

# 2023 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 2023, 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 2023 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 2021 monitoring report, all of the baseline value changes for 2023 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 2023 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 2021			Values as of 2023		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BATM	Badger	HLCNF-Rocky Mtn Front RD	0	0	72	0	0	<b>73</b>
BATM	Heart Butte	HLCNF-Rocky Mtn Front RD	1	0	59	1	0	59
BATM	Two Medicine	HLCNF-Rocky Mtn Front RD	2	1	76	2	1	76
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 2021			Values as of 2023		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
BGSM	Buck Holland	FNF-Swan Lake RD	24	45	47	24	45	47
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	41	18 (20)	53	42
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	91
BITE	Teton	HLCNF-Rocky Mtn Front RD	11	5	72	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	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	52	32
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	1	0	84	1	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	18	30	46	18
HGHS	Doris Lost Johnny	FNF-Hungry Horse RD	59	20	35	59	20	35
HGHS	Emery Firefighter	FNF-Hungry Horse RD	19	19 (20)	68	19	19 (19)	69
HGHS	Peters Ridge	FNF-HHRD & SLRD	52	26	34	53	26	33
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	65
LMFF	Dickey Java	FNF-Hungry Horse RD	8	0	86	8	0	86
LMFF	Lincoln Harrison	Glacier NP	0	0	98	0	0	98

BMU	Subunit Name	Principal Agency	Baseline as of 2021			Values as of 2023		
			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	7	3	84	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	31	50	18	31	50
LNFF	Cedar Teakettle	FNF-Glacier View RD	35	35	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	30	55	26	30	<b>56</b>	<b>25</b>
MSRG	Crow	Flathead IR	7	4	92	7	4	<b>91</b>
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	63
MSRG	Piper Creek	FNF-SLRD & DNRC	19	44	55	<b>18</b>	44	55
MSRG	Porcupine Woodward	FNF-SLRD & DNRC	31	77	16	<b>30</b>	<b>78</b>	<b>15</b>
MSRG	Post Creek	Flathead IR	13	8	86	<b>14</b>	8	<b>85</b>
MSRG	Saint Marys	Flathead IR	5	3	94	5	3	94
MLFK	Alice Creek	HLCNF-Lincoln RD	11 (11)	11 (13)	74 (73)	11 (11)	11 (13)	74 (73)
MLFK	Arrastra Mountain	HLCNF-Lincoln RD	15 (15)	15 (17)	76 (76)	15 (15)	15 (17)	76 (76)
MLFK	Monture	LNF-Seeley Lake RD	0	0	99	0	0	99
MLFK	Mor-Dun	LNF-Seeley Lake RD	15 (15)	8 (10)	80 (79)	15 (15)	8 (10)	<b>80 (78)</b>
MLFK	N-Scapegt	LNF-Seeley Lake RD	0	0	100	0	0	100
MLFK	Red Mountain	HLCNF-Lincoln RD	18 (18)	17 (18)	70 (70)	18 (18)	17 (18)	70 (70)

BMU	Subunit Name	Principal Agency	Baseline as of 2021			Values as of 2023		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
MLFK	S-Scapegt	LNF-Seeley Lake RD	12	15 (16)	75	12	15 (16)	75
MULK	Krinklehorn	KNF-Fortine RD	22	14	75	22	14	75
MULK	Therriault	KNF-Fortine RD	26	12	70	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	68	24	15	68
NEGL	Chief Mtn	Glacier NP & Blackfeet IR	27	10	55	26	10	56
NEGL	Poia Duck	Glacier NP & Blackfeet IR	27	10	64	27	9	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	25	50	37	24	49	35
RTSN	Rattlesnake	LNF-Missoula RD	6	13	85	6	12	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	HLCNF-Rocky Mtn Front RD	17	5	78	18	6	78
SEGL	Divide Mtn	Glacier NP & Blackfeet IR	40	26	56	39	26	57
SEGL	Midvale	Glacier NP & Blackfeet IR	11	6	83	12	6	81
SEGL	Spot Mtn	Glacier NP & Blackfeet IR	16	4	68	16	4	67
STRV	Lazy Creek	DNRC	50	81	6	50	80	6
STRV	Stryker	DNRC	36	34	48	37	35	47
STRV	Upper Whitefish	DNRC	36	56	48	36	56	46
SLVN	Ball Branch	FNF-Spotted Bear RD	8	12	84	7	12	84
SLVN	Jewel Basin Graves	FNF-Hungry Horse RD	20	19	75	20	19	75
SLVN	Kah Soldier	FNF-Spotted Bear RD	19	19	68	19	19	68
SLVN	Logan Dry Park	FNF-HHRD & FNF-SBRD	30	35 (36)	54 (51)	30	35 (36)	54(52)
SLVN	Lower Twin	FNF-Spotted Bear RD	9	2	92	9	2	92
SLVN	Noisy Red Owl	FNF-Swan Lake RD	20	14	59	23	18	57
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 2021			Values as of 2023		
			OMRD	TMRD	CORE	OMRD	TMRD	CORE
TESR	Deep Creek	HLCNF-Rocky Mtn Front RD	10	3	67	9	3	67
TESR	Pine Butte	HLCNF-Rocky Mtn Front RD	8	2	64	10	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	89	0	2	89
UNFF	Bowman Creek	Glacier NP	6	0	93	6	0	93
UNFF	Coal & South Coal	FNF-Glacier View RD	15	20	73	15	19	73
UNFF	Ford Akokala	Glacier NP	7	1	93	7	1	93
UNFF	Frozen Lake	FNF-Glacier View RD	10	5	86	10	5	86
UNFF	Hay Creek	FNF-Glacier View RD	25	12	55	25	12	55
UNFF	Ketchikan	FNF-Glacier View RD	14	3	72	14	3	72
UNFF	Kintla Creek	Glacier NP	3	1	96	3	1	96
UNFF	Logging Creek	Glacier NP	4	0	94	4	0	94
UNFF	Lower Whale	FNF-Glacier View RD	36	17	49	36	18	50
UNFF	Quartz Creek	Glacier NP	4	0	93	4	0	91
UNFF	Red Meadow Moose	FNF-Glacier View RD	24 (25)	17	68	24 (25)	17	68
UNFF	State Coal Cyclone	FNF-GVRD & DNRC	29	22	59	29	23	59
UNFF	Upper Trail	FNF-Glacier View RD	14	5	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	31	20	53	31	18	53
USFF	Youngs Creek	FNF-Spotted Bear RD	0	0	100	0	0	100

## Changes for 2023 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 increased from 72% to 73%. 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. 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 2023, secure core value is **73%**.

BGSM Meadow Smith. Secure core increased from 41% to 42%. The change is due to slight variations in the ownership layer which led to a less than 0.1% changed and rounded down to the closest whole number. This is an update to the baseline, and as of 2023, secure core value is **23%**.

BITE Birch. Secure core decreased from 92% to 91%. The change is due to slight variations in the ownership layer which led to a less than 0.1% changed and rounded down to the closest whole number. This is an update to the baseline, and as of 2023, secure core value is **91%**.

BITE Teton. Secure core decreased from 72% to 71%. Change is due to road realignment and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, secure core value is **71%**.

BNKR South Fork Lost Soup. TMRD increased from 49% to 52% and secure core decreased from 34% to 32%. Change is due to an addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, TMRD value is **52%** and secure core value is 32%.

DELK Falls Creek. Secure core increased from 84% to 85%. 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. 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 2023, secure core value is **85%**.

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 69% and is

exceeding the secure core baseline value. Change is due to the implementation of the Firefighter project in consultation with USFWS. TMRD decreased from 20% to 19% and secure core increased from 68% to 69%.

HGHS Peters Ridge. OMRD increased from 52% to 53% and secure core decreased from 34% to 33%. Change is due to road realignment, management, roads added on state land, and private roads added in INFRA. This is an update to the baseline, and as of 2023, OMRD is **53%** and secure core value is **33%**.

HGHS Wounded Buck Clayton. Secure core decreased from 66% to 65%. Change is due to changes INFRA to roads management. This is an update to the baseline, and as of 2023, secure core value is **65%**.

MSRG Crane Mtn. TMRD increased from 55% to 56% and secure core decreased from 26% to 23%. Change is due to road realignment and addition of multiple private roads. This is an update to the baseline, and as of 2023, TMRD value is **55%**, secure core is **23%**.

MSRG Crow. Secure core decreased from 92% to 91%. Change is due to an addition of roads in the Confederated Salish & Kootenai Tribe lands dataset. This is an update to the baseline, and as of 2023, secure core value is **91%**.

MSRG Piper Creek. OMRD decreased from 19% to 18%. Change is due to management updates in state lands roads data. This is an update to the baseline, and as of 2023, OMRD value is **18%**.

MSRG Porcupine Woodward. OMRD decreased from 31% to 30%, TMRD increased from 77% to 78%, and secure core increased from 16% to 15%. Change is due to road realignment, management, and addition of multiple roads in the state lands data set. Ownership parcel also changed from tribal to private land. This is an update to the baseline, and as of 2023, OMRD value is **30%**, TMRD value is **78%**, and secure core value is **15%**.

MSRG Post Creek. OMRD increased from 13% to 14% and secure core decreased from 86% to 85%. Change is due to an addition of roads in the Confederated Salish & Kootenai Tribe lands dataset as well as land exchanges. This is an update to the baseline, and as of 2023, OMRD value is **13%** and secure core value is **85%**.

MLFK Mor-Dun. From the Centerhorse decision (2020), the baseline should have been reported as 15% OMRD, 8% TMRD, and 80% secure core. From 2021 to 2023 TMRD increased from 10% to 12% and secure core decreased from 79% to 78%. Changes are due to updates to the Lolo NF INFRA road database. 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%.



NEGL Chief Mountain. OMRD decreased from 27% to 26% and secure core increased from 55% to 56%. 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. This is an update to the baseline, and as of 2023, OMRD value is **26%** and secure core value is **56%**.

NEGL Poia Duck. TMRD decreased from 10% to 9%. 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 2023, TMRD value is **9%**.

RTSN Mission. OMRD decreased from 25% to 24%, TMRD decreased from 50% to 49%, and secure core decreased from 37% to 35%. Changes are due to updates to the Lolo NF INFRA road database. This is an update to the baseline, and as of 2023, OMRD value will be **24%**, TMRD value will be **49%**, and secure core will be **35%**.

RTSN Rattlesnake. TMRD decreased from 13% to 12%. Changes are due to updates to the database to more accurately reflect conditions on the ground from the Lolo NF INFRA database. This is an update to the baseline, and as of 2023, TMRD value will be **12%**.

SUBW West Fork Beaver. OMRD increased from 17% to 18% and TMRD increased from 5% to 6%. Change is due to road realignment and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, OMRD value is **18%**.

SEGL Divide Mountain. OMRD decreased from 40% to 39%, and secure core increased from 56% to 57%. 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 TMRD but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value is **39%**, and secure core value will be **57%**.

SEGL Midvale. OMRD increased from 11% to 12% and secure core decreased from 83% to 81%. 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 TMRD but did not result in a whole percentage change. This is an update to the baseline, and as of 2021, OMRD value is **12%** and secure core is **81%**.

SEGL Spot Mtn. Secure core decreased from 68% to 67%. 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 is **67%**.

STRV Lazy Creek. TMRD decreased from 81% to 80%. Change is due to road realignment, management, and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, TMRD value is **80%**.

STRV Stryker. OMRD increased from 36% to 37%, TMRD increased from 34% to 35%, and secure core decreased from 48% to 47%. Change is due to road realignment, management, and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, TMRD value is **35%**, secure core is **47%**.

STRV Upper Whitefish. Secure core decreased from 48% to 46%. Change is due to road realignment, management, and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, secure core is **46%**.

SLVN Ball Branch. OMRD decreased from 8% to 7%. Change is due to technological shift in dataset during data processing. No changes were made to road management. This is an update to the baseline, and as of 2023, OMRD is **7%**.

SLVN Logan Dry Park. Secure core increased from 51% to 52%. Change is due to road management updates. This is an update to the baseline, and as of 2023, secure core is **52%**.

SLVN Red Owl. OMRD increased from 20% to 23%, TMRD increased from 14% to 18%, and secure core decreased from 59% to 57%. Change is due to road realignment, management, and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, TMRD is **23%**, OMRD is **18%**, and secure core is **57%**.

TESR Deep Creek. OMRD increased from 10% to 11%. Change is due to slight spatial realignment. Road management did not change. This is an update to the baseline, and as of 2023, OMRD value is **11%**.

TESR Pine Butte. OMRD increased from 8% to 10%. Change is due to road realignment and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, OMRD value is **11%**.

UNFF Lower Whale. TMRD increased from 17% to 18% and secure core increased from 49% to 50%. Change is due to road realignment and addition of multiple roads in the state lands data set. This is an update to the baseline, and as of 2023, TMRD value is **18%** and secure core is **50%**.

UNFF Quartz Creek. Secure core decreased from 93% to 91%. Change is due to the addition of a private road to the GNP database. This is an update to the baseline, and as of 2023, secure core is **91%**.

UNFF State Coal Cyclone. TMRD increased from 22% to 23%. Change is due to addition of road in the state lands data set. This is an update to the baseline, and as of 2023, TMRD value will be **23%**.

USFF Swan. TMRD decreased from 20% to 18%. Changes are due to updates to the Lolo NF INFRA road database. This is an update to the baseline, and as of 2023, TMRD value will be **18%**.

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

