

SELKIRK / CABINET-YAAK GRIZZLY BEAR RECOVERY ZONES  
2024 BEAR YEAR ANNUAL MONITORING SUMMARY REPORT  
Idaho Panhandle National Forests  
July 7, 2025

## I. Introduction

In 2011 the U. S. Fish and Wildlife Service issued their Biological Opinion for the Grizzly Bear Motorized Access Management Amendments (“Access Amendment”) to the Kootenai, Idaho Panhandle, and Lolo National Forest Plans (USFWS 2011). This required the Forest Service to report annually on their progress made towards achieving access management standards for the Selkirk and Cabinet-Yaak Recovery Zones (“SRZ” and “CYRZ”, respectively). These standards include open and total motorized route densities (OMRD & TMRD), and core areas for each bear management unit (BMU) in the two recovery zones. There are also standards for allowable administrative use of restricted access (gated) roads, and road closure monitoring efforts. Lastly, the Forest Service was to meet annually with other agency biologists to update the Bears Outside of Recovery Zones (BORZ) database. The Idaho Panhandle National Forests (IPNF) incorporated and retained direction established in the Access Amendment within their revised Forest Plan decision (USFS 2015). The USFWS issued a BO (USFWS 2013) for the revised Forest Plan that superseded the 2011 BO, although the reporting requirements remained largely the same.

In 2020, the IPNF reinitiated consultation on their Forest Plan with the USFWS issuing an updated BO for the IPNF, which superseded and replaced the grizzly bear chapter of the 2013 BO. In 2022, FWS issued an amended version of the 2020 BO (USFWS 2022). Among the changes from the 2013 BO, FWS: 1) removed inclusion of unauthorized/illegal motorized access in the bear year metric calculations (although still requiring the IPNF to report such use and documented response), 2) established new updated baselines for BORZ areas, and 3) incorporated the metric of secure habitat calculation within BORZ areas to more adequately represent the potential effects related to motorized access.

Reporting and Monitoring Requirements from the 2022 BO, and where they are addressed in this report **[bold text]**, are as follows:

- In relation to the first surrogate measure of incidental take of grizzly bears and Reasonable and Prudent Measure #1, an up-to-date description of wheeled motorized access conditions (OMRD, TMRD, and Core) in the SRZ and CYRZ BMUs on the IPNF shall be provided. The report shall describe permanent conditions, as well as any temporary variations related to projects that have undergone separate consultation and were being implemented in the reported Bear Year. **[Section II.A., Appendix A]**
- In relation to the second surrogate measure of incidental take, an ongoing list shall be provided that details the location, date, duration, and circumstances for invoking the allowance for entering Core habitat for the purposes of road decommissioning or stabilizations in any BMU on the IPNF. **[Section II.B.]**

- In relation to the third surrogate measure of incidental take, an up-to-date description of the number of acres of secure habitat present in each BORZ shall be provided. The report shall describe permanent conditions, as well as any temporary variations related to projects that have undergone separate consultation and were being implemented in the reported Bear Year. **[Section III.A., Appendix B]**
- In relation to the fourth surrogate measure of incidental take, an ongoing list shall be provided that describes the location and amount of secure habitat in BORZ reduced as a result of permanent access changes for circumstances in which the USFS lacks discretion (e.g., ANILCA, RS2477). **[Section III.B., table 9]**
- In relation to the fifth surrogate measure of incidental take, an up-to-date description shall be provided of any changes in the number of acres subject to late season over- the-snow use that overlaps grizzly bear denning habitat in the SRZ and CYRZ on the IPNF. **[Section IV.A.]**
- In relation to the sixth surrogate measures of incidental take, an up-to-date description shall be provided of any changes in the amount of groomed or ungroomed trails providing over-the-snow use in any BORZ on the IPNF. **[Section IV.B.]**
- In relation to Reasonable and Prudent Measure #1 & 2, a list shall be provided of any gates, barriers, or other closure devices (whether in BMUs or BORZ) that were found to be ineffective at managing wheeled motorized access, any unauthorized creation of additional routes that were discovered, and the IPNF's response to remedy the situation. **[Appendix C]**
- In relation to surrogate measures 3 and 6, the IPNF shall coordinate with State and Federal agency biologists to report credible grizzly bear observations that occur outside of the Recovery Zone boundaries so that this information can be added to the database used to update BORZ areas. **[Section III.A.]**

Additionally, while the 2022 BO no longer requires annual reporting of linear road miles in BORZ areas, this remains an IPNF reporting requirement under the 2015 revised Forest Plan. Since the Forest typically does not report Forest Plan monitoring on an annual basis, we will continue to track linear road miles in this report. **[Section III.C.]**

## II. BMUs and Metrics on the Idaho Panhandle

Each BMU wholly or partially administered by the IPNF has individual standards for core, open, and total motorized route densities. Roads as defined by IGBC (1998) are >500 feet long and are reasonably and prudently drivable with a conventional passenger car or pickup. Motorized trails are routes not reasonably and prudently drivable with a conventional passenger car or pickup, but are used by 4-wheelers, 4-wheel drive vehicles and motorized trail bikes as identified on the Motor Vehicle Use Map (MVUM). On the IPNF, railroad tracks are included in the metric calculations within BMUs as a motorized route.

### Core Area

Roads, motorized trails, and high-use non-motorized trails in or immediately adjacent to (within 500 m of) a BMU are included in core calculations across all lands (all ownerships) in each BMU. Routes considered in the core model are legally restricted (gated) during the active bear year (IGBC code 2), open year round or seasonally during the active bear year (code 4), open motorized trail during the active bear year (code 5), high use non-motorized trail (code 8), and railroad tracks (additional code 10).

Buffer distance from motorized routes is 500 meters (0.31 miles). In the past, the IPNF has also buffered high-use non-motorized trails from core by 500 meters, although it is questionable if this is an appropriate buffer distance given the lack of research data supporting it. Motorized use of routes (including administrative use) does not occur within a core area during the active bear year. There is no minimum sized polygon for core calculations. A minimum percent of each BMU should provide core habitat as defined by the individual BMU standard.

## OMRD & TMRD

Access route density for Open Motorized Route Density (OMRD) and Total Motorized Route Density (TMRD) is calculated on a BMU basis using moving window analysis. Route density calculations consider all routes and motorized trails regardless of ownership/jurisdiction. The routes (in vector format) are converted into raster for the analysis. To account for any change in length calculations due to the conversion, a correction factor is calculated based on the length of routes in vector divided by the length of routes in raster. Wakkinen and Kasworm (1997) identified a correction factor of 0.805 for the Selkirk and Cabinet-Yaak ecosystems.

To determine a moving window density, motorized routes were buffered to create density contour maps based on the chosen set pixel size (the IPNF uses 30-meter pixel size, consistent with that used by Wakkinen and Kasworm, 1997). Effective road density around each pixel was determined by calculating amounts of routes within a set window distance (900 m, or one square mile) around each pixel. Road densities are mapped using the following categories: 0 mi./sq. mi., > 0 - 1 mi./sq. mi., >1 - 2 mi./sq. mi., >2 mi./sq. mi. Areas of high route densities (TMRD > 2 mi./sq. mi.; OMRD > 1mi./sq. mi.) should not exceed a maximum percentage of each BMU as defined by the individual BMU standard. For OMRD, the model considers routes with IGBC codes of 4, 5, and 10. For TMRD, the model considers routes coded as 2, 4, 5, and 10. Similar to core calculations, motorized routes within 900 m (radius of a one square mile circle) of a BMU are included in calculations.

### A. 2024 Access Parameter Status

Tables 1 and 2 summarize the habitat parameters related to motorized access routes within the two recovery zones for the 2024 active bear year (BY) for the IPNF. The **first surrogate** measure of incidental take of grizzly bears and Reasonable and Prudent Measure #1 from the 2022 BO requires that an up-to-date description of wheeled motorized access conditions (OMRD, TMRD, and Core) in the SE and CYE BMUs on the IPNF be provided. This report describes permanent conditions (“Post Bear Year”), as well as any temporary variations related to projects that have undergone separate consultation and were being implemented in the reported Bear Year (“Current Bear Year”).

#### Current Bear Year (temporary condition)

Metrics for the current bear year on-the-ground conditions include: any database updates or corrections documented during the current bear year; authorized federal actions associated with project implementation (temporary for the bear year or could result in permanent motorized access route changes as analyzed and approved through NEPA and ESA), administrative trip exceedances (project related work as analyzed and approved through NEPA and ESA or unplanned occurrences), emergency access such as for fire, and all similar activities not directly authorized by the NFS which affected motorized route status on IPNF (U.S. Customs and Border Patrol), state, corporate, and private lands.

See APPENDIX A for details of authorized activities on IPNF lands, activities on non-federal land, and other reasons for changes in the metrics from the previous bear year.

**Post-Bear Year (permanent condition)**

These columns display the condition of each BMU in the absence of any project or other temporary activities and include the post-project condition for permanent changes implemented during that bear year. Temporary route changes from activities during the Current Bear Year (i.e. restricted routes exceeding administrative use or used for emergency fire access or temporary project activity) are returned to their legal non-activity status. Project activities implemented during the current bear year that result in on-the-ground motorized access changes and improvements to bear metrics (route storage/decommissioning, gate or barrier installation, removal of drainage structures, etc.) are shown as completed and implemented. This more accurately reflects the “permanent” condition of BMUs than the current Bear Year conditions and responds to the original 2011 BO direction to report the progress toward meeting Forest Plan standards.

It should be noted that the Post-Bear Year condition is not necessarily the starting point for the existing condition of the following year. For example, a restricted road segment used for project activities (modeled as “open”) would be returned to restricted status for Post-Bear Year reporting, but may again be used in excess of administrative use limits the following year for continued project implementation. Similarly, temporary roads may be on the landscape for multiple years but are not included in Post-Bear Year calculations (they are not considered part of the permanent condition).

**BMU Metrics for the Cabinet-Yaak Recovery Zone**

*Table 1. Motorized access summary for IPNF BMUs in the Cabinet-Yaak Recovery Zone. Values in **Blue** represent existing BMU standards (USDA 2011), Current Bear Year represents motorized access conditions during 2024 bear year (BY) [April 1 through November 30], and Post-Bear Year represents permanent motorized access condition of BMU (see above for description). Values in **Red** indicate parameters not meeting standard.*

BMU	Forest Plan Standard			Current BY24 Condition			Post-BY24 Condition			% Federal Land	Priority
	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)		
13-Keno <sup>1</sup>	33	26	59	32	21	62	32	23	60	99+	1
14-NW Peak <sup>1</sup>	31	26	55	28	24	56	28	23	56	99+	1
18-Boulder	33	29	55	41	29	53	30	29	53	92	3
19-Grouse	59	55	37	54	50	38	53	50	38	54	3
20-North Lightning	35	20	61	35	17	65	35	17	65	94	1
21-Scotchman	34	26	62	34	25	65	34	25	65	81	2

<sup>1</sup> BMU shared with Kootenai National Forest

## BMU Metrics for the Selkirk Recovery Zone

Table 2. Motorized access summary for IPNF BMUs in the Selkirk Recovery Zone. Values in **Blue** represent existing BMU standards (USDA 2011), Current Bear Year represents motorized access conditions during 2024 bear year (BY) [April 1 through November 15], and Post-Bear Year represents permanent motorized access condition of BMU (see above for description). Values in **Red** indicate parameters not meeting standard.

BMU	Forest Plan Standard			Current BY24 Conditions			Post-BY24 Condition			% Federal Land	Priority
	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)		
Blue Grass	33	26	55	31	19	56	31	19	56	96	1
Long-Smith	25	15	67	24	15	71	24	15	71	92	1
Kalispell-Granite	33	26	55	30	24	55	30	24	55	96	1
Myrtle	33	24	56	30	23	60	29	22	60	85	2
Ball-Trout	20	13	69	17	11	72	17	11	72	94	2
Lakeshore	82	56	20	80	45	22	80	45	22	86	2
Salmo-Priest <sup>1</sup>	33	26	64	27	22	68	27	22	68	99	2
Sullivan-Hughes <sup>1</sup>	24	19	61	23	18	63	23	18	63	99	1

<sup>1</sup>BMU shared with Colville National Forest

### B. Administratively Entering core area blocks for road decommissioning or stabilization activities within the Recovery Zones

The Forest Service may affect underlying core area (i.e., any core habitat that is affected by the subject road and its buffer) within a BMU once per 10 year time frame, and not to exceed one bear year for the sole purpose of completing road decommissioning/stabilization activities on existing closed or barriered roads in core area habitat (USDA 2011), and as specified in the 2022 BO, as the **second surrogate** measure as a measure of the amount of take associated with displacement from core habitat. Tables 3 and 4 are designed to track ongoing locations, dates, duration, and circumstances for invoking the allowance for administrative project work entering core area for the purposes of road decommissioning or stabilizations on IPNF lands in the Recovery Zones.

As of Bear Year 2024, there have been no allowances taken for entering core area for the purposes of road decommissioning or stabilizations in either RZ on the IPNF.

Table 3. List of ongoing locations, dates, duration, and circumstances for invoking the allowance for entering core area for purposes of road decommissioning or stabilizations on the IPNF in the Cabinet-Yaak RZ.

BMU	Location	Date	Duration	Circumstances
	None taken			

Table 4. List of ongoing locations, dates, duration, and circumstances for invoking the allowance for entering core area for purposes of road decommissioning or stabilizations on the IPNF in the Selkirk RZ.

BMU	Location	Date	Duration	Circumstances
	None taken			

### C. Recovery Zone Motorized Closure Monitoring

A Design Element of the 2011 Motorized Access Amendment (incorporated into the 2015 revised Land Management Plan) requires the IPNF to monitor at least 30 percent of closure devices (gates and barriers) annually within the respective grizzly bear ecosystems to ensure the effective implementation of the habitat management standards. This monitoring commitment was carried forward in the reinitiated consultation on the access management portion of the IPNF Plan (USFWS 2022). The Forest Service monitors closed roads in the recovery zones as time and budgets allow. Agency personnel attempt to repair or replace any vandalized gates and locks as soon as possible. Where closure devices have been driven around, steps are taken to block this illegal access as soon as possible using boulders, earthen berms, cement posts, plantings, root wads, or other means. Table 5 displays the numbers of gated and barriered routes that were monitored, percent devices monitored, and number of routes with unauthorized motorized access (“breaches”) in recovery zones during the 2024 bear year. The information in these tables reflect a single entry for monitoring for each closure, although most gates were visited numerous times during the season. Most barriers within recovery zones are not regularly monitored because the roads they access are not currently drivable (even by ATVs) and have not been for a number of years. Monitoring results for closures with unauthorized use or repairs within recovery zones are described in APPENDIX C, table 20. Routes were considered barriered if an earth berm, boulders, or vegetation existed which made the route impassible to motorized access.

*Table 5. Summary of restricted and closed (bermed or barriered) route monitoring on the IPNF in 2024. Data on file at the district offices.*

Grizzly Bear Recovery Zone	Closure Type	2024			
		Number of Closure Devices	Total Number Monitored	Percent Monitored	Total Number Breaches Detected
Selkirk	Gate	71	61	86	9
	Barrier/guardrail	62	6	6	0
	<b>Total</b>	<b>133</b>	<b>67</b>	<b>50</b>	<b>9</b>
Cabinet-Yaak	Gate	42	40	95	8
	Barrier/guardrail	54	5	9	0
	<b>Total</b>	<b>96</b>	<b>45</b>	<b>47</b>	<b>8</b>

In addition to the 30 percent monitoring in Recovery Zones, Reasonable and Prudent Measure #1 for the 2022 BO requires that annually a list shall be provided of any gates, barriers, or other closure devices that were found to be ineffective at managing wheeled motorized access, as well as any unauthorized creation of additional (motorized) routes that were discovered and the IPNF’s response to remedy the situation. APPENDIX C, table 20 summarizes the current bear year documented temporary unauthorized motorized access on existing routes and user created routes on NFS lands within the IPNF recovery zones.

### III. Bears Outside Recovery Zones (BORZ)

Seven discrete areas of recurring grizzly bear use within proximity to the Selkirk and Cabinet-Yaak Recovery Zones were identified by Allen (2011), three of which are on the IPNF. These areas are referred to as Bears Outside Recovery Zone (BORZ) areas. The Motorized Access Amendment requires the Forests to ensure no permanent increases in the total linear miles of “open roads” or “total roads” above baseline conditions on National Forest System (NFS) lands in any individual BORZ area, except in cases where the Forest Service lacks discretion to prevent road building across NFS lands due to legal or other obligations (USFS 2011; USFWS 2011). Any permanent increases in linear miles of open or total roads must be compensated for with in-kind reductions concurrently or prior to such increases. In the 2022 BO on reconsultation of the IPNF Forest Plan, FWS established new updated baselines for BORZ areas, incorporated the metric of secure habitat calculation within BORZ areas to more adequately represent the potential effects related to motorized access, and subsequently removed measures of linear road miles from annual reporting requirements.

#### A. New BORZ and BORZ expansions/reductions

This section clarifies and describes any expansions made to BORZ areas beginning BY22 due to the following:

1. Expansion in acres and routes due to grizzly bear recurring use
2. Expansion or Reduction in acres or routes due to land exchanges
3. Increase in routes due to ANILCA access or other legal requirements

The Biological Assessment for the Consultation on the Idaho Panhandle NF LRMP for grizzly bears and the 2022 BO documented all BORZ expansions and updates to baseline acres and total and open linear miles of routes due to grizzly bear recurring use, expansion or reduction in acres or routes due to land exchanges, and any increases in routes due to ANILCA access, that occurred from 2011 through 2021.

There were no changes to BORZ metrics on the IPNF during BY24 due to land exchange or ANILCA.

Annual review of the available BORZ data on the IPNF with the USFWS will determine if any additional HUCs met the recurring use criteria (as defined by Allen (2011), Appendix A).

#### B. BORZ Secure Habitat

The 2022 BO states that research does not provide a threshold at which linear miles of roads in a given landscape impairs the feeding, breeding, and sheltering behavior of grizzly bears. Instead, acres of secure habitat affected in the BORZ may be a better representation of the potential effects to grizzly bears related to motorized access than just linear miles of roads, as it provides a more accurate indication of the spatial mix of motorized routes on the landscape and the effects that road placement can have on the availability of secure habitat. Similar to restrictions on linear road miles in the 2011 BO, the 2022 BO allows for temporary reductions in secure habitat due to temporary road construction for forest management or emergency purposes. Management of temporary roads would continue as defined under the Access Amendment direction in that temporary roads will not be open to the public except under limited circumstances and will be made impassable when no longer needed for their intended purpose. To address the **third surrogate** measure of incidental take of grizzly bears related to motorized access, the IPNF is required to provide an up-to-date description of the number of acres of secure habitat present in each BORZ area. This report describes permanent conditions, as well as any temporary variations related to projects that have undergone separate consultation and were being implemented in the reported Bear Year.

The 2022 BO also allows for permanent reductions in secure habitat due to land exchanges, database corrections, and motorized use on new or existing routes where the Forest Service lacks discretion to prevent access due to legal or other obligations. The first two exceptions would not result in on-the-ground changes to motorized condition (although potential reduction of secure habitat due to land exchange would be addressed in project-level consultation), while the third would. FWS anticipates that up to two percent of secure habitat per individual BORZ area could be permanently lost due to road construction required to meet legal obligations. As the **fourth surrogate** measure of incidental take, the IPNF must provide an ongoing list that describes the location and amount of secure habitat in BORZ areas reduced as a result of permanent access changes for circumstances in which the USFS lacks discretion.

Table 6 displays the secure habitat baseline, temporary condition of secure habitat during the 2024 Bear Year, and permanent condition going forward for each BORZ area on the IPNF. Table 7 tracks changes to the *baseline* secure habitat in BORZ areas on the IPNF (the baseline was reset through the 2022 BO) to demonstrate how the baseline value in table 6 was derived. Table 8 provides further detail for the number of acres of secure habitat during the 2024 Bear Year, along with any temporary reductions and permanent increases in these areas (the last two columns in table 6). Table 9 cumulatively tracks permanent reductions in secure habitat due to ANILCA claims or other non-discretionary IPNF activities (as of bear year 2024, there have been no such reductions on the Forest). APPENDIX B provides specific details of changes occurring during the 2024 Bear Year.

There were no temporary or permanent changes to secure habitat in the **Priest Lake BORZ** area in 2024.

Ongoing activities in the **Pack River BORZ** from SnoLo timber sale temporarily reduced secure habitat by 88 acres. Further details are provided in APPENDIX B.

Database corrections in 2024 to the **Mission-Moyie BORZ** include a revised 15 acre habitat gain vs the 18 acres reported in the 2023 report after a more carefully measured assessment.

Ongoing activities from Kreist, Hellroaring, Deer Stew, Camp Stew, and Robin Hood timber sales include a perm secure habitat gain of 3 acres (however the final figure for PBY24 condition will be the same as last year’s report because of mis-reported 18 acres). A decrease of total roads in Hellroaring restored 186 acres of secure habitat. Camp Stew timber sales temporarily reduced secure habitat by 364 acres and Robin Hood timber sales temporarily reduced secure habitat by 210 acres- (table 8). Further details are provided in APPENDIX B.

*Table 6. Conditions of secure habitat in Bears Outside Recovery Zone (BORZ) areas on the IPNF (IPNF LRMP BO, FWS 2022) displayed with BY24 and Post-BY24 Secure Habitat conditions.*

Bears Outside Recovery Zone	Recovery Zone	Total Size (Acres)	National Forest System Lands			
			Total Area (acres)	Secure Habitat 2022 baseline updated (acres/percent) <sup>1</sup>	Secure Habitat BY24 (acres/percent) <sup>2,4</sup>	Secure Habitat Post-BY24 (acres/percent) <sup>3,4</sup>
Priest Lake	Selkirk	90,148	85,208	13,167/15.5	13,167/15.5	13,167/15.5
Pack River	Selkirk	44,587	38,700	13,546/35.0	13,546/35.0	13,546/35.0
Mission-Moyie	Cabinet-Yaak	107,517	90,806	12,289/13.5	11,767/13.0	12,346/13.6

<sup>1</sup> As corrected in table 7.

<sup>2</sup> Condition of BORZ area including secure habitat decreases from temporary project activities.

<sup>3</sup> Condition of BORZ area with permanent changes implemented during the Bear Year.

<sup>4</sup> See Table 8 for details.

*Table 7. Idaho Panhandle NF BORZ baseline security, as adjusted.*

BORZ	BORZ Total NFS Acres	Secure Habitat 2022 baseline updated (acres) <sup>1</sup>	BY24 Database Updates or BORZ Change (acres) <sup>2</sup>	BY24 Anilca Change (acres) <sup>3</sup>	<b>BY24 Updated Baseline (acres)</b>
Priest Lake	85,208	13,167	0	0	13,167
Pack River	38,700	13,546	0	0	13,546
Mission Moyie	90,633	12,289	0	0	12,289

<sup>1</sup> As corrected in 2022 Biological Opinion and updated in 2022 Bear Year Monitoring Report table 7.

<sup>2</sup> Permanent changes in secure habitat due to correction to status of motorized routes determined to have existed on the ground at the time of the 2011 Access Amendments were signed or due to BORZ re-delineation (expansion) or land exchange (no on-the-ground changes).

<sup>3</sup> Permanent changes in secure habitat due to non-discretionary actions (road construction for ANILCA access, etc) or short reroute/relocation of closure.

*Table 8. Idaho Panhandle BORZ 2024 Secure Habitat condition, temporary project impacts, permanent changes, and Post-BY conditions.*

BORZ	<b>Post-BY22 Security (acres - excluding temporary routes)<sup>1</sup></b>	BY24 Project Level temporary changes (acres +/-) <sup>2</sup>	BY24 temp security (acres) <sup>3</sup>	Project level perm changes (acres) <sup>4</sup>	Post-BY24 Condition (acres) <sup>5</sup>
Priest Lake	13,167	0	0	0	13,167
Pack River	13,546	-88	13,458	0	13,546
Mission Moyie	12,341 <sup>6</sup>	-574	11,767	+5	12,346

<sup>1</sup> As reported in 2022 Bear Year Monitoring report.

<sup>2</sup> Current BY secure habitat affected by temporary project routes (no public use) as reported in Appendix B, table 18 "Ongoing Activities."

<sup>3</sup> Current BY secure habitat from authorized activities (temporary and all active discretionary forest activities) with updated condition.

<sup>4</sup> Current BY permanent changes to secure habitat resulting from IPNF discretionary activities.

<sup>5</sup> Permanent condition of BORZ area absent temporary project activities.

<sup>6</sup> This number was incorrectly reported in 2024 (BY 2023) monitoring report. 15 acres of secure habitat gained by permanent change was mistakenly reported as 18 acres.

Table 9. Permanent reduction in Secure habitat due to factors outside FS discretion (ANILCA).

BORZ	Secure Habitat 2022 Baseline (Acres)	Exempted Loss of Secure Habitat Allowed (2%)	Year Exemption Taken	Location	Change in Secure habitat acres eligible for exemption	Total acres & percent of exemptions
<i>Single entry every time exemption is used. Rows only get added, (running total)</i>	<i>Secure habitat adjusted to incorporate ANILCA</i>	<i>Acres may change as database corrections occur, but generally stays constant</i>		<i>Rough description of location of loss (drainage/road /legal or other)</i>	<i>Acres secure habitat removed from this year (or multiple entries each occurrence)</i>	<i>Running total of exempted acres (&amp; %) for that BORZ. Added to each occurrence</i>
none						

### C. BORZ Linear Road Miles

As discussed above, the baseline condition for linear miles of motorized routes was established in the 2011 BO and updated in the 2022 BO. As with secure habitat, temporary and permanent increases in linear road miles are allowed only under certain conditions. The 2022 BO no longer requires annual reporting of linear road miles to FWS. However, linear road miles in BORZ areas remain a reporting requirement under the 2015 Revised IPNF Forest Plan. Since the Forest typically does not report Forest Plan monitoring on an annual basis, we will continue to track linear road miles in this report.

There were no changes (temporary or permanent) to linear road miles in the **Priest Lake BORZ** area in 2024.

Decrease of 2.4 miles of total roads and decrease of .8 miles of open roads in the **Pack River BORZ** area in 2024. Because of database corrections the new baseline and PBY24 condition is 61.3 total road miles and 57.2 open road miles (table 10) Further details are provided in APPENDIX B.

Ongoing activities in the **Mission-Moyie BORZ** area resulted in a temporary increase of 5 total road miles and 574 acres of temporary secure habitat loss. Additionally, there was a permanent reduction of 1.4 open/total road miles in this BORZ per Kreist decision. – Due to this there was a gain of 5 acres of secure habitat.

Table 3. Baseline conditions of motorized access in Bears Outside Recovery Zone (BORZ) on the IPNF (2022 BO table 10) displayed with BY24 temporary changes and Post-BY24 permanent changes.

Bears Outside Recovery Zone	National Forest System Lands					
	Total Routes (miles)			Open Routes (miles)		
	Baseline <sup>1</sup>	BY24 <sup>2</sup>	Post-BY24 <sup>3</sup>	Baseline <sup>1</sup>	BY24 <sup>2</sup>	Post-BY24 <sup>3</sup>
Priest Lake	357.3	357.3	357.3	353.7	353.7	353.7
Pack River	63.7	63.2	61.3	58.0	59.6	57.2
Mission-Moyie	368.8	361.7	355.3	335.3	325.1	323.7

<sup>1</sup>As corrected in table 11.

<sup>2</sup>Includes temporary increases to road miles due to project activities and emergency use.

<sup>3</sup>Includes permanent decreases to road miles from road storage/decommissioning and closure placement.

Table 4. BORZ Baseline, as adjusted, in linear miles of motorized routes on Idaho Panhandle NF lands.

BORZ	2023 Baseline updated (miles) <sup>1</sup>		BY24 database updates or BORZ change (miles) <sup>2</sup>		BY24 Anilca Change (miles) <sup>3</sup>		BY24 Updated Baseline (miles)	
	Total	Open	Total	Open	Total	Open	Total	Open
Priest Lake	357.3	353.7	0	0	0	0	357.3	353.7
Pack River	63.7	58.0	0	0	0	0	63.7	58.0
Mission Moyie	368.8	335.3	0	0	0	0	368.8	335.3

<sup>1</sup> As corrected in 2022 Biological Opinion and updated in 2022 Bear Year Monitoring Report table 11.

<sup>2</sup> Permanent changes in motorized route miles due to correction to status of motorized routes determined to have existed on the ground at the time of the 2011 Access Amendments were signed or due to BORZ re-delineation (expansion) or land exchange (no on-the-ground changes).

<sup>3</sup> Permanent changes in motorized route miles due to non-discretionary actions (road construction for ANILCA access, etc) or short reroute/relocation of closure.

Table 5. Idaho Panhandle NF BORZ 2024 condition, temporary project impacts, permanent changes, and Post-BY conditions expressed in linear miles of motorized routes.

BORZ	Post BY23 condition (miles - excluding temporary routes) <sup>1</sup>		BY24 Project Level Temporary Routes (miles +/-) <sup>2</sup>		BY24 temp condition (miles) <sup>3</sup>		Project level permanent changes (miles) <sup>4</sup>		Post-BY24 condition (miles) <sup>5</sup>	
	Total	Open	Total	Open	Total	Open	Total	Open	Total	Open
Priest Lake	357.3	353.7	0	0	357.3	353.7	0	0	357.3	353.7
Pack River	61.3 <sup>6</sup>	57.2 <sup>6</sup>	+1.9	+2.4	63.2	59.6	0	0	61.3	57.2
Mission Moyie	356.7	325.1	+5	0	361.7	325.1	-1.4	-1.4	355.3	323.7

<sup>1</sup> As reported in 2023 Bear Year Monitoring report.

<sup>2</sup> Current BY motorized route miles affected by temporary project routes (no public use).

<sup>3</sup> Current BY motorized route miles from authorized activities (temporary and all active discretionary forest activities) with updated condition.

<sup>4</sup> Current BY permanent changes to motorized route miles resulting from IPNF discretionary activities.

<sup>5</sup> Permanent condition of BORZ area absent temporary project activities.

<sup>6</sup> Values were incorrectly reported in 2024 (BY 2023) monitoring report. Corrected totals displayed here.

#### D. BORZ Area Motorized Closure Monitoring

The IPNF conducts ad hoc and opportunistic monitoring of access restriction devices within BORZ areas in multiple ways, as described in the LRMP re-initiation BA. During bear year 2024, the IPNF monitored a number of devices in the BORZ as displayed in Table 13.

Table 13. Idaho Panhandle NF BORZ ad hoc Monitoring of BORZ closure devices.

BORZ	Recovery Zone	Total Devices Monitored		Total Devices Breached	
		Barrier	Gate	Barrier	Gate
Priest Lake	Selkirk	40	22	5	3
Pack River	Selkirk	4	0	1	n/a
Mission-Moyie	Cabinet-Yaak	8	1	1	0
<b>Grand Total</b>		<b>52</b>	<b>23</b>	<b>7</b>	<b>3</b>

In addition to ad hoc and opportunistic monitoring of closure devices in the BORZ, the Reasonable and Prudent Measure #1 for the 2022 BO requires an annual list be provided of any gates, barriers, or other closure devices that were found to be temporarily ineffective at managing wheeled motorized access, as well as creation of any unauthorized motorized routes that were discovered within BORZ areas and the IPNF’s response to remedy the situation. APPENDIX C table 21 summarizes the current bear year documented temporary unauthorized motorized access on existing routes and user created routes on NFS lands within the IPNF BORZ areas for bear year 2024.

#### IV. Over-Snow Use on the IPNF

The 2013 biological opinion on the IPNF Revised Forest Plan determined that there were areas of the IPNF where overlap between grizzly bears and snowmobiling could occur, and that this disturbance may be most consequential shortly before or after den emergence of a female with cubs. In December 2023 the IPNF completed planning that designated an over-snow vehicle (OSV) system of routes and areas for public access and recreational travel within the former Kaniksu unit (“North Zone”) of the Forest.

The 2023 Kaniksu Over-Snow Vehicle Use Designation Project was not implemented in 2024.

##### A. Over-Snow Use within Recovery Zones

In relation to the **fifth surrogate** measure of incidental take, the 2021 BO specified that an up-to-date record of any changes in the amount of modeled grizzly bear denning habitat within recovery zones that overlaps with authorized late season over-the-snow motorized use be provided in the bear year monitoring report.

According to the 2022 BO, the IPNF-managed portion of the SE included 14 miles of groomed routes overlapping approximately 118,200 acres of modeled grizzly bear denning habitat and off-route use was permitted on approximately 7,440 acres of modeled grizzly bear denning habitat. Within the IPNF-managed portion of the CYE there were a reported 26 miles of groomed routes overlapping approximately 74,750 acres of modeled grizzly bear denning habitat and off-route use was permitted on approximately 14,250 acres. These figures appear to have been generated during the development of the 2015 revised Forest Plan and attendant (2013) consultation. However, we were unable to duplicate these values during the analysis of the OSV use designation planning, and they likely included a somewhat subjective evaluation of areas where OSV use was likely to occur - taking into account both legal restrictions and vegetation/topography that was thought to limit this use.

Due to uncertainties involved in determining actual areas of OSV use over time (and into the future), the approach taken during the Kaniksu OSV designation project was to assume any areas or trails where OSV use is legally allowed would potentially receive use at some point during the life of the plan. The analysis and consultation on this project effectively reset the baseline for the amount of overlap of predicted denning habitat and OSV use on this portion of the IPNF. To address the

issue of potential late-season disturbance to grizzly bears from OSV use, the Kaniksu OSV designation project divides the OSV use season into two time periods: prior to April 1 and after March 31. Designated OSV use within recovery zones is reported for each time period.

In the early 2000s, a model was developed to estimate grizzly bear denning habitat in the Selkirk recovery zone. The model was based on den locations of 58 bears, 20 of which were on the IPNF (plus 33 in British Columbia and five on Idaho Department of Lands). Ultimately, the best predictive model included certain land type codes above 4,000-foot (1,219-meter) elevation. A more recent denning location dataset provided by the Service (which presumably included the original 58 locations) contained 49 den locations on the Forest. Thirty-three (67 percent) of these locations were correctly predicted by the model. The model was rerun across the entire project area to estimate the magnitude of potential effects to post-denning bears from OSV use. Although somewhat dated, this model was considered adequate for the analysis – particularly at this scale where most areas proposed to be opened or closed to OSV use were thousands of acres in size.

The following table uses information from the BA for the OSV use designation project and provides a suitable format for future reporting. Numbers in **bold** text represent acres and percent of predicted denning habitat subject to late-season OSV use within each recovery zone and combined.

*Table 14. Acres of predicted denning habitat open to over-snow vehicle use for each recovery zone, as well as combined.*

<b>Recovery Zone under IPNF Management</b>	<b>Allowed use acres (% of predicted denning habitat)</b>
<b>Combined:</b> Acres open prior to April 1 (percent)	99,010 (52.1)
<b>Combined:</b> Acres open after March 31 (percent)	<b>1,860 (1.0)</b>
<b>Selkirk:</b> Acres open prior to April 1 (percent)	48,058 (41.4)
<b>Selkirk:</b> Acres open after March 31 (percent)	<b>903 (0.8)</b>
<b>Cabinet-Yaak:</b> Acres open prior to April 1 (percent)	50,952 (69.1)
<b>Cabinet-Yaak:</b> Acres open after March 31 (percent)	<b>957 (1.3)</b>

## B. Over-Snow Use within BORZ Areas

In relation to the **sixth surrogate** measure of incidental take specified in the 2022 BO, the IPNF is required to provide an up-to-date description of any changes in the amount of groomed or ungroomed trails providing over-the-snow use in any BORZ area. Once again, figures were based on calculations for the 2022 BO that likely originated from development of the revised Forest Plan. From this, the IPNF previously reported that the Priest BORZ contained 71.3 miles of combined groomed (26.5 miles) and ungroomed (44.8 miles) routes available to snowmobiling. The Pack River BORZ contained 30.9 miles of combined groomed (18.4) and ungroomed (12.5) routes, and the Mission-Moyie BORZ contained 21.4 miles of groomed routes.

The OSV use designation plan only designates areas of use, groomed trails, and ungroomed trails that traverse otherwise closed areas (no off-trail use allowed). Since OSVs would not be legally confined to

routes in areas where off-trail use is allowed, there was no need to designate these routes if they were not groomed (and doing so would likely add to clutter and potential confusion in printed maps). Instead, the IPNF will report miles of groomed trails in BORZ areas for the time period prior to April 1 (there are no designated routes through closed areas within BORZ polygons at this time). After March 31, grooming stops and off-trail OSV use is only designated on routes legally traveled by 4-wheeled motorized vehicles (as defined by the IPNF Motor Vehicle Use Map). Single-track motorized trails were not designated because they are generally not designed to accommodate vehicles of a standard snowmobile width.

Prior to April 1, a total of 143.7 miles of groomed trails are designated within BORZ areas as follows: 25.2 miles in the Mission-Moyie BORZ area, 27.5 miles in the Pack River BORZ area, and 91.0 miles in the Priest BORZ area. After March 31, a total of 569.9 miles of ungroomed routes are designated for OSV use: 220.2 miles in the Mission-Moyie BORZ area, 48.3 miles in the Pack River BORZ area, and 301.4 miles in the Priest BORZ area (table 15).

*Table 15. Miles of groomed and ungroomed trails proposed for over-snow vehicle use for each BORZ area during the different time periods (i.e., prior to 4/1 and after 3/31).*

<b>BORZ Area</b>	<b>Groomed trails designated prior to April 1 (miles)</b>	<b>Ungroomed trails designated after March 31 (miles)</b>
Priest Lake	91.0	301.4
Pack River	27.5	48.3
Mission-Moyie	25.2	220.2*
<b>Total</b>	<b>143.7</b>	<b>569.9*</b>

\*Figure does **not** include 1.4 miles of Deer Creek/Spread Creek road 435 that crosses NFS lands but is under county jurisdiction (not designated on OSVUM map).

## V. References

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## APPENDIX A - Motorized Access Details by BMU

Tables 16 and 17 give detailed summaries of activities (project, emergency, and other) resulting in the motorized access conditions reported in section II.A.

*Table 16. Management actions that resulted in changes to OMRD, TMRD or Core habitat on all ownership from 2023 to 2024 in **the Cabinet-Yaak Recovery Zone** on the Idaho Panhandle National Forests.*

BMU	Current Bear Year 2024	Post-Bear Year 2024 (Progression to standard)
	<i>Describe database corrections, authorized temporary activities (admin use exceeded/emergency access) resulting in on-the-ground changes to motorized access, and on-going authorized activities</i>	<i>Briefly Describe what BY24 activities are now shown as completed (these are described as implemented under BY24 and completed in Post BY), or what on-going activities are still considered.</i>
13 (Keno)	<p><b>FP Standards OMRD <math>\leq</math>33%, TMRD <math>\leq</math>26%, core <math>\geq</math>59%</b>  <b>BY24 OMRD 32%, TMRD 21%, core 62%</b></p> <p><i>IPNF:</i> Temporary road off FSR 2549A stored in BY24 and modeled as open.                      Database corrections -- FSRs 2541 C &amp; D confirmed stored in 2023, .6 mi modeled as such this bear year. Last 0.3 mi of 2536 incorrectly coded as open, confirmed stored and modeled as such this bear year.  <i>KNF (Three Rivers RD):</i> No motorized access changes occurred in BY23.</p>	<p><b>Post-BY24 OMRD 32%, TMRD 23%, core 60%</b></p> <p><i>IPNF:</i> Temporary road off FSR 2549A stored in BY24.</p>
14 (NW Peaks)	<p><b>FP Standard <math>\leq</math>OMRD 31%, TMRD <math>\leq</math>26%, core <math>\geq</math>55%</b>  <b>BY24 OMRD 28%, TMRD 24%, core 56%</b></p> <p><i>KNF (Three Rivers RD):</i>No motorized access changes occurred in BY23.  <i>IPNF:</i> Database correction -- 1.0 mi of FSR 871 coded as open for work in a previous BY but not reverted back to restricted the following year. This was corrected for BY24.</p>	<p><b>Post-BY24 OMRD 28%, TMRD 23%, core 56%</b>  <i>IPNF:</i> no change</p>
18 (Boulder)	<p><b>FP Standards OMRD <math>\leq</math>33%, TMRD <math>\leq</math>29%, core <math>\geq</math>55%</b>  <b>BY24 OMRD 41%, TMRD 29%, core 53%</b></p> <p>OMRD increase, no percentage change TMRD, no change core.                      Database correction: Overlooked 0.3 mi of FSR 2110 was rebuilt for Boulder Dash timber sale. Corrected and section added to restricted road for BY24.                      FSRs 2207, 2207A, 2267, 2267A, 2612 modeled as open for road maintenance. FSR 2260 &amp; 2260C modeled as open for maintenance and post-harvest burn work that exceeded trip limits (portions shared with Grouse BMU). FSR 628 modeled as open for thinning, pile burning, and</p>	<p><b>Post-BY24 OMRD 30%, TMRD 29%, core 53%</b></p> <p>PBY OMRD decrease, TMRD decrease, no change in Core. OMRD/TMRD decrease due to road storage and restricted roads modeled as open for project work reverting to restricted status.</p>

BMU	Current Bear Year 2024	Post-Bear Year 2024 (Progression to standard)
	<i>Describe database corrections, authorized temporary activities (admin use exceeded/emergency access) resulting in on-the-ground changes to motorized access, and on-going authorized activities</i>	<i>Briefly Describe what BY24 activities are now shown as completed (these are described as implemented under BY24 and completed in Post BY), or what on-going activities are still considered.</i>
	prescribed burning that cumulatively exceeded trip limits. FSR 1304 modeled as open for prescribed burning, planting and thinning. FSRs 2260E & F, each 1.1 mi, modeled as open for storage (portions shared with Grouse BMU). FSR 2616, 2616A, and 2260A (portions shared with Grouse BMU) modeled as stored, which resulted in a slight decrease in TMRD (obscured by rounding). OMRD increase due to activity on restricted roads; no change core.	
19 (Grouse)	<p>FP Standards OMRD <math>\leq 59\%</math>, TMRD <math>\leq 55\%</math>, core <math>\geq 37\%</math>  <b>BY24 OMRD 54%, TMRD 50%, core 38%</b>  OMRD decrease, no percentage change TMRD or core  FSRs 2260E &amp; F, each 1.1 mi, modeled as open for storage (Portions shared with Boulder BMU). FSR 280 reroute on-going. Original road scheduled to be stored in BY25. Re-route and original route continue to be modeled as open.  2625 and 2693 road systems in Cone Creek on private land modeled as open in BY23 revert to restricted for BY24. FSR 2616, 2616A, and 2260A (portions shared with Boulder BMU) modeled as stored, which resulted in a decrease in OMRD; slight decrease in TMRD and slight increase in core both less than a percentage.</p>	<p><b>Post-BY24 OMRD 53%, TMRD 50%, core 38%</b>  Decrease in OMRD, TMRD (<math>&lt;1\%</math>) and core (<math>&lt;1\%</math>) due to completion of road storage work on FSRs 2260E &amp; F.</p>
20 (North Lightning)	<p>FP Standards OMRD <math>\leq 35\%</math>, TMRD <math>\leq 20\%</math>, core <math>\geq 61\%</math>  <b>BY24 OMRD 35%, TMRD 17%, core 65%</b>  TMRD decrease, no percentage change OMRD or core  Database correction .6 mi of lower Rattle Creek road, FSR 473, changed from open to stored; less than percentage decrease OMRD (obscured by rounding) and TMRD and increase to core (obscured by rounding).</p>	<p><b>Post-BY24 OMRD 35%, TMRD 17%, core 65%</b>  No change</p>
21 (Scotchman)	<p>FP Standards OMRD <math>\leq 34\%</math>, TMRD <math>\leq 26\%</math>, core <math>\geq 62\%</math>  <b>BY24 OMRD 34%, TMRD 25%, core 65%</b>  TMRD decrease, no percentage change OMRD or core  Database correction: Due to information obtained about road condition on the KNF, the road layer from the Bonner County GIS parcel map, and aerial photo interpretation of roads on private lands, several edits were made to more accurately</p>	<p><b>Post-BY24 OMRD 34%, TMRD 25%, core 65%</b>  No change</p>

BMU	Current Bear Year 2024	Post-Bear Year 2024 (Progression to standard)
	<i>Describe database corrections, authorized temporary activities (admin use exceeded/emergency access) resulting in on-the-ground changes to motorized access, and on-going authorized activities</i>	<i>Briefly Describe what BY24 activities are now shown as completed (these are described as implemented under BY24 and completed in Post BY), or what on-going activities are still considered.</i>
	represent conditions. This resulted in less than a percentage decrease in both OMRD (obscured by rounding) and TMRD, and less than percentage increase in core (obscured by rounding).	

Table 17. Management actions that resulted in changes to OMRD, TMRD or Core habitat from 2022 to 2024 in the **Selkirk Recovery Zone** on the Idaho Panhandle National Forests.

BMU	Current Bear Year 2024	Post Bear Year 2024 Progression to standard (where we are relative to FP standard)
	<i>Describe database corrections, authorized temporary activities (admin use exceeded/emergency access) resulting in on-the-ground changes to motorized access, and on-going authorized activities</i>	<i>Briefly Describe what BY24 activities are now shown as completed (these are described as implemented under BY24 and completed in Post BY), or what on-going activities are still considered.</i>
Long-Smith	FP Standards OMRD $\leq 25\%$ , TMRD $\leq 15\%$ , core $\geq 67\%$ <b>BY24 OMRD 24%, TMRD 15%, core 71%</b> TMRD decrease, no percentage change OMRD or core FSRs 2443F and 281A stored in BY23 and modeled as such for BY24 resulting in less than percentage decrease to OMRD (obscured by rounding) and TMRD and less than percentage increase to core (obscured by rounding).	<b>Post BY24 OMRD 24%, TMRD 15%, core 71%</b> No change
Ball-Trout	FP Standards OMRD $\leq 20\%$ , TMRD $\leq 13\%$ , core $\geq 69\%$ <b>BY24 OMRD 17%, TMRD 11%, core 72%</b> No change.	<b>Post BY24 OMRD 17%, TMRD 11%, core 72%</b> No change
Myrtle	FP Standards OMRD $\leq 33\%$ , TMRD $\leq 24\%$ , core $\geq 56\%$ <b>BY24 OMRD 30%, TMRD 23%, core 60%</b> Increase core, no percentage decrease OMRD and TMRD Temp road 16 open for storage, 2275 and 2275A open for piling. 2674A (0.6 mi) stored in BY23 and modeled as such for BY24. Gate replaced on FSR 2400, and IDL stored .7 mi of end of road, modeled as open for this work and will reflect these changes in BY25. Together these changes resulted in less than percentage decreases to OMRD and TMRD obscured by rounding and increase to core.	<b>Post BY24 OMRD 29%, TMRD 22%, core 60%</b>  Decrease OMRD, TMRD and no percentage change core due to completion of BY24 storage work.
Lakeshore	FP Standards OMRD $\leq 82\%$ , TMRD $\leq 56\%$ , core $\geq 20\%$ <b>BY24 OMRD 80%, TMRD 45%, core 22%</b> No percentage change in OMRD, TMRD or Core	<b>Post BY24 OMRD 80%, TMRD 45%, core 22%</b> No change

BMU	Current Bear Year 2024	Post Bear Year 2024 Progression to standard (where we are relative to FP standard)
	<i>Describe database corrections, authorized temporary activities (admin use exceeded/emergency access) resulting in on-the-ground changes to motorized access, and on-going authorized activities</i>	<i>Briefly Describe what BY24 activities are now shown as completed (these are described as implemented under BY24 and completed in Post BY), or what on-going activities are still considered.</i>
	Database correction: 0.6 mi of motorized trail (T354) not on MVUM changed to non-motorized; less than percentage decrease to TMRD and core.	
KalisPELL-Granite	<p>FP Standards OMRD <math>\leq 33\%</math>, TMRD <math>\leq 26\%</math>, core <math>\geq 55\%</math>  <b>BY24 OMRD 30%, TMRD 24%, core 55%</b>            No change OMRD, TMRD, or core            As in BY23, 1.1 mi of FSR 311 coded as open for activity on Stimson land.</p>	<p><b>Post BY24 OMRD 30%, TMRD 24%, core 55%</b>            No change</p>
Blue Grass	<p>FP Standards OMRD <math>\leq 33\%</math>, TMRD <math>\leq 26\%</math>, core <math>\geq 55\%</math>  <b>BY24 OMRD 31%, TMRD 19%, core 56%</b>            OMRD and TMRD decrease, core increase. All within standards with completion of Bog Creek Project.            Roads modeled as open for storage work in BY23 reverted to restricted or changed to stored.            The routes to Continental Mine through Blue Joe Creek are always modeled as open due to private inholding easement, as is FSR 1013 in accordance with the Bog Creek Project decision.</p>	<p><b>Post BY24 OMRD 31%, TMRD 19%, core 56%</b>            No change</p>

## APPENDIX B - Motorized Access Details in BORZ Areas

Table 18 gives detailed summary of activities (project, emergency, and other) resulting in the motorized access conditions reported in section III.

*Table 18. Management actions that resulted in changes to BORZ Secure Habitat or Linear Miles of Motorized Routes.*

BORZ	BORZ Current Bear Year 2024	BORZ Post Bear Year 2024
	<i>Describe database corrections, authorized temporary activities resulting in on-the-ground changes to motorized access and on-going authorized activities</i>	<i>Briefly describe what BY24 authorized activities are now shown as completed (these are described as implemented under BY24 and shown as completed in Post BY24, or any on-going activities that are still considered.</i>
Priest Lake	<b>Database corrections:</b> none	<b>Completed activities (permanent changes):</b> none
Pack River	<p><b>Database corrections:</b> An undocumented change in gate placement (to improve security) opened a 0.6 mi portion of 2566 several years ago. No change to secure habitat. Portions of the 2605UB were incorrectly coded as open or restricted—all are barriered. (These roads were not incorrectly coded for secure habitat calculations, therefore there is no change to the secure habitat.)</p> <p>Total database corrections: 2.4 mi decrease in total roads, and 0.8 mi decrease in open roads.</p> <p><b>On-going activities not completed in BY24:</b></p> <p><b>Sno-Lo TS</b> (Westside EA) – 2566D, T15 &amp; T28 open for hauling and storage. 2566 open as far as T10, and T10 open for hauling. Altogether this is a temp total road gain of 1.9 miles, a temp open road increase of 2.4 miles, and temp decrease of <b>88</b> acres of secure habitat.</p>	<b>Completed activities (permanent changes):</b> none
Mission-Moyie	<p><b>Database correction:</b> In the 2024 (BY2023) report a secure habitat gain of 15 acres was incorrectly reported as 18 acres. This 3 acre decrease is offset by a permanent 5 acre increase in secure habitat in the Kreist Project (see completed activities column). Total gain of <b>2</b> acres of secure habitat.</p> <p><b>On-going activities not completed in BY24:</b></p> <p><b>Camp Stew TS</b> (Camp Robin EA) – Temporary road T9 remains, totaling 1.2</p>	<b>Completed activities (permanent changes):</b> <b>Kreist Project</b> – 2517C stored (1.4 mi) per Kreist decision. Due to this there was a gain of 5 acres of secure habitat.

	<p>miles of total road increase. Approximately <b>364</b> acres of secure habitat temporary loss.</p> <p><b>RobinHood TS</b> (Camp Robin EA) – Previously stored system roads 2272, 2573B, 2573D, 2271 and terminal 1.1 mile of 2573 reconstructed for log haul (temporary).          Altogether this is an additional 3.8 miles of temporary total road gain. Temporary secure habitat loss of <b>185</b> acres for 2573 (end) and <b>25</b> acres from 2573D, no secure habitat affected by 2271, 2272 or 2573B reconstruction.</p> <p><b>Total temp secure habitat loss of 574 acres</b></p> <p><b><i>Ongoing temporary activities completed in BY24:</i></b></p> <p><b>Hellroaring</b> – 0.9 miles of FSR 2484 reopened as temp road was stored; <b>186</b> acres of secure habitat restored.</p> <p><b>Deer Creek</b> – Approximately 0.3 miles temp road stored in Deer Stew TS; no secure habitat affected.</p>	
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## APPENDIX C - Unauthorized Motorized Use on Existing Restricted Routes or User Created Routes

*Table 20. Summary of Unauthorized Motorized Access **within Recovery Zones** documented during **BY 2024** on the Idaho Panhandle NF.*

<b>BMU</b>	<b>Affected Routes (Route ID)</b>	<b>Existing Closure Device</b>	<b>Problem (identified 2024 unless otherwise noted)</b>	<b>Corrected? (yes or no)</b>	<b>Corrective Action or reason not completed</b>
Boulder	non-system road off 314	none	drivable by full sized vehicles for over 1 mile (2023)	yes	10 boulders placed and 500' of roadbed ripped and scarified
Boulder	2209	gate	ATVs driving around gate (2023) T cut, and slider stolen (2024)	yes	Gate repaired and locked
Boulder	2267	gate	Lock, T, slider stolen	yes	Gate repaired and locked
Boulder	2662	gate	Swing bar and slider stolen	Yes	Gate repaired and locked
Boulder	2612	Gate	T cut and slider stolen	Yes	Gate repaired and locked
Boulder	2110	Gate	Gate closed but no lock	Yes	Gate locked
Boulder/Grouse	2260	gate	ATV drove around gate (2023) Swing bar and slider stolen (2024)	Yes	Secondary gate installed and boulders placed at first gate
Boulder/Grouse	2617	gate	ATVs getting around gate	yes	gate relocated to defensible spot
Grouse	404	gate	ATVs driving around gate (2023) T cut and lock missing (2024)	Yes	Berm and 10 boulders were installed. Gate repaired and locked
Myrtle	2400	gate	gate damaged and ineffective (2021)	yes	Gate replaced
Keno	2549	gate	Temp gate damaged and open	yes	Repaired and locked, later road stored
Kalispel-Granite	2242	gate	vehicle use around gate (2023)	Yes	Berm and 10 boulders installed, 500' deep rip in roadbed
Kalispel-Granite	311 (north)	gate	lock post pulled from ground and slider	yes	Gate replaced. Gate closed and locked

			damaged during fall hunting season (2023) lock cut off and gate open (2024)		
Kalispel-Granite	401	gate	ATVs getting around gate (2021)	Yes	boulders replaced
Kalispel-Granite	1399	Gate	Gate damaged, can't close	Yes	Gate replaced and locked
Lakeshore	1351	Gate	Boulders moved and ATVs getting around gate	No	On list to fix in 2025
Lakeshore	1341	Gate	Boulders moved and vehicles possibly getting around gate	Yes	More boulders installed

Table 21. Summary of Unauthorized motorized access **in BORZ Areas** documented during BY 2024 on the IPNF.

<b>BORZ</b>	<b>Affected Routes (Route ID)</b>	<b>Existing Closure Device</b>	<b>Problem</b>	<b>Corrected? (yes or no)</b>	<b>Corrective Action or reason not completed</b>
Priest Lake	1084UN	no barrier	Road accessible to ATVs (2021)	yes	Berm installed and road scarified 500'
Priest Lake	1094(UNK2)	No barrier	Road accessible (2023)	No need	Use confirmed only as far as dispersed rec site 400' into road prism
Priest Lake	1089A	Berm	ATVs going around berm (2021)	No need	Currently no motorized use, trees down behind secure berm
Priest Lake	463	No barrier	Road accessible (2021)	yes	Berm installed and road scarified 500'
Priest Lake	462A	No barrier	Road accessible due to washout	yes	Berm installed
Priest Lake	462C	no barrier	Road accessible	Yes	Berm installed and road scarified 500'
Priest Lake	462D	Berm	ATVs going around berm (2021)	Yes	Berm installed and road scarified 500'
Priest Lake	462E	berm	Road accessible, no sign of use	Yes	Berm installed and road scarified 500'
Priest Lake	462G	No barrier	Road accessible (2021)	yes	Berm installed and road scarified 500'
Priest Lake	462AUA	no barrier	road accessible (2021)	yes	Berm installed and road scarified 500'
Priest Lake	Ski trail (HF11)	Gate	Lock cut	Yes	Lock replaced
Priest Lake	313U spur (HF 16)	Boulders	ATVs getting around barrier	no	on list to fix in 2025
Priest Lake	Ski trail (HF9)	Gate	Gate closed but not secure	yes	Secured with lock and chain
Pack River	2605UA	Berm	2023 fix breached	No	On list to fix in 2025

Pack River	2605UB	Berm	2023 fix breached	No	On list to fix in 2025
Mission Moyie	2517C	no barrier	needs to be closed now that project work is completed	Yes	500' full recontour
Mission Moyie	379K	berm	2023 fix breached	yes	Berm installed and road scarified 1500'