRC) database to accurately reflect conditions on the ground; and 2) updates to existing NFS roads on adjacent National Forest Service lands within the subunit. This is an update to the baseline, and as of 2019, OMRD value will be **36%**, TMRD value will be **34%**, and secure core will be **48%**.

STRV Upper Whitefish. OMRD increased from 33% to 34%, TRMD increased from 51% to 56%, and secure core decreased from 53% to 48%. Changes are due to updates the Montana Department of Natural Resources and Conservation (DNRC) database to accurately reflect conditions on the ground. This is an update to the baseline, and as of 2019, OMRD value will be **34%**, TMRD value will be **56%**, and secure core value will be **48%**.

SLVN Jewel Basin Graves. OMRD increased from 19% to 20%. Change is due to spatial re-alignments of road layer to more accurately on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only OMRD had a whole percentage change. This is an update to the baseline, and as of 2019, OMRD value is **20%**.

SLVN Kah Soldier. TMRD increased from 19% to 20%. Change is due to spatial re-alignments of road layer to more accurately on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only TMRD had a whole percentage change. This is an update to the baseline, and as of 2019, TMRD value is **20%**.

SLVN Wheeler Quintonkon. OMRD increased from 25% to 26%. Change is due to spatial re-alignments of road layer to more accurately on the ground locations. No changes were made to road management. While this affects OMRD, TMRD, and secure core, only OMRD had a whole percentage change. This is an update change, and as of 2019, OMRD value is **26%**.

TESR Deep Creek. OMRD increased from 9% to 10%. Change is due to an added DNRC open yearlong road. This is an update to baseline, and as of 2019, OMRD value is **10%**.

TESR Pine Butte. OMRD increased from 7% to 8%. Changes are due to two added DNRC open yearlong roads accessing state land. This is an update to the baseline, and as of 2019, OMRD value is **8%**.

UNFF Hay Creek. OMRD decreased from 25% to 24%. OMRD change is due to one road that is currently & correctly classified as private, and should have been classified as private in 2017. This is an update to the baseline, and as of 2019, OMRD value is **24%**.

UNFF State Coal Cyclone. Secure core increased from 58% to 59%. Change is due to ownership corrections in ALP (Forest Service Automated Land Program) with more private lands in this subunit. This is an update to the baseline, and as of 2019, secure core is **59%**.

USFF Swan. TMRD increased from 16% to 19% and secure core decreased from 55% to 54%. Change is due to 1) one private section of heavily roaded acquired land is now NFS land; 2) updates to the database to more accurately reflect conditions on the ground; and 3) spatial re-alignments of road layer to more accurately on the ground locations. This is an update to the baseline, and as of 2019, TMRD value is **19%** and secure core value is **54%**.

Late Season Snowmobile Areas

Designated late-season snowmobile areas affect secure core in April and May on two forests within the NCDE. There are five (5) areas: Canyon Creek (Glacier View RD), Challenge/Skyland Area (Hungry Horse RD), Copper Bowl Area (Lincoln RD), Lost Johnny Area (Hungry Horse and Swan Lake RDs), and Sixmile Area (Hungry Horse, Swan Lake, and Spotted Bear RDs). NCDE Conservation Strategy and revised or amended forest plans have standards for open and total route density and secure core, but those standards do not involve winter over-snow motorized routes. The information presented here is not required in this monitoring report but is included to provide information on the two month (or shorter) overlap of late season snowmobile use with the grizzly bear non-denning season.

Table 2. Acres of secure core overlapping late-season snowmobile activity.

BMU	Subunit Name	Principal Agency	Dates for Late Season Snowmobiling ¹	Acres of Late Season Snowmobiling overlapping Secure Core
<i>Canyon Creek Area</i>				
LNFF	Canyon McGinnis	FNF-GVRD & FNF-TLRD	December 1 through April 14	180
LNFF	Werner Creek	FNF-Glacier View RD	December 1 through April 14	29
<i>Skyland/Challenge Area</i>				
UMFF	Skyland Challenge	FNF-Hungry Horse RD	December 1 through May 14	6,361
UMFF	Tranquil Geifer	FNF-Hungry Horse RD	December 1 through May 14	1,341
<i>Copper Bowl Area</i>				
MLFK	Red Mountain	HLCNF-Lincoln RD	December 1 through May 31	1,891

<i>Lost Johnny Area</i>				
HGHS	Doris Lost Johnny	FNF-Hungry Horse RD	December 1 through May 31	7,405
HGHS	Peters Ridge	FNF-HHRD & SLRD	December 1 through May 31	<1
HGHS	Wounded Buck Clayton	FNF-Hungry Horse RD	December 1 through May 31	8,576
<i>Sixmile Area</i>				
SLVN	Ball Branch	FNF-Spotted Bear RD	December 1 through April 30	4
SLVN	Noisy Red Owl	FNF-Swan Lake RD	December 1 through April 30	189
SLVN	Swan Lake	FNF-Swan Lake RD	December 1 through April 30	336
SLVN	Wheeler Quintonkon	FNF-HHRD & FNF-SBRD	December 1 through April 30	946

¹ – While the season will not start earlier than December 1st, the ending date may be earlier due to snow conditions.

Monitoring report completed by:

Kathy Ake
 GIS Specialist
 Flathead NF & NCDE
kathy.ake@usda.gov
 406-758-5358

Figure 1. NCDE Bear Management Units (BMU) and Subunits.

