

# 2021 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, 2017 and 2019 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 2021, the updated value is in a table cell with green shading. For any whole percentage change subsequent to the 2019 monitoring report, the value as of 2021 is shown in **BLACK BOLD**. If there is no green shading for that table cell, the change is not a baseline value update. 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 2021 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/mi<sup>2</sup>.
- 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/mi<sup>2</sup>.
- 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 2019 monitoring report, all of the baseline value changes for 2021 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 2021 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 2019			Values as of 2021		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BATM	Badger	HLCNF-Rocky Mtn Front RD	0	0	73	0	0	<b>72</b>
BATM	Heart Butte	HLCNF-Rocky Mtn Front RD	1	0	56	1	0	<b>59</b>
BATM	Two Medicine	HLCNF-Rocky Mtn Front RD	2	1	78	2	1	<b>76</b>
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 2019			Values as of 2021		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BGSM	Buck Holland	FNF-Swan Lake RD	24	44	48	24	<b>45</b>	<b>47</b>
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 (19)	53	42	18 ( <b>20</b> )	53	<b>41</b>
BGSM	White River	FNF-Spotted Bear RD	0	0	100	0	0	100
BITE	Birch	HLCNF-Rocky Mtn Front RD	1	0	92	1	0	92
BITE	Teton	HLCNF-Rocky Mtn Front RD	11	5	71	11	5	<b>72</b>
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	24	59	38	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	20	68	19	20	68
BNKR	Lion Creek	FNF-SLRD & DNRC	18	47	50	18	47	50
BNKR	South Fork Lost Soup	FNF-SLRD & DNRC	25	49	34	25	49	34
BNKR	Spotted Bear Mtn	FNF-Spotted Bear RD	20	19	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	<b>1</b>	0	<b>84</b>
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	<b>18</b>
HGHS	Doris Lost Johnny	FNF-Hungry Horse RD	58	20	35	<b>59</b>	20	35
HGHS	Emery Firefighter	FNF-Hungry Horse RD	19	19 (20)	68 (66)	19	19 (20)	<b>68</b>
HGHS	Peters Ridge	FNF-HHRD & SLRD	52	25	34	52	<b>26</b>	34
HGHS	Riverside Paint	FNF-Hungry Horse RD	19	16	71	19	16	71
HGHS	Wounded Buck Clayton	FNF-Hungry Horse RD	28	31	66	28	31	66
LMFF	Dickey Java	FNF-Hungry Horse RD	9	0	85	<b>8</b>	0	<b>86</b>
LMFF	Lincoln Harrison	Glacier NP	0	0	98	0	0	98

BMU	Subunit Name	Principal Agency	Baseline as of 2019			Values as of 2021		
			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	7	3	84
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	32	50	18	31	50
LNFF	Cedar Teakettle	FNF-Glacier View RD	35	36	24	35	35	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(18)	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	44	18	54	44
MSRG	Crane Mtn	FNF-Swan Lake RD	28	55	25	30	55	26
MSRG	Crow	Flathead IR	7	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	64	6	30	63
MSRG	Piper Creek	FNF-SLRD & DNRC	19	44	55	19	44	55
MSRG	Porcupine Woodward	FNF-SLRD & DNRC	28	75	15	31	77	16
MSRG	Post Creek	Flathead IR	13	8	86	13	8	86
MSRG	Saint Marys	Flathead IR	5	3	94	5	3	94
MLFK	Alice Creek	HLCNF-Lincoln RD	12 (11)	10 (15)	74 (72)	11 (11)	11 (13)	74 (73)
MLFK	Arrastra Mountain	HLCNF-Lincoln RD	14 (15)	15 (18)	77 (75)	15 (15)	15 (17)	76 (76)
MLFK	Monture	LNF-Seeley Lake RD	1	1	99	0	0	99
MLFK	Mor-Dun	LNF-Seeley Lake RD	18	14	77	15 (15)	8 (10)	80 (79)
MLFK	N-Scapegt	LNF-Seeley Lake RD	0	0	100	0	0	100
MLFK	Red Mountain	HLCNF-Lincoln RD	17 (18)	17 (19)	66 (69)	18 (18)	17 (18)	70 (70)

BMU	Subunit Name	Principal Agency	Baseline as of 2019			Values as of 2021		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
MLFK	S-Scapegt	LNF-Seeley Lake RD	12	16	75	12	15 (16)	75
MULK	Krinklehorn	KNF-Fortine RD	22	14	75	22	14	75
MULK	Therriault	KNF-Fortine RD	26	12	71	26	12	70
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	24	15	67	24	15	68
NEGL	Chief Mtn	Glacier NP & Blackfeet IR	27	9	54	27	10	55
NEGL	Poia Duck	Glacier NP & Blackfeet IR	27	10	63	27	10	64
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	24	49	37	25	50	37
RTSN	Rattlesnake	LNF-Missoula RD	6	11	81	6	13	85
RTSN	South Fork Jocko	Flathead IR	39	14	57	39	14	57
SUBW	South Fork Willow	HLCNF-Rocky Mtn Front RD	14	4	81	14	4	81
SUBW	West Fork Beaver	HLCNF-Rocky Mtn Front RD	17	5	79	17	5	78
SEGL	Divide Mtn	Glacier NP & Blackfeet IR	39	26	53	40	26	56
SEGL	Midvale	Glacier NP & Blackfeet IR	11	5	83	11	6	83
SEGL	Spot Mtn	Glacier NP & Blackfeet IR	16	4	67	16	4	68
STRV	Lazy Creek	DNRC	49	80	6	50	81	6
STRV	Stryker	DNRC	36	34	48	36	34	48
STRV	Upper Whitefish	DNRC	34	56	48	36	56	48
SLVN	Ball Branch	FNF-Spotted Bear RD	8	12	84	8	12	84
SLVN	Jewel Basin Graves	FNF-Hungry Horse RD	20	19	75	20	19	75
SLVN	Kah Soldier	FNF-Spotted Bear RD	19	20	68	19	19	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	26	19	68	26	19	68

BMU	Subunit Name	Principal Agency	Baseline as of 2019			Values as of 2021		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
TESR	Deep Creek	HLCNF-Rocky Mtn Front RD	10	3	67	10	3	67
TESR	Pine Butte	HLCNF-Rocky Mtn Front RD	8	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	89
UNFF	Bowman Creek	Glacier NP	6	0	93	6	0	93
UNFF	Coal & South Coal	FNF-Glacier View RD	15	19	73	15	20	73
UNFF	Ford Akokala	Glacier NP	7	1	93	7	1	93
UNFF	Frozen Lake	FNF-Glacier View RD	10	4	86	10	5	86
UNFF	Hay Creek	FNF-Glacier View RD	24	13	55	25	12	55
UNFF	Ketchikan	FNF-Glacier View RD	14	3	73	14	3	72
UNFF	Kintla Creek	Glacier NP	3	0	96	3	1	96
UNFF	Logging Creek	Glacier NP	4	0	94	4	0	94
UNFF	Lower Whale	FNF-Glacier View RD	36	17	50	36	17	49
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	59	29	22	59
UNFF	Upper Trail	FNF-Glacier View RD	14	4	88	14	5	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	19	54	31	20	53
USFF	Youngs Creek	FNF-Spotted Bear RD	0	0	100	0	0	100

## Changes for 2021 Report – Specific Subunits

For any subunit that had a whole percentage change in OMRD, TMRD, or CORE from the baseline to 2021 (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 Badger. Secure core decreased from 73% to 72%. Change is due to 1) several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal; and 2) two private roads on the Blackfeet Reservation were missing from the 2019 road layer and included in the 2021 road layer. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, secure core value is **72%**.

BATM Heart Butte. Secure core increased from 56% to 59%. Change is due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal. Road management did not change. 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 2021, secure core value is **59%**.

BATM Two Medicine. Secure core decreased from 78% to 76%. Change is due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal. Road management did not change. 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 2021, secure core value is **76%**.

BGSM Buck Holland. TMRD increased from 44% to 45% and secure core decreased from 48% to 47%. Change is due to spatial re-alignments of the roads layer to more accurately reflect on the ground locations as well as road management updates within the adjacent Lolo NF subunit. This is an update to the baseline, and as of 2021, TMRD value is **45%**, and secure core value is **47%**.

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 20% OMRD, an increase from 19% in 2019. Secure core decreased from 42% to 41%. Changes are due to spatial re-alignment of the roads layer to more accurately reflect on the ground locations in the southern end of the subunit, one gated road is now considered open due to access for private land owner, and one small parcel should have been labeled as tribal instead of private. For OMRD, this is not an update in the baseline value, and OMRD value remains at **18%**. For secure core, this is an update to the baseline, and as of 2021, secure core value is **41%**.

BITE Teton. Secure core increased from 71% to 72%. Changes are due to updates to the database for road management for one road within the Blackfeet WMA 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 2021, secure core value is **72%**.

DELK Falls Creek. OMRD increased from 0% to 1% and secure core decreased from 85% to 84%. Changes are due to two different land exchanges, one of which also changed the ownership of the roads from private to Forest Service. No changes were made to road management other than acquiring the roads with the land exchange. This is an update to the baseline, and as of 2021, OMRD value is **1%** and secure core value is **84%**.

HGHS Coram Lake Five. Secure core increased from 14% to 18%. Change is due to one long Glacier NP road within adjacent subunit that has been considered historical (decommissioned) for several years and has just recently been reflected as such in the Flathead NF database. Additionally, change is due to implementation of Lake Five project and spatial re-alignments to more accurately reflect conditions on the ground. This is an update to the baseline, and as of 2021, secure core value is **18%**.

HGHS Doris Lost Johnny. OMRD increased from 58% to 59. Change is due to spatial re-alignments of motorized trails to more accurately reflect conditions on the ground. No changes were made to road or trail 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 2021, the OMRD value is **59%**.

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 68%, and is now meeting the secure core baseline value. Change is due to the partial implementation of the Firefighter project in consultation with USFWS.

HGHS Peters Ridge. TMRD increased from 25% to 26%. Change is due to spatial re-alignments of the road layer and the motorized trail layer to more accurately reflect on the ground locations. No changes were made to road or trail 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 2021, TMRD value is **26%**.

LMFF Dickey Java. OMRD decreased from 9% to 8%, and secure core increased from 85% to 86%. Changes are due to a correction of a physical barrier location on one road (barrier had the incorrect mile post in the database) as well as 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 and secure core have a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value is **8%** and secure core value is **86%**.

LMFF Stanton Paola. OMRD decreased from 8% to 7%, and secure core increased from 83% to 84%. 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 and secure core have a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value is **7%** and secure core value is **84%**.



LNFF Canyon McGinnis. TMRD decreased from 32 to 31%. Change is due to spatial re-alignments of the road layer to more accurately reflect on the ground locations. No changes were made to the 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 2021, TMRD value will be **31%**.

LNFF Cedar Teakettle. TMRD decreased from 36 to 35%. Change is due to spatial re-alignments of the road layer to more accurately reflect on the ground locations. No changes were made to the 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 2021, TMRD value will be **35%**.

MSRG Crane Mountain. OMRD increased from 28% to 30% and secure core increased from 25% to 26%. Change is due to road management updates on the adjacent Confederated Salish & Kootenai Tribe lands. No changes in road management occurred within the subunit. This is an update to the baseline, and as of 2021, OMRD value will be **30%** and secure core value will be **26%**.

MSRG Hemlock Elk. Secure core increased from 64% to 63%. Change is due to spatial realignment of roads in the southern portion of the subunit to more accurately reflect on the ground locations. Additionally, one small parcel should have been labeled as tribal instead of private. 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 2021, secure core value is **63%**.

MSRG Porcupine Woodward. OMRD increased from 28% to 31%, TMRD increased from 75% to 77%, and secure core increased from 15% to 16%. Changes are due to 1) road management updates on the adjacent Confederated Salish & Kootenai Tribe lands; 2) one road was classified as private and is actually a DNRC physically barriered road; and 3) one land parcel should have been labeled as tribal instead of private. This is an update to the baseline, and as of 2021, OMRD value is **31%**, TMRD value is **77%**, and secure core value is **16%**.

MLFK Alice Creek. From the HLC Forest Plan Revision Biological Opinion (January 2022) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **11%**, TMRD baseline value is **11%**, and secure core baseline value is **74%**. There was a review April 2021 which included all decisions, as well as non-FS road management updates, that changed the baseline percentages from what was reported in 2019. OMRD baseline was 12% and TMRD baseline was 10% in 2019, however, the review indicated the baseline should be 11% for OMRD and 11% for TMRD. From 2019 to 2021, TMRD decreased from 15% to 13%, and secure core increased from 72% to 73%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database to more accurately reflect conditions on the ground. The changes in TMRD and secure core percentage values are not an update to the baseline values.

MLFK Arrastra Mountain. From the HLC Forest Plan Revision Biological Opinion (January 2022) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **15%**, TMRD baseline value is **15%**, and secure core baseline value is **76%**. There was a review April 2021 which included all decisions, as well as non-FS road management updates, that changed the baseline percentages from what was reported in 2019. OMRD baseline was 14% and secure core baseline was 77% in 2019, however, the review indicated the baseline should be 15% for OMRD and 76% for

secure core. From 2019 to 2021, TMRD decreased from 18% to 17%, and secure core increased from 75% to 76%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database to more accurately reflect conditions on the ground. The changes in TMRD and secure core are not updates to the baseline values. However, secure core is now meeting the baseline value.

MLFK Red Mountain. From the HLC Forest Plan Revision Biological Opinion (January 2022) and the Blackfoot Non-Winter Travel Plan (2017), OMRD baseline value is **18%**, TMRD baseline value is **17%**, and secure core baseline value is **70%**. There was a review April 2021 which included all decisions, as well as non-FS road management updates, that changed the baseline percentages from what was reported in 2019. OMRD baseline was 17% and secure core baseline was 66% in 2019, however, the review indicated the baseline should be 18% for OMRD and 70% for secure core. From 2019 to 2021, TMRD decreased from 19% to 18%, and secure core increased from 69% to 70%. Changes are due to 1) implementation of the Blackfoot Non-Winter Travel Plan; and 2) updates/corrections to the database to more accurately reflect conditions on the ground. The changes in TMRD and secure core are not updates to the baseline values. However, secure core is now meeting the baseline values.

MLFK Monture. From the Centerhorse decision (2020), the baseline should have been reported has **0%** OMRD, **0%** TMRD, and **99%** secure core. From 2017 to 2019 there were no changes in the percentages. From 2019 to 2021, OMRD decreased from 1% to 0% and TMRD decreased from 1% to 0%, both meeting the baseline established in the Center Horse Transportation Analysis. Secure core remained the same at 99%, which is the baseline. Changes are due to 1) updates to the database to more accurately reflect conditions on the ground; and 2) partial implementation of the Center Horse Transportation Analysis. The baseline still remains the same from the Center Horse Transportation Analysis, OMRD value is 0%, TMRD value is 0%, and secure core value is 99%.

MLFK Mor-Dun. From the Centerhorse decision (2020), the baseline should have been reported has **15%** OMRD, **8%** TMRD, and **80%** secure core. From 2017 to 2019 there were no changes in the percentages. From 2019 to 2021, OMRD decreased from 18% to 15%, meeting the baseline established in the Center Horse Transportation Analysis decision. From 2019 to 2021, TMRD decreased from 14% to 10%, and secure core increased from 77% to 79%. Changes are due to 1) updates to the database to more accurately reflect conditions on the ground; and 2) partial implementation of the Center Horse Transportation Analysis. The baseline still remains the same from the Center Horse Transportation Analysis, OMRD value is 15%, TMRD value is 8%, and secure core value is 80%.

MLFK S-Scapegt. From the Centerhorse decision (2020), the baseline should have been reported has **12%** OMRD, **15%** TMRD, and **75%** secure core. From 2017 to 2019 TMRD decreased from 17% to 16%. That change was due to updates to the database to more accurately reflect conditions on the ground as well as partial implementation of the Center Horse Transportation Analysis. From 2019 to 2021, there were no changes in the whole percentage of OMRD, TMRD and CORE. The baseline still remains the same from the Center Horse Transportation Analysis, OMRD value is 12%, TMRD value is 15%, and secure core value is 75%.

MULK Therriault. Secure core decreased from 71% to 70%. Change is due to state road updates on state land in the NW corner of this subunit. Change is due to more accurately reflect conditions on the ground, and not a change in road management on the ground. This is an update to the baseline, and as of 2021, secure core value will be **70%**.

NEGL Boulder Creek. Secure core increased from 63% to 64%. Changes are due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value will be **64%**.

NEGL Chief Mountain. TMRD increased from 9% to 10%, and secure core increased from 54% to 55%. Changes are due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, TMRD value will be **10%**, and secure core value will be **55%**.

NEGL Poia Duck. Secure core increased from 63% to 64%. Changes are due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and land from private to tribal. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, secure core value will be **64%**.

RTSN Mission. OMRD increased from 24% to 25% and TMRD increased from 49% to 50%. Changes are due to 1) spatial realignment of the Forest Service and State road GIS layer to more accurately reflect on the ground conditions; 2) updates to the Lolo NF INFRA road database and the state Lake Marshall Wildlife Management Area GIS layer, also to more accurately reflect on the ground conditions; and 3) one small parcel is now National Forest System (NFS) land. It should be noted that these changes also affected secure core, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value will be **25%** and TMRD value will be **50%**.

RTSN Rattlesnake. TMRD increased from 11% to 13%, and secure core increased from 81% to 85%. 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 Confederated Salish & Kootenai Tribal database, which was not incorporated back in 2019; 2) spatial realignments to the road GIS layer to more accurately reflect on the ground conditions; and 3) two parcels are now National Forest System land along with the roads within those parcels. No changes were made to road management. This is an update to the baseline, and as of 2021, TMRD value will be **13%** and secure core value will be **85%**.

SUBW West Fork Beaver. Secure core decreased from 79% to 78%. Change is due to updates in the road spatial layer on the Sun River WMA. No changes were made to road management. It should be noted that the road updates also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, secure core value is **78%**.

SEGL Divide Mountain. OMRD decreased from 39% to 40%, and secure core increased from 53% to 56%. Changes are due to several land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and vice versa. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value will be **40%**, and secure core value will be **56%**.

SEGL Midvale. TMRD increased from 5% to 6%. Changes are due to land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and vice versa. Road management did not change. It should be noted that the ownership changes also affected OMRD and secure core, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, TMRD value will be **6%**.

SEGL Spot Mtn. Secure core increased from 67% to 68%. Changes are due to land ownership changes on the Blackfeet Indian Reservation, land from tribal to private and vice versa. Road management did not change. It should be noted that the ownership changes also affected OMRD and TMRD, but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, secure core value will be **68%**.

STRV Lazy Creek. OMRD increased from 49% to 50%, TMRD increased from 80% to 81%. Changes are due to 1) updates the Montana Department of Natural Resources and Conservation (DNRC) database to more accurately reflect conditions on the ground; 2) three (3) new DNRC closed yearlong roads and five (5) new private roads; and 3) minor spatial re-alignments of Forest Service roads to more accurately reflect conditions on the ground. This is an update to the baseline, and as of 2021, OMRD value will be **50%** and TMRD value will be **81%**.

STRV Upper Whitefish. OMRD increased from 34% to 36%. 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 2021, OMRD value will be **36%**.

SLVN Kah Soldier. TMRD decreased from 20% to 19%. Change is due to a few minor 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. The percentage changes were all under 0.10%. This is an update to the baseline, and as of 2021, TMRD value is **19%**.

UMFF Tranquil Geifer. Secure core decreased from 90% to 89%. Change is due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground as well as new private roads that have been added to the database. 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 2021, secure core value is **89%**.

UNFF Coal & South Coal. TMRD increased from 19% to 20%. Change is due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground. 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 2021, TMRD value is **20%**.

UNFF Frozen Lake. TMRD increased from 4% to 5%. Change is due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground. 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 2021, TMRD value is **5%**.

UNFF Hay Creek. OMRD increased from 24% to 25% and TMRD decreased from 13% to 12%. Changes are due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground. While this affects OMRD, TMRD, and secure core, only OMRD and TMRD have a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value is **25%** and TMRD value is **12%**.

UNFF Ketchikan. Secure core decreased from 73% to 72%. Changes are due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground as well as existing private roads were added to the database. 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 2021, secure core value is **72%**.

UNFF Kintla Creek. TMRD increased from 0% to 1% (0.48 to 0.52). Change is due to road re-alignments and updates on adjacent subunits. Those changes were made to more accurately reflect conditions on the ground and not a change in road management. While this affects OMRD, TMRD, and secure core, only OMRD and secure core have a whole percentage change. This is an update to the baseline, and as of 2021, TMRD value is **1%**.

UNFF Lower Whale. Secure core decreased from 50% to 49%. Changes are due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground as well as existing private roads were added to the database. 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 2021, secure core value is **49%**.

UNFF State Coal Cyclone. TMRD decreased from 25% to 22%. Change is due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground as well as updates in road management for DNRC roads. 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 2021, TMRD is **22%**.

UNFF Upper Trail. TMRD increased from 4% to 5%. Changes are due to spatial re-alignments of the road layer to more accurately reflect conditions on the ground. 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 2021, TMRD value is **5%**.

USFF Swan. OMRD decreased from 32% to 31%, TMRD increased from 19% to 20% and secure core decreased from 54% to 53%. Change is due to 1) partial implementation of Rice Ridge Salvage project (2018); 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 2021, OMRD value is **31%**, TMRD value is **20%** and secure core value is **53%**.

## 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 <sup>1</sup>	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	Cedar Teakettle	FNF-GVRD	December 1 through April 14	0
LNFF	Werner Creek	FNF-Glacier View RD	December 1 through April 14	27
<i>Skyland/Challenge Area</i>				
UMFF	Skyland Challenge	FNF-Hungry Horse RD	December 1 through May 14	6,401
UMFF	Tranquil Geifer	FNF-Hungry Horse RD	December 1 through May 14	1,355
<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	7,418
HGHS	Peters Ridge	FNF-HHRD & FNF-SLRD	December 1 through May 31	0
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

<sup>1</sup> – While the season will not start earlier than December 1<sup>st</sup>, 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](mailto:kathy.ake@usda.gov)  
406-758-5358

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

