

CABINET-YAAK GRIZZLY BEAR RECOVERY ZONE and  
BEARS OUTSIDE RECOVERY ZONES (BORZ)  
Annual Monitoring Report for Bear Year 2024 (BY24)  
Kootenai National Forest  
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## I. Introduction

In 2011 the U. S. Fish and Wildlife Service issued their Biological Opinion for the Forest Plan Amendments for Motorized Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones on the Kootenai, Idaho Panhandle, and Lolo National Forests (USFWS 2011). This document directed the Forest Service to report annually on their progress made towards achieving Interagency Grizzly Bear Committee (IGBC) access management standards for the Selkirk and Cabinet-Yaak Recovery Zones (Ibid 2011). 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 effort. Lastly, the Forest Service was to meet annually with other agency biologists to update the Bears Outside of Recovery Zones (BORZ) database (ibid). The Kootenai National Forest (KNF) incorporated and retained direction established in the 2011 Motorized Access Management within the Selkirk and Cabinet-Yaak Grizzly Bear Recovery Zones within their revised forest plan decisions (USFS 2015a, USFS 2015b). The USFWS issued a BO (USFWS 2013) for the revised Forest Plan that superseded the 2011 BO, although the reporting requirements mostly remained the same. In 2020, the Kootenai National Forest (KNF) reinitiated consultation on their Forest Plan, with the USFWS issuing an updated BO (KNF LMP BO, FWS 2020) which superseded and replaced the grizzly bear chapters of the 2013 BO on the KNF Forest LRMP. The consultation in 2020 covered both the expansion of the BORZ between 2011 and 2019 and covered the need for additional time to get several BMUs to standard and to complete winter travel planning. This 2020 BO superseded and replaced the grizzly bear chapters of the 2013 BO on the KNF Forest LRMP.

In 2022 the KNF again reinitiated consultation on their Forest Plan (USDA FS KNF 2022). With this 2022 BA, the Forest did not reinitiate consultation on the time needed to get BMUs to standard or to complete winter travel planning, so those parts of the 2020 consultation (the USDA KNF reinitiation BA 2020 and the KNF LMP BO, FWS 2020) still stand. The Forest's 2021 Bear Year BORZ Expansion – Forest Plan Supplemental BA (USDA FS, KNF 2022) established new updated baselines for BORZ areas. The USFWS BO for the KNF 2021 Bear Year BORZ Expansion FP supplemental BA (USDA FS KNF 2022), was issued November 28<sup>th</sup>, 2023 (USFWS 2023). Among the changes from the 2013 BO, the USFWS: 1) removed inclusion of unauthorized/illegal motorized access in the bear year (BY) metric calculations (although still requiring the KNF 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.

The Northern Region Office of the Forest Service amended the revised KNF land management plan, as amended (USDA Forest Service 2015) to be responsive to direction from the District Court of Montana regarding the designation of National Forest System lands as lands supporting grizzly bears outside of the Cabinet-Yaak Recovery Zone (BORZ), and to apply the applicable Forest Plan direction to these new areas (USDA, FS KNF, 2023b). The 2023 FP Amendment was based on the updated environmental baselines as of bear year (BY) 2021, as provided in USDA FS 2022 and USFWS 2023.

This monitoring report utilizes the updated environmental baseline provided in the 2021 Bear Year BORZ Expansion – Forest Plan Supplemental BA (USDA FS, KNF 2022), the USFWS BO on the KNF LMP on Grizzly Bears (USFWS 2023), and the KNF Amendment for BORZ 2023 (USDA FS 2023b) all based on bear year 2021 baseline, as updated by the USDA FS, KNF CYE and BORZ Annual Monitoring Summary Report

for Bear Year 2022, as corrected (USDA FS, KNF 2023a). This KNF CYE and BORZ annual monitoring summary report for bear year 2024 updates environmental baselines for some of the BORZ.

The KNF annual monitoring report is due to the USFWS on or before May 15th of each year (FWS 2023 BO, reporting requirements). This report addresses the specific reporting and monitoring requirements from the 2023 KFP grizzly bear re-consultation BO (FWS, 2023), as well as any other KNF Forest Plan reporting requirements under the 2015 revised Forest Plan and previous commitments the forest has made.

### CYE Reporting Requirements

Reporting and Monitoring Requirements from the USFWS BO on effects of the KNF LMP on the grizzly bear (USFWS 2023), and where they are addressed in this report are as follows:

- **Reporting Requirement #1.** In relation to the *first surrogate* measure of incidental take of grizzly bears and Term and Condition #1, an up-to-date record of the conditions of access conditions (OMRD, TMRD, and core) in the CYE BMUs on the KNF. The report shall describe the permanent conditions, as well as any temporary variations related to projects that have undergone separate consultations and were being implemented in the reported Bear Year [Section 11. A, Table 1, APPENDIX B].
- **Reporting Requirement #2.** In relation to the *second surrogate* measure of incidental take, an ongoing list detailing the locations, dates, duration, and circumstances for invoking the allowance for using motorized access to enter core area for the purposes of road decommissioning or stabilizations in the CYE [Section II.B., Table 2].
- **Reporting Requirement #3.**
  - In relation to the *third surrogate* measure of incidental take, the Forest shall provide an up-to-date record of the acres of secure habitat in each BORZ. The report should show the permanent condition, as well as any temporary decreases in effectiveness of secure habitat related to projects [Section III.B Table 4 and Table 5]
  - In relation to the *fourth surrogate* measure of incidental take, the FWS used a 2 percent decrease in secure habitat in each BORZ, due to exceptions to the “no net increase” standard, and the Forest shall provide an ongoing list that describes the location and amount of secure habitat in BORZ that has been reduced as a result of permanent access changes for circumstances in which the USFS lacks discretion (e.g. ANILCA, RS2477) ([Section III.B Table 6]
- **Reporting Requirement #4.** In relation to the *fifth surrogate* measure of incidental take and relative to over-snow use in the CYE and NCDE, the BO specified that an up-to-date record of any changes in the amount of modeled grizzly bear denning habitat that overlaps with authorized late season over-the-snow motorized use be provided in the bear year monitoring report. [Section V.1]
- **Reporting Requirement #5.** In relation to Reasonable and Prudent Measure #1, the Forest shall provide a list of any gates, barriers, or other devices or methods that were found to be ineffective at managing motorized access, and any unauthorized creation of additional routes that were discovered, and the Forest’s response to remedy the situation in BMUs {APPENDIX D and the BORZ [APPENDIX E].

## KNF Forest Plan reporting requirements or other commitments included in this report

While the USFWS no longer requires reporting of linear road miles in BORZ areas (USFWS BO KNF LMP 2020, superseded by USFWS BO KNF LMP 2023), this remains a KNF 2015 revised Forest Plan reporting requirement. Since the KNF does not report Forest Plan monitoring on an annual basis, the Forest will continue to track linear road miles in this report [Section IV, Table 7 and Table 8]. Other KNF commitments include annual reporting of administrative use (APPENDIX F), monitoring of at least 30 percent of closure devices (CD) on exiting routes annually within the Cabinet-Yaak Ecosystem [Section II.C. Table 3], ad-hoc monitoring within the BORZ [Section IV, Table 9], and meeting annually with the FWS grizzly bear recovery expert and biologist to review credible grizzly bear observations to determine if recurring use has expanded beyond the original BORZ boundary [Section III.A]. These requirements or prior commitments are also disclosed in this annual report.

## KNF 2023 BO Reporting requirements Summary for Bear Year 2024.

In summary, as of Bear Year (BY) 2023, the Forest met the permanent motorized access conditions displayed as the post-activity metrics from the most recent ESA consultation in all Bear Management Units (see Table 1). In BY24, the following BMUs had temporary or permanent access changes due to project implementation, emergency access, or other authorized activities: BMUs 2, 4, 5, 6, 7, 9, 12, 13 (Idaho side only), 15, and 17 (see Table 1 and APPENDIX B). A list of gates, barriers or other devices or methods that were found to be ineffective at managing motorized access and any unauthorized creation of additional *motorized* routes that were discovered, and the Forest's response to remedy the situation is provided in APPENDIX D for the Recovery Zone, and APPENDIX E for the Bears Outside Recovery Zone (BORZ) areas.

## Current Bear Year (temporary condition)

Metrics for the current bear year on-the-ground conditions begin with a route layer where improvements to metrics implemented the previous year are shown as completed. This route layer is then updated to include: any database updates or corrections documented during the current BY; authorized federal actions associated with project implementation (temporary for the bear year or could result in 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 legal activities not directly authorized by the NFS which affected motorized route status on KNF (U.S. Customs and Border Patrol), state, corporate, and private lands. See APPENDIX A for motorized access changes considered for current BY metric calculations for both the Recovery Zone and BORZ. For summaries of **authorized** federal activity and activities on non-federal land and any reasons for changes in the metrics displayed in Table 1, see APPENDIX B for details of these activities.

## Permanent Access Management Condition

As of the 2020 Forest Plan BO (FWS 2020), the Forest was required to start reporting on the authorized "permanent access management condition" and temporary access metrics for the BMU or BORZ for each bear year. As described in the KNF LRMP BO (FWS 2023), for example, for BMUs the Forest is still working to get up to standards, the "permanent access management condition" refers to the access management conditions for which the Forest has made decisions and undergone consultation with the Service. This may or may not align with the on-the-ground conditions for the BY, which reflect the

current or during activity conditions. The “permanent access management condition” are the baseline to which the Forest will return once the temporary action is completed. “(refer to the KNF LRMP BO FWS 2023, pg. 65-66). In other words, permanent motorized access condition (hereafter permanent access condition) is the post-implementation numbers for the most recent project that has consultation completed and a signed NEPA decision, even if that project is ongoing and implementation is not yet complete.

## II. BMUs and Metrics on the Kootenai NF

Each grizzly bear recovery zone is divided into individual bear management units (BMUs) which biologists use for habitat evaluation and population monitoring. An individual BMU is roughly 100 square miles in size; the approximate area required for supporting an adult sow with cubs.

As established (USFS 2011) there are three metrics measured within the Recovery Zone, and each BMU has its own set of standards for open motorized route density (OMRD), total motorized route density (TMRD) and core. Roads as defined by IGBC (1998) are  $\geq 500$  feet long and are reasonably and prudently drivable with a conventional passenger car or pickup. Motorized trails are routes that are 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. Railroad tracks were not included in metric calculations for the Access Amendment but are part of the existing condition. Starting in BY 2019, railroad tracks and digitized railroad/powerline wheeled motorized access routes are considered in the metric calculations. Their inclusion beginning in bear year 2019 generally resulted in little change to percentages of BMU metrics due to their location within heavily roaded areas, although in BMU 9 railroad tracks resulted in TMRD rounding up a percentage. Three Rivers RD, utilizing a Good Neighbor Authority Act, barriered six gated routes (administrative motorized use only) during October 2024, to bring BMU 9 back into compliance. The Starry Goat Project in BMU 9 is ongoing, and these GNA repairs and barrier installations will meet the Forest Plan TMRD standard as well as the Starry Goat post-project analysis. Any improvements to metrics due to motorized access changes during a bear year are reported the following year.

### OMRD, TMRD:

Access route density for Open Motorized Route Density (OMRD  $\geq 1$ mi/mi<sup>2</sup>) and Total Motorized Route Density (TMRD  $\geq 2$ mi/mi<sup>2</sup>) is calculated on a BMU basis using moving window analysis. Route density calculations consider all routes and motorized trails regardless of ownership/jurisdiction. Between the forests, model pixel size is less than 100 x 100 meters. For example, the KNF uses a pixel size of 60 meters and the IPNF uses 30 meters. 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 (60-meters for the KNF). Effective road density around each pixel was determined by calculating amounts of routes within a set window distance (900 meters, or 1 mi<sup>2</sup>) around each pixel. Motorized routes within 900 meters (radius of one square mile circle) of a BMU are included in calculations. Road densities are mapped by the categories: 0 mi/sq. mi.,  $\geq 0 - 1$  mi/sq. mi.,  $\geq 1 - 2$  mi/sq. mi.,  $\geq 2$  mi/sq. mi. Areas influenced by high route densities (TMRD > 2 mi/sq. mi.; OMRD > 1 mi./sq. mi.) should not exceed a maximum percentage of each BMU as defined by the

individual BMU standard. The OMRD model considers routes open during the bear, seasonally or year-round (IGBC 4), open motorized trails (IGBC 5) or railroad tracks (identified as “10”). For TMRD, in addition to the routes considered for OMRD, the model considers gated year-round routes; administrative access allowed (IGBC 2).

### Core Area

All lands (all ownerships), roads, motorized trails, and high-use non-motorized trails in a CYE BMU are included in core calculations. Routes considered in the core model have a Route Status as existing and include routes gated during the active bear (administrative access allowed), open year-round or seasonally during the active bear year, open motorized trails during the active bear year, railroad tracks, or non-motorized trails that meet the requirement for a high-use non-motorized trail (IGBC 8).

Buffer distance from open motorized routes and trails and high-use non-motorized trails is 500 meters (0.31 miles). Core areas within a BMU were delineated by identifying and aggregating the full range of seasonal habitats, to the degree they are available. Within the CYE and SE core areas do not contain high-use non-motorized routes. Motorized use of routes (including administrative use) does not occur within a core area during the active bear year. All authorized motorized access is accounted for in the route layer. There is no minimum sized polygon for core calculations. A minimum percentage of each BMU should be providing core habitat as defined by the individual BMU standard.

### OMRD, TMRD, and Core

For OMRD, TMRD, and core, motorized access features beyond the BMU boundary that are within the moving window frame will be included in BMU calculations (IGBC 1998).

## II. A. Reporting Requirement # 1 (KNF LRMP BO, FWS 2023)

### Bear Year 2024 Motorized Access Parameter Status

The KNF LRMP BO (FWS 2023) used the research benchmarks for OMRD, TMRD, and core in the CYE (33:26:55) as the first surrogate measure of incidental take of grizzly bears related to motorized access within the CYE RZ. The first surrogate measure of incidental take of grizzly bears and Reasonable and Prudent Measure #1 from the 2023 BO requires that an up-to-date description of wheeled motorized access conditions (OMRD, TMRD, and Core) in the CYE BMUs on the KNF be provided. Per the KNF LRMP BO (FWS 2023) calculations of motorized access metrics reflect conditions resulting from authorized motorized access activities only. This report describes the current BY, and any temporary variations related to projects that have undergone separate consultation and were being implemented in the reported BY (“Current Bear Year”), as well as the permanent access management condition as described below. Table 1 summarizes the BY24 habitat parameters related to motorized access routes within the CYE recovery zones for the KNF; the Forest Plan standards, and the permanent access management condition as defined by the FWS below.

### BMU Metrics for the Cabinet-Yaak Recovery Zone Reported by the KNF

As of May 2025, all CYE KNF BMU’s or shared BMUs with the IPNF that the KNF reports, meet the standards for the permanent access management conditions (USFWS 2023, pg. 125, Table 3 & Table 8). Table 1 below displays the Forest Plan standards, current Bear Year condition, and the permanent motorized access management condition for each BMU.

Table 1. Motorized access summary for KNF BMUs in the Cabinet-Yaak Recovery Zone. Values in **Blue** represent existing BMU standards (USDA FS, 2011). Current BY represents authorized motorized access conditions on all ownerships during 2024 BY [April 1 through November 30]. Permanent motorized access conditions described above.

BMU	Forest Plan Standard <sup>1</sup>			Current BY24 Conditions			Permanent Motorized Access Management Condition			% Federal Land	Priority
	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)	OMRD ≤ (%)	TMRD ≤ (%)	Core ≥ (%)		
1-Cedar	15	15	80	14	10	84	14	7	84	99	2
2-Snowshoe	20	18	75	16	14	77	16	14	77	94	2
3-Spar	33	26	59	30	26	62	29	26	62	95	3
4-Bull <sup>1</sup>	36	26	63	36	26	64	36	26	65	84	2
5-St. Paul	30	23	60	27	20	61	27	21	60	97	1
6-Wanless <sup>1</sup>	34	32	55	31	34	54	29	32	56	85	1
7-Silver Butte	26	23	63	22	23	65	22	23	65	92	2
8-Vermillion	32	21	55	31	21	60	31	20	60	93	3
9-Callahan	33	26	55	32	27	59	27	26	59	90	2
10-Pulpit <sup>1</sup>	44	34	52	44	26	54	44	26	55	95	2
11-Roderick	28	26	55	28	25	56	28	25	56	96	1
12-Newton <sup>1</sup>	45	31	55	42	29	58	41	30	57	92	1
13-Keno <sup>2</sup>	33	26	59	32	21	62	32	23	60	99+	1
14-NW Peak <sup>2</sup>	31	26	55	28	24	56	28	23	56	99+	1
15-Garver	33	26	55	32	27	55	30	26	55	94	1
16-EF Yaak	33	26	55	28	24	56	28	25	55	96	1
17-Big Creek	33	26	55	30	16	58	31	16	56	99	2

<sup>1</sup> Forest Plan Standards in blue bold, do not meet research benchmarks for OMRD, TMRD, or core in the CYE (33:26:55), OMRD ≥ 1mi/mi<sup>2</sup> (%); TMRD ≥ 2mi/mi<sup>2</sup> (%)

<sup>2</sup> BMU shared with Idaho Panhandle National Forest and analyzed by KNF.

### CYE Recovery Zone BMU Reasons for Change due to Authorized Activities

APPENDIX B provides the current BY details of authorized activities on KNF lands, activities on non-federal land, and other reasons for changes in the metrics from the previous BY and cites the most recent ESA consultation and NEPA documents.

## II.B. Reporting Requirement #2 (KNF LRMP BO, FWS 2023)

### Administratively Entering core area blocks for road decommissioning or stabilization activities within the CYE Recovery Zone

The Forest may make one-time entries into core (i.e., any core habitat that is affected by the subject road and its buffer) which may result in incidental take. The second surrogate measure of incidental take of grizzly bears is related to such entries into core as a measure of the amount of take associated with displacement from core habitat: If more than one entry of core occurs within a BMU more than once per 10-year time frame, or occurs for more than one bear season, or occurs for reasons other than the sole purpose of completing road decommissioning/stabilization activities on existing closed or barriered roads in core area habitat (U.S. Fish and Wildlife Service 2011b, p. 13), the level of incidental take anticipated in the KNF LRMP BO (USFWS 2023) would be exceeded and reinitiation of section 7

consultation would be required. For reporting requirement #2 (USFWS 2023), in relation to the second surrogate measure of incidental take, an ongoing list detailing the locations, dates, duration, and circumstances for invoking the allowance for using motorized access to enter core area for the purposes of road decommissioning or stabilizations in the CYE is required. Table 2 provides the KNF ongoing list.

*Table 2. List of ongoing locations, dates, duration, and circumstances for invoking the allowance for entering core area for purposes of road decommissioning or stabilizations in the Cabinet-Yaak RZ.*

BMU	Location	Date	Duration	Circumstances
1-Cedar	Southwestern corner of the BMU in the Madge Creek area.	Summer 2017	~ 2 weeks	Combination of storage and decommissioning of roads 691, 691E, and 14705, Sparring Bulls Project
9-Callahan	Finger of core between north & south Callahan Creeks, east of Smith Patrol (Mountain).	July 16-August 10, 2012	~3 ½ weeks	Road 4521 – combination of decommissioning and storage work under West Troy Project
6-Wanless	Teeters Peak, East Fork Miller Creek	Summer of 2022		Storage of roads 808, 808E, 5199, 5198,5200, 5007, and 6743, Miller West Fisher, Teeter Peak Road Storage Project

## II. C. Recovery Zone Motorized Closure Device Monitoring

A Design Element of the 2011 Motorized Access Amendment and incorporated into the 2015 KNF revised Land Management Plan, states “To ensure the effective implementation of the open road density parameter, at least 30 percent of closure devices (gates and barriers) will be monitored annually within the respective ecosystems. Monitoring techniques may include visual checks as well as road counters.” (USFWS BO 2011, pg. 16). This monitoring commitment has been carried forward in the reinitiated consultation on the access management portion of the KNF Plan, and the Forest will continue to monitor BMU’s in this manner (USFWS 2023). The KNF LMP on the grizzly bear BO (FWS 2023, p. 133) further specified that to implement Reasonable and Prudent Measure #1, under Term and Condition #2 *“the KNF shall continue to monitor the effectiveness of access restriction devices or methods as described in the Proposed Action section of this Opinion, (i.e., 30 percent monitoring (i.e., of existing routes) in BMUs and a combination of ad hoc and opportunistic monitoring in BORZ). If any access restriction devices or methods are found to be ineffective, the KNF shall attempt to remedy the situation (i.e., respond with an appropriate fix) as soon as practical within the same bear year, or no later than the following bear year.”*

The Forest monitors closure devices in the recovery zone as time and budgets allow. Agency personnel attempt to repair or replace any vandalized barriers or 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, root wads, or other means. Table 3 displays the number of gated and barriered routes that were monitored, percent of devices monitored, and number of routes documented with illegal, unauthorized (hereafter illegal) or suspected illegal motorized access (“breaches”), percent devices considered not functional during the 2024 bear year, number of closure devices repaired, and percent of devices found non-functional that were repaired. As a result of the initial AGOL collector set up, all monitored closure devices are reported, not only the closure devices on existing routes located off main roads open to public motorized vehicles during the active bear year. The

number of repaired devices also includes new closure device installation as approved through NEPA and ESA consultation. The Forest is in the process of identifying closure devices on existing routes located off main access roads open to public motorized vehicles as “Tier 1” to quantify the existing number of closure devices subject to the at least 30 percent monitoring requirement.

The information in these tables reflect one trip for monitoring and one repair although a gate may have been visited numerous times with a lock replaced, or a barrier was repaired more than once. Most barriers within recovery zones are not monitored because the roads they access are not currently drivable (even by ATVs) and have not been for several years. Routes were considered barriered if an earth berm, boulders, or vegetation existed which made the route impassable to motorized access. In the past many wooden barrier gates were coded as barriers for grizzly bear monitoring.

### Summary of Recovery Zone Existing Route Closure Monitoring

As part of the AGOL data collection on closure devices within the CYE Recovery Zone, the KNF is establishing an updated count of the number and type of closure devices on existing routes for a more accurate total and type of closure devices located off existing routes open to public motorized vehicles (“Tier 1” closure devices of which 30% are required to be monitored each bear year). As all ownerships are considered within the RZ, identification of Tier 1 closure devices occurs on all ownerships (including Avista, corporate timberlands or corporate mineral ownerships) within the CYE. While monitoring district personnel note condition of these private closure devices and contact corporate landowners if the closure device is not functional. The forest does not repair private closure devices. Within the CYE RZ, the forest currently identifies a total of 953 Tier 1 closure devices (735 Tier 1 barriers and 218 Tier 1 gates). Of this total, approximately 50 closure devices are located on other ownerships and 903 closure devices are located on FS land, although location does not necessarily equate to jurisdiction of the individual road. The forest is working on linking existing route closure devices to the NRM route jurisdiction.

Of the remaining bear year 2020 RZ existing route closure devices (both gates or barriers) initially monitored and documented as breached and not repaired in 2020, one barrier remains to be repaired on the Cabinet Ranger District. APPENDIX D 1 e lists the devices not yet repaired by BMU and District.

During BY24 the Forest monitored 81 percent of documented Tier 1 closure devices in the KNF portion of the Cabinet-Yaak Ecosystem Recovery Zone (RZ). Of these, three (3) percent were considered not functional with signs of or suspected illegal motorized use, while ninety-seven (97) percent were found functional without sign of illegal motorized use. During BY24, the Forest repaired 71% (taking the total number of CDs repaired (15) divided by the # of breaches detected or assumed (21) of devices found non-functional. The term not-functional captures situations (including gate destroyed, lock missing, barrier removed, vegetation sawed out, or vehicles getting around a device, etc.) where illegal (or suspected illegal) motorized use occurred behind the closure device. Review of the collected data has shown not all non-functional devices are found with definitive signs of illegal motorized use behind the closure device, and the Forest is working with field going personnel to further investigate when suspected illegal motorized use occurred behind a closure device and document that in the AGOL.

Table 3. Summary of Tier 1 Closure Device (CD) monitoring and repairs within the KNF reported BMU's 1-17 in the Cabinet-Yaak Recovery Zone in BY 2024. AGOL data on file at the KNF Supervisor's Office.

KNF Closure Device	Number Closure Devices <sup>1</sup>	Total Number Monitored <sup>2</sup>	Percent Monitored <sup>3</sup>	Number of monitored CD's found functional (percent)	Total Number Breaches detected <sup>4</sup>	Number Monitored CDs with Breaches detected Percent <sup>5</sup>	Total Number of Closure Devices Repaired <sup>6</sup>	Percent Repaired <sup>7</sup>
Gate	218	181	83%	176/97%	5	3%	9	100+%
Barrier	735	592	80%	576/97%	16	3%	6	37%
KNF CYE Total	<b>953</b>	<b>773</b>	<b>81%</b>	<b>752/97%</b>	<b>21</b>	<b>3%</b>	<b>15</b>	<b>71%</b>

Repairs during 2024 included some devices documented in prior years but had not been repaired due to assorted reasons, including available personnel or machine hiring limitations.

<sup>1</sup> Starting point for number of closure devices is the total CDs on existing restricted routes located off existing routes open to motorized vehicles. The forest is working to identify and update routes meeting these criteria as Tier 1 CD's. Totals of Tier 1 devices can vary by year as roads may be built or stored or decommissioned. Monitoring additional closure devices may occur behind a Tier 1 CD if the main device is found not functional.

<sup>2</sup> Total number of devices monitored includes all functional and non-functional closure devices identified as Tier 1 devices on existing routes. Identifying Tier 1 devices and removing duplicate points from the data collection continue to be a priority for field work.

<sup>3</sup> Percent monitored is the total number monitored divided by the number of closure devices x 100.

<sup>4</sup> Breach detected is # of Tier 1 CDs found nonfunctional with illegal or suspected illegal motorized access and is a subset of the Total # Monitored. Breaches detected taken from surveys describing functionality of the closure device as "no", "no\_eor\_no\_barrier", "no\_missing\_lock, and yes\_breach\_evidence (AGOL data pull 03/29/2024). This is expected to over-estimate the number of breaches due to incomplete data collection or district review.

<sup>5</sup> Percent of the total number monitored with breaches detected is total # breach detected divided by total # monitored.

<sup>6</sup> Total number of devices repaired includes repaired devices with known or suspected illegal motorized use, or if it wasn't noted.

<sup>7</sup> Percent Repaired is Total Number of CDs repaired divided by Total Number of Breaches detected or suspected. KNF - Barrier includes concrete, earth berm, other (i.e., guardrail), other barrier types, rocks, or vegetation growth preventing motorized access.

## II. D. Reporting Requirement # 5 (KNF LRMP BO, FWS 2023)

### Illegal Motorized Access Monitoring in the Recovery Zone

In addition to the 30 percent monitoring in the Recovery Zone, in relation to *Reporting requirement #5 and Reasonable and Prudent Measure #1, the 2023 KNF LMP BO* requires that that the Forest shall annually provide a list of any gates, barriers, or other devices or methods that were found to be ineffective at managing motorized access, and any illegal creation of additional (motorized) routes that were discovered, and the KNF's response to remedy the situation. APPENDIX D, **Table 1 and Table 2** summarizes BY24 documented temporary illegal motorized access on existing routes and user created routes on NFS lands within the KNF Cabinet-Yaak Bear Management Units.

Of the total of 181 gates monitored, a total of 5 had evidence or suspected illegal motorized use. Of the 592 barrier devices monitored, 16 had evidence of or suspected illegal motorized use.

### Timeline to Repair Non-Functional Closure Devices

When the Forest discovers unauthorized route use, breaches of barriers, or breaches of gates, the issue is reported and breaches are repaired or addressed as soon as possible, generally within the same bear year or early in the next bear year (U.S. Forest Service 2020, p. 10). While closure devices such as berms, barriers, and gates are intended to restrict motorized access, they are not one hundred percent effective all the time. The illegal motorized access situations on the Forest are typical of what would be expected for a National Forest in Montana, where a subset of Forest users have breached closure devices and/or driven off road.

The timing for repairs may vary depending on seasonal and/or weather conditions and the type of correction needed (for example, corrections may range from replacing a broken lock, to replacing a broken gate or fixing a barrier, to redesigning and/or constructing a new barrier). The timeframe for repairing closure devices on the KNF can also depend on District priorities and workloads, or whether the district has their own personnel or equipment to perform the work or not. Ksanka, Three Rivers, and Libby Ranger Districts) have typically repaired or installed closure devices utilizing District employees with either KNF owned or rental equipment. Cabinet Ranger District has not had the ability to repair or install closure devices internally.

Locks are replaced when missing and replacing locks may occur numerous times within the same bear year. The Forest has also included repairs in inter-agency agreements with the Montana Department of Natural Resources and Conservation (DNRC) under the Good Neighbor Authority (GNA) to include repair or installation of barriers within the GNA contracts in high priority areas.

During bear year 2024, Ksanka, Three Rivers, and Libby RD repaired closure devices internally and plan to continue to do so in 2025.

In October 2024, the Three Rivers RD also utilized a GNA agreement with Montana DNRC to install several closure devices (berms) to bring BMU 9 to the permanent TMRD standard, as well as repair several berms that had shown evidence of illegal access in that same BMU. During 2025, Three Rivers RD will attempt to repair several other berms across different BMUs that last year had evidence of illegal use, in addition to promptly addressing any newly found illegal use. Gates are repaired on site unless so damaged that a new gate is required

The Cabinet RD utilized a neighboring district to install a new gate as required by a timber sale in BY24 but was unable to accomplish repairs. The Cabinet RD is looking at renting equipment and utilizing personnel from a neighboring district to complete repairs in 2025.

In general, due to staff reductions and budget limitations for bear year 2025 it is currently difficult to establish a timeline for repairs that are needed but the districts are evaluating closure devices currently identified as not yet repaired for priority repair in 2025, in addition to repairing any new devices identified as non-functional with illegal motorized use.

In fall of 2025, the forest is planning to submit for and utilize inter-agency agreements with DNRC under the GNA to increase repairs of documented non-functional closure devices.

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

Initially, there were seven discrete areas of recurring grizzly bear use in proximity to the Selkirk and Cabinet-Yaak Recovery Zones (Allen 2011, four of which are on the KNF). These areas are referred to as Bears Outside Recovery Zones (BORZ). Per the motorized access Amendment (USDA FS 2011), and as incorporated into the KNF 2015 LMP, the KNF is required to ensure “no permanent increases in the total linear miles of “open roads” and “total roads” above baseline conditions on National Forest System lands in any individual BORZ area, except in cases where the Forest Service lacks discretion to prevent road building across National Forest System lands due to legal or other obligations (USDA Forest Service 2011; USDI Fish and Wildlife Service 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 (ibid).

The KNF amended the 2015 revised LMP, as amended, hereafter referred to as the Forest Plan (USDA FS 2015), to expand the area known as Bears Outside Recovery Zones (BORZ) and apply the applicable Forest Plan direction to these new areas (USDA KNF, 2023). The KNF amended the Forest Plan to apply standard FW-STC-WL-02 to an additional 167,452 acres of NFS lands and to update the baseline linear road miles in FW-STD-WL-02 to reflect these additional areas. This decision also clarifies the circumstances in which the “no net increase” standard does not apply (USDA KNF, 2023).

The 2023 BO (FWS 2023) on the reinitiation of consultation on the KNF Forest Plan, the FWS established new updated baselines for BORZ areas (based on bear year 2021), 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.

The KNF LMP, FWS 2023 also specified that baseline conditions for BORZ may be corrected as described in the biological opinion and the Service does not expect any additional effects to grizzly bears related to those corrections, if the corrections do not represent an on-the-ground change to motorized access baselines (FWS 2023, pg.74). The Service will review these corrections as they are provided to validate this assumption (ibid).

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

This section clarifies and describes any expansions made to BORZ areas beginning BY24 due to:

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

Since the Access Amendment (AA) 2011 ROD was signed, the Forest has met annually with the FWS to review credible grizzly bear observations to determine if recurring use has expanded beyond the original BORZ boundaries (per 2011 BO monitoring requirement #2, U.S. Fish and Wildlife Service 2011, p.B-86). Recurring use criteria was defined by Allen 2022, Appendix A. Per the 2011 AA BO (FWS 2011) which was retained within the KNF 2015 Forest Plan, the Forest shall coordinate with State and federal agency biologists to collect credible grizzly bear observations that occur outside of the Recovery Zone boundaries and add this information to the 6th-order HUC database for inclusion into the annual report (provided to the FWS).

The Biological Assessment for the Reinitiation of Consultation on the KNF LRMP for grizzly bear BORZ Expansion (USDA KNF 2022), the USFWS BO (2023), and the KNF Amendment for BORZ (2023) 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 bear year 2021. In addition, refer to the USDA, KNF 2022 Cabinet-Yaak Grizzly Bear RZ and BORZ annual Monitoring report for bear year 2021, October 24, 2022, as corrected for a summary of HUC's added to BORZ during bear year 2021. No HUC's were added to BORZ during bear year 2022 (see KNF 2023a).

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

Annual review of the available BORZ data on the KNF with the USFWS will determine if any additional HUCs met the recurring use criteria (as defined by Allen (2011), Appendix A). The annual meeting between the KNF and FWS (Wayne Kasworm, SCYE Program Grizzly Bear Biologist) to review credible grizzly bear observations to determine if recurring use has expanded beyond the areas included in current BORZ boundaries (USDA KNF 2022, USFWS 2023, KNF 2023b) occurs when the FWS data is available for review.

*NCDE grizzly bear data:* Contacting MTFWP personnel for review of grizzly bear occurrence point data in specified HUCs south of the current Tobacco BORZ boundary also occurs annually.

#### Bear Year 2023 BORZ HUC REVIEW SUMMARY

Bear Year 2023 data was provided to the KNF in November of 2024 by Wayne Kasworm, SCYE Program Grizzly Bear Biologist for the CYE, and Lori Roberts, Wildlife Research Assistant, Montana Fish Wildlife and Parks for the NCDE grizzly bear data. Data provided did not indicate reoccurring use was occurring outside of the existing BORZ boundaries.

*Ksanka Ranger District* reviewed the data from both the CYE and NCDE and determined all bear points on the Ksanka Ranger District were within existing BORZ boundaries, or within a BMU.

*Libby Ranger District* reviewed the data from both the CYE and NCDE and determined all bear points on the Libby Ranger District were within existing BORZ boundaries, or within a BMU.

*Cabinet Ranger District* reviewed the data from the CYE and determined there was not reoccurring use occurring outside of existing BORZ boundaries due to the only bear point in 2024 on the Cabinet Ranger District occurring within existing BORZ boundaries.

#### Bear Year 2024 BORZ HUC REVIEW SUMMARY

*Cabinet-Yaak Ecosystem grizzly bear data:* The meeting between the KNF and FWS (Wayne Kasworm, SCYE Program Grizzly Bear Biologist) to review credible grizzly bear observations to determine if recurring use has expanded beyond the areas included in current BORZ boundaries (USDA KNF 2022, USFWS 2023, KNF 2023b) will occur when the FWS data is available for review.

*Northern Continental Divide Ecosystem grizzly bear data:* Review of NCDE grizzly bear occurrence point data in specified HUCs south of the current Tobacco BORZ boundary (data requested from Lori Roberts, Research Assistant on the Grizzly Bear Trend Monitoring Team, MTFWP). NCDE grizzly bear data was received and will be reviewed with the FWS SCYE data.

### III.B. Reporting Requirement # 3 (KNF LRMP BO, FWS 2023)

#### Secure Habitat

The 2023 KNF LMP BO (p. 60) states 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 more adequately represents 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 Access Amendment BO, the KNF LMP BO (FWS, 2023) 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 2011 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. The KNF LRMP BO (FWS 2023) established secure habitat as part of the **third surrogate** measure of incidental take of grizzly bears related to motorized access in the BORZ, and to address this, the KNF is required to provide an up-to-date description of acres of secure habitat present in each BORZ area.

Outside of recovery zones, as secure habitat provides a more accurate indication of the spatial mix of motorized routes, it more adequately represents the potential effects related to open and restricted motorized access as opposed to a linear route density. Thus, the habitat conditions associated with the amount of secure habitat will represent the incidental take associated with existing motorized access conditions within each BORZ. This report describes permanent conditions, as well as any temporary variations related to projects that have undergone separate consultations and were being implemented in the reported Bear Year.

The 2023 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 conditions (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 KNF must provide an ongoing list that describes the location and amount of secure habitat in BORZ areas reduced due to permanent access changes for circumstances in which the USFS lacks discretion.

Table 4 displays the secure habitat baseline, any permanent changes to the baseline secure habitat, temporary condition of secure habitat during BY24, and permanent condition going forward for each KNF BORZ.

Table 5 provides details for the number of acres of actual (vs. baseline) secure habitat during the 2023 Bear year, along with any temporary reductions and permanent increases in these areas. Table 6 cumulatively tracks permanent reductions in secure habitat due to ANILCA claims or other non-discretionary KNF activities (as of BY24, there have been no such reductions on the Forest). APPENDIX C

provides specific details of changes to secure habitat due to motorized access changes or other actions occurring during BY24.

Activities affecting BORZ areas on the KNF in BY24 included database updates/corrections and project activities (APPENDIX C). In summary, database corrections with no change on the ground, resulted in changes in modeled secure habitat within the Tobacco, West Kootenai, and Clark Fork BORZ update. Within the West Kootenai and Clark Fork BORZ, previously consulted on activities both temporarily increased and/or permanently increased/decreased secure habitat.

Table 4. Kootenai NF BORZ baseline conditions of secure habitat, as adjusted for Bear Year 2024

BORZ	BY 23 NFS Acres baseline	BY 23 Adjusted Secure Habitat NFS Baseline (Acres/%) <sup>1</sup>	BY24 NFS Lands Updated BY24 +/- Acres <sup>2</sup>	BY24 NFS Lands BY24 Total Acres <sup>2</sup>	BY24 Secure Habitat Changes (Acres) <sup>3,4</sup>	BY24 ANILCA Change to Secure Habitat (Acres) <sup>5</sup>	BY24 Secure Habitat Updated Baseline (Acres/%)
Cabinet Face	35,532	1,350/4	+66	35,598	-2 <sup>6</sup>	0	1,348/4
Clark Fork	100,219	33,823/34	+11	100,230	+27 <sup>6</sup>	0	33,850/34
Fisher	51,182	4,249/8	+997	52,179	-18 <sup>6</sup>	0	4,231/8
Tobacco	301,433	46,044/15	+133	301,566	+41 <sup>6,7</sup>	0	46,085/15
West Kootenai	242,252	49,156/20	+310	242,562	+44 <sup>6,8</sup>	0	49,200/20

<sup>1</sup> Previous Bear Years updated baseline (USDAFS 2024, BY23 SCYE Monitoring Report final to USFWS, 11062024).

<sup>2</sup> BY24 updated Total NFS acres due to ownership spatial updates, corrections, and removal of edge slivers, no change on ground.

<sup>3</sup> Secure habitat permanent changes due to correction of status of motorized route status determined to have existed on the ground at the time of the 2011 Access Amendments were signed, or when subsequent HUC's were added to the BORZ (i.e., documentation of pre-existing motorized routes, corrections to IGBC coding). During BY24, database updates to ownership layers and spatial corrections to property lines have adjusted secure habitat acres, no on-the-ground changes.

<sup>4</sup> Permanent changes in secure habitat due to BORZ re-delineation (expansion or land exchange (expansion or decrease)).

<sup>5</sup> Permanent changes in secure habitat due to non-discretionary actions (road construction for ANILCA access, etc.) or short reroute/relocation of closure

<sup>6</sup> BY24 data base updates to ownership layers and spatial corrections to property lines, resulted in slight decreases and increases in secure habitat in all five KNF BORZ, resulting in a **Cabinet Face BORZ** overall decrease of two acres; **Clark Fork BORZ** overall increase of 27 acres; **Fisher BORZ** overall decrease of 18 acres; **Tobacco BORZ** overall increase of 11 acres; and the **West Kootenai BORZ** overall increase of 40 acres of secure habitat.

<sup>7</sup> **Tobacco BORZ** – Overall increase of 41 acres in secure habitat. In addition to the overall 11-acre increase in secure habitat due to database updates (see footnote #6), the *Ksanka RD* decided to re-assess further investigate several BY23 motorized access changes attributed to data base corrections (#315F, 3518B, 3519 and 3793) that affected total of 30 acres of secure habitat. These acres were returned to baseline acres and were considered temporary activity in BY24 until verification of all of the route's status is completed.

<sup>8</sup> West Kootenai BORZ: Overall 44-acre increase in secure habitat (see footnote #6 for the 40 acres attributable to database updates), and a 4-acre increase on Libby RD due to changing NFSR 5121 from IGBC 2 gated to an IGBC 1 impassible.

Table 5. Kootenai NF BORZ 2024 Secure Habitat condition, temporary project impacts, permanent changes, and the permanent condition as displayed in the most recent BA and concurrence or BO.

BORZ	Secure Habitat BY24 Updated Baseline (Acres/%) <sup>1</sup>	BY24 Project Level temporary Changes (Acres +/-) <sup>3</sup>	BY24 Project level perm changes to existing condition <sup>4</sup> (Acres +/-)	BY24 Secure Habitat Existing Condition (Acres/%) <sup>2</sup>	Permanent Access management condition (acres/percent) <sup>5,6</sup>
Cabinet Face	1,348/4	-1	0	1,453/4	1,348/4 <sup>6,7</sup>
Clark Fork	33,850/34	-460	0	34,047/34	34,137/34 <sup>8</sup>
Fisher	4,231/8	0	0	4,231/8	6
Tobacco	46,085/15	-1,947	0	44,158/ 15	47,071/ 16 <sup>9</sup>
West Kootenai	49,200/20	-772	0	48,479/20	48,628/20 <sup>10</sup>

<sup>1</sup> Current bear year adjusted baseline due to corrections or updates to previous year's baseline. See Table 4.

<sup>2</sup> Current BY secure habitat from authorized activities (temporary and all active discretionary forest activities) with updated condition

<sup>3</sup> Current BY secure habitat affected by temporary project routes (no public use). See Appendix C.

<sup>4</sup> Current BY permanent changes to secure habitat resulting from NFS discretionary Forest activities, i.e., road construction, decommissioning/storage, or restrictions (gates)

<sup>5</sup> Permanent access condition is the post-implementation numbers for the most recent project that has consultation completed and a signed NEPA decision, even if that project is ongoing and implementation is not yet complete.

<sup>6</sup> No recent consultation since BORZ area was expanded (USDA FS KNF 2022, BORZ Expansion BA, USFWS 2023 BO) so no post project implementation metrics for secure habitat to cover the expanded BORZ areas are available.

<sup>7</sup> For BY24, the Norman McCedar project is the most recent within the Cabinet Face. However, the BA does not include acres of secure habitat, just percentages.

<sup>8</sup> Clark Fork BORZ has not been expanded (USDA FS KNF, 2022 BORZ Expansion BA, USFWS 2023 BO). Post Project implementation numbers taken from the Tuscor BA 6/27/2024.

<sup>9</sup> Tobacco BORZ – For BY24, Tobacco BORZ post project implementation metrics for permanent motorized access condition are from the East Fork Salvage Project

<sup>10</sup> West Kootenai post project implementation numbers taken from Mitchell Jackson Project BA (04/30/2024).

### Permanent Reductions in BORZ secure habitat

The KNF LRMP BO (FWS 2023), 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 conditions (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. **Therefore, the FWS used a 2 percent decrease in secure habitat in each BORZ, due to exceptions to the “no net increase” standard, as the fourth surrogate measure of incidental take.** Per Reporting Requirement #3, as the **fourth surrogate** measure of incidental take, the KNF must provide an ongoing list that describes the location and amount of secure habitat in BORZ areas reduced because of permanent access changes for circumstances in which the USFS lacks discretion (e.g., ANILCA, RS2477).

Table 6. Permanent reduction in Secure habitat due to factors outside FS discretion (ANILCA)

BORZ	Secure Habitat <sup>1</sup> 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, (total to date)</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>Total to date of exempted acres (&amp; %) for that BORZ. Added to each occurrence</i>
<i>None</i>						

\* The 2021 Bear Year BORZ Expansion- Forest Plan Supplemental BA, was submitted 09/19/2022, with the USFWS biological opinion on the USDA FS KNF 2022 BA completed November 28, 2023 (USFWS 2023)

### BORZ Secure Habitat Metric Reasons for Change

See APPENDIX C for reasons for BORZ metric changes for BY 2024 secure habitat and the Biological Assessment consultation / Biological Opinion used for the post project Permanent Access management condition provided in Table 4 and Table 5.

## IV. BORZ Linear Road Miles for KNF Forest Plan Requirements

The baseline condition for linear miles of motorized routes was established in the 2011 Access Amendment BO (USFWS 2011), incorporated into the 2015 revised Land Management Plan (USFWS 2013), and updated in the KNF 2021 Bear Year BORZ Expansion – Forest Plan Supplemental BA (USDA KNF 2022), the 2023 BO (USFWS 2023), and in the amended KNF 2015 revised Land Management Plan, (USDA FS KNF 2023b). Temporary and permanent increases in linear road miles are allowed only under certain conditions.

Route layer assumptions for bear year 2024 are displayed in APPENDIX A. BORZ baseline adjustments to total and open linear miles of routes from 2011 through 2021 were summarized in the KNF 2021 Bear year BORZ Expansion – Forest Plan Supplemental BA (USDA FS KNF 2022) and in the FWS BO (USFWS 2023). Updated baseline conditions of motorized access in BORZ as adjusted for bear year 2024 are displayed below in Table 7, with the bear year 2024 condition, temporary projects impacts, permanent changes and the permanent motorized access condition displayed in Table 8.

Table 7. BORZ Baseline, as adjusted in BY24, in linear miles of routes on KNF System Lands.

BORZ	Bear Year 2023 updated Baseline (Miles) <sup>1</sup>		Bear Year 2024 database Updates or BORZ Change (Miles) <sup>2</sup>		Bear Year 2024 ANILCA Change (miles) <sup>3</sup>		Bear Year 2024 Updated Baseline <sup>4</sup>	
	Total	Open	Total	Open	Total	Open	Total	Open
Cabinet Face <sup>5,6</sup>	206.6	159.8	-0.8	-0.8	0	0	205.8	159.0
Clark Fork <sup>5</sup>	272.2	190.7	-1.5	-1.4	0	0	270.7	189.3
Fisher <sup>5,7</sup>	216.3	128.7	-0.3	+0.2	0	0	216.0	128.9
Tobacco <sup>5,8</sup>	1,264.9	966.4	-2.9	0	0	0	1,262.0	966.4
West Kootenai <sup>9,10</sup>	949.1	568.5	-0.5	0	0	0	948.6	568.5

<sup>1</sup> Baselines established in the USDAFS KNF (2022) 2021 Bear year BORZ Expansion Supplemental Biological Assessment for Consultation on the KNF LRMP, submitted to USFWS 09192022 (Table 7) and the KNF LMP BO, FWS 2023 (Table 5) clarified **and as adjusted and updated in the BY23 Annual Monitoring Report (see footnote 4)**.

<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). **See Appendix C for detail.**

<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.

<sup>4</sup> Current bear year adjusted baseline due to corrections or updates to previous year's baseline. In BY24, due to ownership spatial updates and corrections, and removal of edge slivers, linear miles of roads were slightly adjusted within the BORZ areas, no change on the ground

<sup>5</sup> For the KNF, per the KNF LMP BO (FWS 2020) railroad tracks documented in BY19 were not part of the proposed action, although they were included in Table 10 of the 2020 BO. The 2021 Bear Year BORZ Expansion, Supplemental Biological Assessment for Consultation on the KNF LRMP, submitted to USFWS 09192022, railroad tracks occurred in additional HUCs meeting recurring use in BY21 or in an existing HUC switched to a different BORZ. The clarified baselines, without including railroad tracks, are shown above. **Railroad tracks are considered as part of the existing conditions and as of BY21**, there are an additional 0.7 miles of railroad tracks in the Cabinet Face (located in a portion of a HUC switched from the West Kootenai to the Cabinet Face), an additional 1.7 miles in the Clark Fork BORZ, an additional 0.7 miles in the new Fisher BORZ, and an additional 3 miles of railroad tracks located in new HUCS meeting recurring use in the Tobacco BORZ resulting in a total of 25.4 miles of railroad in the Tobacco BORZ. **In BY24**, due to ownership spatial updates, corrections & removal of edge slivers (no change on ground), railroad tracks within the **Clark Fork BORZ** were decreased by 1 mile, leaving 0.7 miles of railroad tracks.

<sup>6</sup> **Cabinet Face BORZ:** Overall decrease of 0.8 miles (NFSR# 5178, 0.4 mi, and #5226, 0.4 mi) were changed from open (IGBC 4) to barriered (IGBC 3).

<sup>7</sup> **Fisher BORZ:** Overall decrease of -0.3 miles to total linear miles & increase of +0.2 mi to open linear miles. Updates to the baseline include a -0.5-mile reduction to NFSR 14573 (IGBC 2 gated to IGBC 3 barriered) reducing total linear miles; and two other routes contribute to both total and open linear miles, the addition of 0.1 mi of NFSR 538 (open segment missing in NRM, exists on the ground), and addition of 0.1 miles of NFSR 4660 Zuni, open segment missing in NRM, exists on the ground).

<sup>8</sup> **Tobacco BORZ:** Overall decrease of 2.9 total linear miles to the baseline Ksanka RD: The BY24 overall decrease of 2.9 miles reflects the district determining additional review was needed and the following routes will be considered temporary and not a baseline change (as was done for BY23), until additional review can occur for

routes NFSR Skillet Basin #315F (0.7 mi), Skillet Creek A #3518A (0.3 mi), Middle Skillet #3518B (0.6 mi), Skillet Slope #3519 (0.4 mi), and Big Draw #3793 (0.9 mi).

<sup>9</sup> **West Kootenai BORZ:** For the KNF, per the BY19 monitoring report (USDA FS 2020b), there was a reported 10.2 miles of long-term user created routes (1.1 miles in Lower Pipe and 9.1 in Cedar-Cr-Kootenai River). Due to better information on one of the routes in Lower Pipe and in Cedar-Cr Kootenai River this was adjusted to a total of 10.7 miles in the BY20 monitoring report. Per the BY22 report, in 2022, 2.0 miles of powerline access routes and long-term user created routes associated with powerline access were identified that were not in Infra. Also added to Infra were 0.2 miles of long-term user created route that enters US Forest Service property from private lands to access Pipe Creek.

<sup>10</sup> **West Kootenai BORZ:** Reduction in total linear miles by 0.5 miles. Libby RD: NFSR 5121 North Jackson 4x4 has been coded as gated (IGBC 2) in NRM, but ground survey concluded the road had no gate and is impassable due to vegetation. Thus, in BY24 the IGBC changed to 1, and reducing total linear miles by 0.5 miles. The district plans to install a berm in 2025.

*Table 8. KNF BORZ Bear year 2024 condition, temporary project impacts, permanent changes, and permanent access conditions expressed in linear miles of motorized routes.*

BORZ	BY24 Updated Baseline <sup>1</sup>		BY24 Project Level Temporary Routes <sup>2</sup>		BY24 Project related Permanent Changes to existing condition <sup>3</sup>		BY24 Existing Condition (all Authorized Activities <sup>4</sup>		Permanent access condition <sup>5</sup>	
	Total	Open	Total	Open	Total	Open	Total	Open	Total	Open
Cabinet Face <sup>11</sup>	205.8	159.0	+0.7	0	0	0	204.8	159.0	204.0 <sup>11</sup>	159.0 <sup>11</sup>
Clark Fork <sup>7</sup>	270.7	189.3	+13.1	+2.0	0	0	265.1	183.0	260.7 <sup>7</sup>	184.0 <sup>7</sup>
Fisher <sup>6,8</sup>	216.0	128.9	0	0	0	0	214.0	127.3	6	6
Tobacco <sup>8,9</sup>	1,262.0	966.4	+23.0	0.4	0	0	1,272.3	953.4	1,244.8 <sup>9</sup>	950.3 <sup>9</sup>
West Kootenai <sup>8,10</sup>	948.6	568.5	+6.8	0	0	0	942.6	550.4	930.9 <sup>10</sup>	542.6 <sup>10</sup>

<sup>1</sup> Current bear year 2022 adjusted baseline due to corrections and updates to previous year's BY22 baseline.

<sup>2</sup> **Current BY temporary project routes:** no public use (total mi.), and public use (open mi.), Design Element II, A.1. **Cabinet Face, Clark Fork, Tobacco, & West Kootenai project level temporary routes are described in Appendix C.**

<sup>3</sup> Current BY permanent changes resulting from NFS discretionary Forest activities, i.e., road construction, decommissioning/storage, or restrictions (gates).

<sup>4</sup> Current BY authorized activities (temporary and all active discretionary forest activities) with updated baseline. **Railroad tracks are considered as part of the existing conditions and** as of BY21, there are an additional 0.7 miles of railroad tracks in the Cabinet Face (located in a portion of a HUC switched from the West Kootenai to the Cabinet Face), an additional 0.7 miles in the Clark Fork BORZ, an additional 0.7 miles in the new Fisher BORZ, and an additional 3 miles of railroad tracks located in new HUCS meeting recurring use in the Tobacco BORZ resulting in a total of 25.4 miles of railroad in the Tobacco BORZ.

<sup>5</sup> Permanent access condition is the post-implementation numbers for the most recent project that has consultation completed and a signed NEPA decision, even if that project is ongoing and implementation is not yet complete (USFWS FP BO 2023).

<sup>6</sup>No recent consultation since the BORZ area was expanded has occurred, therefore no post project implementation metrics for total and open linear miles to cover the expanded BORZ are available

<sup>7</sup>Clark Fork BORZ post project implementation metrics (i.e. Permanent Motorized Access condition) for total and open linear miles of routes are as disclosed in the Tuscor BA, which was completed before ALP ownership changes. Temporary activities are described in Table 11.

<sup>8</sup>Database updates/corrections are not changes on the ground and have now changed the baseline compared to the USDA FS, KNF 2021 BY BORZ Expansion BA (USDA FS KNF 2022, and USFWS FP LMP BO, 2023). Any project related temporary activities are described in Table 11.

<sup>9</sup>Tobacco BORZ post project implementation metrics for permanent motorized access condition are from the East Fork Sunday Fire Salvage and Restoration Project (East Fork Salvage BA 20240822, East Fork Salvage Amended BA 20240919, Letter FWS BO 20240930).

<sup>10</sup>West Kootenai BORZ Post project implementation metrics for permanent motorized access condition are from the Mitchell Jackson Project BA 20240430, Letter FWS BO 20240603.

<sup>11</sup>Cabinet Face BORZ Post project implementation metrics for permanent motorized access condition are from Table 14, in the Norman McCedar Project BA 20240529, Letter FWS BO 20240923

### BORZ Linear Miles of Routes Metric Reasons for Change

See APPENDIX C for reasons for BORZ metric changes for BY 2024. As the Forest currently utilizes the Bear Year Monitoring report to track motorized access changes to verify NRM coding for bear year analysis, the detail on individual route numbers is currently still provided until an improved district system is developed.

### BORZ Ad Hoc Existing Route Closure Device Monitoring

As described within the KNF LMP BO (FWS 2023) the Forest will conduct *ad hoc* and opportunistic monitoring of access restriction devices within the BORZ in multiple ways, as described in the individual LRMP re-initiation BA's.

Within BORZ, the Forest conducts *ad hoc* monitoring as described in the BA (, USDA FS, KNF 2023), including via Travel Analysis Process for specific projects in the BORZ, and via incidental observations by Forest Service employees and others as they are discovered. The Forest explained that regular patrols occur within BORZ by recreation staff, fire crews, and other resource specialists. District staff also cooperate seasonally to open and close gates on restricted roads, as deemed appropriate in the Motor Vehicle Use Map. While not specifically designed for monitoring access management related to grizzly bears, the regular presence of Forest employees within BORZ offers regular "eyes on the ground" to discover issues such as breached closure devices or illegal user-created roads or motorized trails (Jeremy Anderson, pers. comm., April 2020). When the Forest discovers illegal route use, breaches of barriers, or breaches of gates, the issue is reported and breaches are repaired or addressed as soon as possible, generally within the same bear years or early in the next bear year.

During Bear Year 2024, the KNF continued data collection of route closure devices by all field going personnel across the forest using Collector 123 and AGOL. Data collected included the type of device (gate, barrier, type of barrier such as rock, earth berm, vegetation), whether it was functional or not or if

there were signs of a motorized breach, if a repair was needed, and if a repair was done. This information was collected across the forest, including within the BORZ. Table 9 displays the total number of devices monitored within each KNF BORZ.

*Table 9. Kootenai NF Cabinet-Yaak Recovery Zone BORZ BY24 ad hoc Monitoring of BORZ Tier 1 closure devices on existing NFS Routes*

BORZ	Total # Monitored <sup>1</sup>			Total Devices Breach detected <sup>2</sup>			Repaired <sup>3</sup>		
	Barrier	Gate	No Device	Barrier	Gate	No Device	Barrier	gate	No Device
Cabinet Face	18	22	1	0	4	1	0	2	1
Clark Fork	85	31	1	2	1	0	0	2	0
Fisher	4	21	1	0	4	1	0	4	0
Tobacco	179	117	4	11	7	2	2	5	0
West Kootenai	98	81	0	11	4	0	1	4	0
<b>All BORZ Grand Total</b>	<b>384</b>	<b>272</b>	<b>7</b>	<b>24</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>17</b>	<b>1</b>

<sup>1</sup>Total # of Devices Monitored includes all functional and non-functional devices on existing routes. Due to limited personnel and time, the forest is emphasizing surveys of closure devices identified as Tier 1. BORZ CD monitoring is ad hoc with no minimum number identified. Identification of Tier 1 devices is ongoing.

<sup>2</sup>Breach detected is # not Functional with illegal motorized access and is a subset of the Total # Monitored. For functionality, existing routes CDs listed here were identified as “no”, No\_eor\_no\_barrier, no\_missing lock, or Yes\_breach evidence”, or no device, were considered breached. Additional review of the AGOL BY24 data (pulled March 2024) indicates the number of total devices breached in this table is likely an over-estimation due to incomplete data collected or district review.

<sup>3</sup> Repaired devices include those under “found\_functional” as “no”, No survey record before Repair”, “no\_missing\_lock”, and “yes\_breach\_evidence”. It should be noted that of the CD’s found functional and identified as “yes\_needs\_repair” may also be included in Table 9, where review indicated this was appropriate, based on provided information. May include additional repairs not surveyed prior (for example a gate in the Fisher or a gate in the West Kootenai BORZ. Repaired devices are under-represented in the table due to inconsistent data entry and work is underway to bring data up to date. The summary table displays those CDs identified as Tier 1. Some of the routes were given a repair date in the AGOL entry form, but the comments indicated there was no illegal use, or only information given was not functional. In addition, comments on some routes indicated no restriction device was present, but an earthen berm or barrier was checked as an indication of what was needed. Updates to the AGOL are ongoing and this BY24 data will be verified and updated by the end of BY25. KNF - Barrier includes concrete, earth berm, other, other barrier, rocks, vegetation.

Number of repairs taken from Bear Year 2024 AGOL data compiled by the KNF (APPENDIX D).

## V. Reporting Requirement # 5 (KNF LRMP BO, FWS 2023, pg. 135)

### Unauthorized Motorized Access Ad Hoc monitoring in the BORZ

In addition to the ad hoc and opportunistic monitoring of closure devices in the BORZ, in relation to Reasonable and Prudent Measure #1 the 2023 KNF LMP 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 KNF’s response to remedy the situation. APPENDIX D summarizes the current bear

year documented temporary unauthorized motorized access on existing routes and user created routes on NFS lands within the KNF portion of the CYE Recovery Zone and a brief description of the KNFs response to remedy the situation.

#### V.I Reporting Requirement # 4 (KNF LRMP BO, FWS 2023, pg. 135)

##### Over-Snow Use in the Recovery Zone

*KNF Cabinet-Yaak and NCDE Ecosystems Over-Snow Use*

***In relation to the fifth surrogate measure of incidental take, the KNF LRMP BO (FWS 2023) (relative to over-snow in the CYE and NCDE ecosystems) specified that an up-to-date record of any changes in the amount of modeled grizzly bear denning habitat that overlaps with authorized late season-over-snow motorized use be provided in the bear year monitoring report.***

Over-snow use was discussed and reviewed in detail in both the USDA FS KNF (2022) Bear year 2021 BORZ Expansion BA and the 2020 KNF LMP BO (USFWS 2020), and the KNF LMP BO (FWS 2023). No new information is available on over-snow monitoring since the summary provided in these documents.

FINAL 20250626

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USFWS. 2021. Correspondence from J. Bush, United States Fish Wildlife Service Office Supervisor, Montana Ecological Services Office to FWS to C. Benson, Forest Supervisor, Kootenai NF, September 30, 2021. 3 pp.

## APPENDIX A

### Access Changes Considered for Current Bear Year Metrics

*Motorized Access changes considered for current Bear Year Metrics.*

Component	Current Bear Year
Route layer base	<i>Ensure all previous BY temporary activities are back to legal status and any improvements implemented the previous BY are now reflected as completed.</i>
Database corrections updates	Current BY database corrections or updates
Temporary activities not resulting in future motorized access changes (administrative use exceedance, emergency access)	Included: reflects what occurred on the ground (e.g., gated shown as open; or an impassable or barriered route within the BMU shown as open or gated in BORZ if no public use).
Temporary activities that result in on-the-ground change to motorized access and metrics	Included: reflect implementation (e.g., new road construction, temporary or new system roads shown as open in BMU, and in BORZ shown as gated if no public use).
Temporary activities resulting in on-the-ground changes to motorized access and <b>result in improvements</b> to the bear metrics	Included: reflect implementation (e.g., Route decom., storage, gate or barrier install, removal of drainage structures. IGBC codes depends on BMU or BORZ. (e.g., for both, open route that's gated or stored is open; an impassable or gated route that is stored is open in BMU, in BORZ admin work is coded gated if no public use). IGBC codes reflect implementation status. Any permanent access changes and improvements are not shown as completed until the following Bear Year.
Ongoing project activities as analyzed through ESA & NEPA with motorized access changes continuing through the BY and beyond. Once final work on a route is implemented in the current BY, any improvements show as completed the following BY.	Included: routes utilized during the BY (e.g., out of 20 total routes analyzed in NEPA/ESA, 4 might receive activity; a BMU impassable route used in project and gated during activity, but admin use continually exceeded as analyzed is shown as open, while in BORZ it would be gated if no public use. On-going projects are treated like temporary activities each BY.

\*Motorized access changes resulting in improvement to grizzly bear metrics implemented in a BY (e.g., route storage or decommissioning, including installation of gates, barriers, removal of drainage structures or other activities) that resulted in improvements to metrics are not considered effective until the following year, and are not shown as completed until the following bear year runs for FWS report.

## APPENDIX B

### RECOVERY ZONE BMU MOTORIZED ACCESS CHANGES

Description of authorized activities on FS lands, activities on non-federal lands, and other reasons for changes in metrics from the previous bear year are summarized below in Table B.1.

Detail on individual routes affecting motorized access (used to verify NRM IGBC coding for the route layers used in metric calculations) are provided by the districts and filed in the Forest’s bear year 2024 monitoring records.

*Table 10. Management actions that resulted in changes to OMRD, TMRD or core habitat on all ownership as of Bear Year 2024 in the Cabinet-Yaak Recovery Zone on those BMU’s reported by the KNF.*

BMU	Current Bear Year 2024	Permanent Access Management Condition Source Document
	<i>Describe database corrections, authorized temporary activities (administrative use exceedance, emergency fire access, authorized temporary activities resulting in on-the-ground changes to wheeled motorized access, and on-going authorized activities. <b>Activities are compared to the prior Bear Year, in this case, BY2024.</b></i>	<i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and decision in place to get that individual BMU to standard and source of metrics in Table 2</i>
BMU 1 Cedar	<b>TRRD:</b> BY 24 no changes on TRRD. Going into BY25, Norman McCedar Project will result in a change to Camp Creek Road system. <b>Libby RD:</b> Temporary road construction related to the Flower Creek project occurred in BY24. Did not change TMRD or OMRD percentages.	Norman McCedar DN: 20241022. BA: 20240530; BO: 20240923.
BMU 2 Snowshoe	<b>No activities</b> reported for the Three Rivers, or Libby Ranger District <b>Database updates:</b> None.	Leigh Lake Trail Project BA 06/03/2021. USFWS LOC 06/15/2021.
BMU 3 Spar	<b>TRRD:</b> Ongoing illegal motorized access to a mining claim (under investigation). Illegal use of that route has changed route status to IGBC 4. BMU still meets standards. <b>Access to Private inholding:</b> Private inholding access change on a route from impassable to IGBC 4. <b>Database updates:</b> None.	2025 Ross Creek Overflow Parking Area 20250128. BA 20240814. LOC 20240919. 30/26/62 Jones/Etienne Private Road Use Permit and Road Use Permit 2021 (access on 404A, 14304, 14304A, 14323/A).
BMU 4 Bull	<b>Database Updates:</b> Private land spatial updates to INFRA (including routes removed, added, or modified) contributed to both increases and decreases in core acres, TMRD, and OMRD.  Government Mountain ground verification resulted in segments of NFSR 2280 road system temporarily changed to open until barrier installation can occur.  <b>Ongoing Activities:</b> <i>BMU 4 Access Project:</i> Under the BMU 4 access project BA, as updated in the EA and DN to reflect objection resolution, and in the updated BO, the phase 2 approach was proposed to meet access standards in the short term by gating the top 3 miles of	BMU 4 Access Project BA 20230217, supplemental BA 04252023, Revised USFWS LOC 07242023, USDA FS DN and FONSI for the BMU 4 Access Project 20230809.

BMU	Current Bear Year 2024	Permanent Access Management Condition Source Document
	<p><i>Describe database corrections, authorized temporary activities (administrative use exceedance, emergency fire access, authorized temporary activities resulting in on-the-ground changes to wheeled motorized access, and on-going authorized activities. <b>Activities are compared to the prior Bear Year, in this case, BY2024.</b></i></p>	<p><i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and decision in place to get that individual BMU to standard and source of metrics in Table 2</i></p>
	<p>the Berray Mountain Road (NFSR 2272) while the Dry Creek timber sale is being completed, then gated the Dry Creek road system (NFSR 1118 &amp; 1118A), and reopened the Berray Mountain Road at completion of timber sale. These improvements, part of the Phase 2 implementation to metrics, occurred in fall of 2024 and will be shown as completed with improvements to habitat parameters reflected in the bear year 2025 monitoring report.</p> <p><i>Avista ongoing activities:</i> Route 2278F had a gate installed in BY2024, therefore the route would not contribute to OMRD if Avista's trips are within the allowed administrative use.</p> <p><i>Dry Creek Timber Sale:</i> Dry Creek Timber Sale project temporary road construction and opening of barriered routes contributed to OMRD and TMRD. In fall of 2024, Temp A, B, and H off NFSR 1118A were decommissioned, and a portion of 1118A was bermed after project completion and should be reflected in BY25 report.</p>	
<p>BMU 5 St. Paul</p>	<p><i>Libby RD: No activities reported.</i></p> <p><i>Cabinet RD:</i> <b>Past Activities:</b> BMU 4 Access Project motorized access changes closed gated route NFSR 2289 (Goat Rocks Road) to motorized access with a berm in fall 2023; no administrative use allowed. This contributes to improvements to TMRD and core for BY24.</p>	<p>Cable-Poorman Motorized Access Management Project, BA 20230621 \ USFWS LOC 20230629\ Cable-Poorman Motorized Access Management. CE 20230407</p> <p>BMU 4 Access Project BA 20230217, supplemental BA 04252023, Revised USFWS LOC 07242023, USDA FS DN and FONSI for the BMU 4 Access Project 20230809.</p>
<p>BMU 6 Wanless</p>	<p><b>Cabinet RD: Database Updates:</b> Database updates and corrections either adding or spatial corrections of route locations on private lands resulted in slight changes to core acres. NFSR 2758B was changed to impassable (ground verification).</p> <p><i>Other Activities:</i> Montana DNRC McKay Creek Timber sale gated about 1 mile of road 1022A, which decreases OMRD.</p> <p><b>Libby RD: Ongoing Activities:</b> As analyzed, barriered routes opened for brushing, and then gated in 2022 for a proposed timber sale subdivision under the Miller West Fisher Project continue to contribute to a decrease in core (899 acres) and increase in TMRD and ORMD.</p>	<p>DNRC activities on Montana State Lands authorized by MT state MEPA (DNRC McKay Creek T.S. Checklist, Plains Unit, MTDNRC 2023.</p> <p>Miller West Fisher Project Supplemental BA2013. USFWS concurrence 02/19/2014 Miller West Fisher Project Supplemental FEIS 08/2017 and ROD 10/20/2017</p>

BMU	Current Bear Year 2024	Permanent Access Management Condition Source Document
	<p><i>Describe database corrections, authorized temporary activities (administrative use exceedance, emergency fire access, authorized temporary activities resulting in on-the-ground changes to wheeled motorized access, and on-going authorized activities. <b>Activities are compared to the prior Bear Year, in this case, BY2024.</b></i></p>	<p><i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and decision in place to get that individual BMU to standard and source of metrics in Table 2</i></p>
	<p><b>Database updates:</b> Oscar Miller Campground roads added to Open and Total roads in BY24. No changes in OMRD or TMRD. Does not affect Core. The addition of two mining access claims, both roughly 0.27 miles, is added to OMRD and TMRD in BY24. The mining access routes has increased TMRD and OMRD, with a 23-acre core reduction.</p>	
<p>BMU 7 Silver Butte- Fisher</p>	<p><b>Activities:</b> No activities reported by Cabinet or Libby RD. <b>Database Updates:</b> None</p>	<p>USDA FS KNF Forest Plan Reinitiation BA 2020, (metrics 22/23/65) USFWS BO 08/28/2023</p>
<p>BMU 8 Vermilion</p>	<p>No change in metrics, and no activities reported by the Cabinet RD. <b>Database Updates:</b> NFSR # 207C was opened in 2008 for Plum Creek Harvest, KNF closure device monitoring documented route was not bermed at end of activity, so was updated to reflect a gate for BY23, and removing 10 acres of core. Route is identified as needing a berm installed (planned for 2025).</p>	<p>Elk Lake Access Project BA, BA concurrence 03/18/2021, NEPA DN 06/11/2021</p>
<p>BMU 9 Callahan</p>	<p><b>Ongoing Authorized Activities:</b> <b>TRRD:</b> Authorized activities using open and gated routes: Border Raid TS from Starry Goat Project. Gated route 1055 (North Fork Ruby) still considered open (Starry Goat, Border Raid TS). <b>Other Ownership Activities:</b> Stimson Lumber activities resulted in gated Stimson route 9958 being considered open for BY24 for access to their corporate land. <b>Database corrections:</b> No changes were noted in BY24. <b>IPNF: To the west and adjacent to the KNF border,</b> IPNF activities resulted in IPNF routes 2207, 2207A, 1304, 1304A, 1304C, and 1304D were open during BY24 for log-haul and road reconstruction.</p>	<p>Starry Goat BA 12/12/2017; Starry Goat BO 04/18/2018; Starry Goat ROD 06/22/2018. Last Border Raid unit harvested; post-harvest fuels and final road treatments left for 2025. Five gated routes bermed in October 2024 (GNA) to get TMRD to standard going into BY25: 14368, 582D, 4622, 14373, and 4401.</p>
<p>BMU 10 Pulpit</p>	<p><b>Ongoing Authorized Activities:</b> TRRD: use of open &amp; gated routes: Kootenai Face Off TS (OLY; final timber sale) <b>Database Updates:</b> <b>TRRD:</b> None. <b>Libby RD:</b> Route 399A West Fork Quartz Ridge was added to NRM after field surveys showed the route was not mapped in NRM but existed on the ground and was gated. The route is also vegged in with trees. The</p>	<p>South Yaak Fire Salvage BA 12/17/2021; FWS BO Effects of South Yaak Fire Salvage and Commercial Mushroom Harvest Project 04/01/2022; South Yaak Fire Salvage DN/FONSI 07/15/2022</p>

BMU	Current Bear Year 2024	Permanent Access Management Condition Source Document
	<p><i>Describe database corrections, authorized temporary activities (administrative use exceedance, emergency fire access, authorized temporary activities resulting in on-the-ground changes to wheeled motorized access, and on-going authorized activities. <b>Activities are compared to the prior Bear Year, in this case, BY2024.</b></i></p>	<p><i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and decision in place to get that individual BMU to standard and source of metrics in Table 2</i></p>
	<p>addition of 399A route resulted in a 2 acre decrease of Core due to the IGBC code being identified as gated, but the route is legitimately impassable, and the 2 acres of core remains on the ground.</p> <p><b>Administrative use Exceedance:</b> Gated routes #4407 (rental use of Yaak Mt. Lookout) and #4439 (maintenance of King Mtn. radio towers) are modeled open every year as use is assumed to exceed admin use due to ongoing activities at the facilities.</p>	
BMU 11 Roderick	No changes for BY 24.	Grizzly Project BA 2009; USFWS concurrence 08/25/2011; BMU 11 post-project metrics 28/25/56 Grizzly Project ROD 02/08/2012
BMU 12 Newton	Knotty Pine activities shown completed in BY23 include NFSR route 14313 Coyote Ridge going from gated to barriered, along with other Cougar Ridge barriers installation on NFSR 2338 at MP 7.2, resulted in core acres increase	Knotty Pine Project BA 4/27/2021; Knotty Pine BO 03/18/2022; Knotty Pine DN/FONSI 03/24/2022
BMU 13 Keno <b>(KNF/IPNF)</b>	<p><b>Three Rivers RD:</b> No changes for BY 24.</p> <p><b>IPNF: To the west and adjacent to the KNF border</b> and within the buffer of BMU 13, Routes 2541C and 2541D were stored in 2023, and this change is now reflected in the route layer. Temporary road off FSR 2549A was decommissioned in 2024.</p>	<p>KNF – Mt. Baldy Communication Site Project BA 09/09/2021; USFWS concurrence 10/18/2021.</p> <p>IPNF – Deer Creek EA, and BO (2017)</p>
BMU 14 NW Peak <b>(KNF/IPNF)</b>	<p><b>Three Rivers RD:</b> No changes for BY 24.</p> <p><b>IPNF:</b> Database correction on a portion of FR871 from open to gated back to the junction with FS2798.</p>	Buckhorn. ROD 20140730. BA: 20140212. FWS BO: 20140530
BMU 15 Garver	<p>No changes for BY 24 A database change has not been recorded to decrease TMRD to the standard. An end segment of a gated route will be changed to impassable (it is on the ground) for BY 25. This change was indicated as the existing condition for the Black Ram project but was not updated in the roads database.</p> <p><b>Admin use Exceedance:</b> Route #5857 Garver Mountain Lookout rental modeled open every year as use is assumed to exceed admin use due to ongoing activities at this facility</p>	2015 Forest Plan ROD, 20150105; BA: 20220919; FWS BO: 20231128
BMU 16 East Fork Yaak	<p><b>Ksanka RD:</b> No changes for BY 24.</p> <p><b>Three Rivers RD:</b> No changes for BY 24</p> <p><b>Database Updates:</b> None.</p>	<p><b>Ksanka:</b> Caribou Project Terrestrial Wildlife BA 05/25/2018; FWS LOC 06/22/2018.</p> <p><b>TRRD:</b> 2015 Forest Plan ROD, 20150105; BA: 20220919; FWS BO: 20231128</p>

BMU	Current Bear Year 2024	Permanent Access Management Condition Source Document
	<p><i>Describe database corrections, authorized temporary activities (administrative use exceedance, emergency fire access, authorized temporary activities resulting in on-the-ground changes to wheeled motorized access, and on-going authorized activities. <b>Activities are compared to the prior Bear Year, in this case, BY2024.</b></i></p>	<p><i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and decision in place to get that individual BMU to standard and source of metrics in Table 2</i></p>
<p>BMU 17 Big Creek</p>	<p><i>Ksanka RD: Database correction Closure device monitoring documented a gate on route NFSR 7138G Good Creek Pipe Creek, and NRM was updated from barriered (IGBC 3) to gated (IGBC 2) from (MP 0.0-1.57) 1.6 miles. District review of the Lower Big Creek Project DEIS/EIS and of the Lower Big Creek Project Biological Assessment (FWS LOC 20240517) documented only the end of the road MP 1.57 to EMP 2.74 was put into storage, and that segment was correctly identified as barriered (IGBC 3) in NRM. The 1.57 miles of the gated portion of the road remains on the ground as analyzed and consulted on in the Lower Big Creek Project and NRM has been corrected to reflect this.</i></p> <p><i>Three Rivers RD: No changes for BY 24</i></p> <p><i>Libby RD: No changes for BY 24</i></p>	<p>TRRD: South Fork Hazardous Fuels Reduction DN:20130429. BA: 20130225. Concurrence: South Fork Fuels Project BA 20130225, USFWS LOC 20130422. South Fork Fuels BA changed Conditions 20160811. FWS LOC 20160824.</p>

Note: On-going field validation of road status and road database cleanup may contribute to some changes each year. Conditions on the ground do not necessarily change from the previous year.

## APPENDIX C

### BORZ MOTORIZED ACCESS and SECURE Habitat DETAILS

Table 11 gives detailed summary of activities (project, emergency, and other) resulting in motorized access conditions and any effects to secure habitat reported in Section III.B and Section IV.

*Table 11. Management actions resulting in changes to BORZ Secure Habitat or Linear miles of Motorized Routes*

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p><i>Summarize – “Change due to database correction”, ongoing activities, completed activities, BORZ expansion or contraction, or change due to Project”</i></p>	<p><i>Cite most recent Biological Assessment consultation and concurrence or biological opinion and NEPA decision in place.</i></p>
<p><b>Cabinet Face</b></p>	<p><b>Database Corrections/Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall increase in NFS lands by 66 acres, no change on ground.</p> <p><b>Linear Miles database corrections:</b> Overall decrease of 0.8 miles. Two NFSR Routes #5226 (0.4 mi) and #5178 (0.4 mi) were changed in NRM from IGBC 4 (open) to IGBC 3 (Barriered). Route #5226 was built as a temp road in 1975 and is vegetated. Route #5178 was identified in the 2005 Libby Creek RAP for storage and the route has an earthen berm and is almost grown in.</p> <p><b>Temporary Activity:</b></p> <p><b>Long-Term User Created Routes:</b> For BY24, a total of 2.0 miles of several long-term user-created routes were considered open with motorized use in the metrics and contributing to both open and total linear miles: the 6199E NE route (1.1 mi), the 6199E SW Route (0.5 mi), used by a miner to access the Gold Miser claim, and the Big Cherry camping user created routes (0.4 total mi). The district plans to barrier the segments of route #6199E receiving illegal motorized use in BY25. For the long-term user created routes associated with the Big Cherry camping area the District is considering these routes as temporary until their status is reviewed and analyzed to determine their status and they will continue to contribute to both total and open linear miles until that time.</p> <p><b>Ongoing Project Activity:</b> A total Of 0.7 miles of additional gated routes was attributed to the Flower Creek Project Temporary Roads T1 (0.1 mi), T2 (0.4 mi), and T3 (0.2 mi) are gated and contribute to temporary increase in total linear miles.</p>	<p>Norman McCedar DN: 20241022. BA: 20240530; BO: 20240923.</p>

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p><b>SECURE HABITAT Cabinet Face:</b>  <b>BY24 Baseline Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall decrease of approximately 2 acres in secure habitat acres, no change on ground. The change in status of NFSR 5178 contributed 1 acre to secure habitat, no change on the ground. The updated BY24 baseline conditions are now 1,348 acres and 4% of the BORZ NFS lands (Table 4).</p> <p><i>Model Updates:</i> None.  <i>Database correction:</i> See above for baseline updates. No database corrections for routes resulting in changes to secure habitat  <b>BY24 Temporary Changes:</b> None reported  <b>BY24 condition:</b> The BY24 secure habitat is 1,453 acres (better than the updated baseline) and 4% (Table 5).</p>	
Clark Fork	<p><b>Database Corrections/Updates:</b> Due to ownership spatial updates/corrections, removal of edge slivers, overall increase of 11 acres in NFS lands (Table 4).</p> <p><b>Linear miles database corrections/Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, 1 mile of railroad was removed from the BORZ (Table 7). No change on the ground.</p> <p><b>Activities:</b>  <b>Project activities on hold due to court decisions:</b> As described in the 2020 bear year report for both BY20 and Post BY20, the gated segment of NFSR #2214H continues to contribute to total linear miles. A previously barriered portion of NFSR #2214H (0.8 miles) temporarily changed from barriered (IGBC 3) to gated (IGBC 2) under the Pilgrim Project prior to the Pilgrim 11 district court opinion remains gated until the district court decisions are addressed.  <b>Completed Project Activities:</b> None in BY24.  <b>Ongoing Activities:</b>  <b>Avista Corporation:</b> NFSR #1944 (0.8 mi) and 2229N (0.7 mi) Avista permitted roads continue to be open to the public rather than gated as described in the Purple Marten EA and DN (gated in the existing, during and post-condition), contributing to an increase in total and open linear miles. District Ranger has contacted Avista concerning these roads (considered temporary until gates are installed).  <b>Ongoing Temporary Activities:</b></p>	<p>Tuscor Project; Tuscor Project Biological Assessment 20240509, Tuscor BA letter signed 05102024, Tuscor LOC 06272024, Tuscor Project Decision Notice 07312024.</p> <p>Purple Marten Supplemental BA, submitted to FWS 03/10/2021.  FWS Concurrence Purple Marten Project 8/20/2019  Purple Marten EA, June 2021, Purple Marten Decision Notice, signed June 23, 2021.</p> <p>Elk Rice BA submitted to FWS 6/30/2017.  FWS Concurrence 7/31/2017</p>

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>Overall, temporary activities contributed to 13.1 miles of total and 2.0 miles of open linear miles in BY24.</p> <p><u>Purple Marten TS:</u> During BY24, roads constructed in BY22 (NFSR roads 2214B (1.8 miles), and 2214B-1 (0.1), 2214B-2 (0.1), and 2229B (1.3 miles) (reconstructed from impassible to gated) contributed to temporary increase in total linear miles. The temporary route “Temp G” (0.3 miles) also built in BY22 of off NFSR 2229N remains open and contributes to both open and linear miles in BY24. NFSR 14621 (0.1 miles) was reconstructed from impassible to open, contributed to temporary increases in total and open linear miles.</p> <p><u>Wild Rice TS:</u> As described in the BY21 &amp; BY22 report, and continued in BY24, temporary motorized access changes contributing to increases in total linear miles of road include: reconstruction of impassible NFSR #2755 Deer Creek (0.75 miles), reconstruction of impassible NFSR 2749A Rice Loop A (0.3 mi), construction of temporary road “Temp C” (0.4 miles) located off of 2749 and reconstruction/construction of NFSR 2753 West Fork Rice Draw (4.2 miles) , and construction of NFSR 2753 temporary road (temp B) (0.5 miles). (Elk Rice NEPA).</p> <p><u>GNA Buick Divide T.S.: Linear Miles:</u> Impassible (IGBC 1) route 2273F opened (0.9 miles), with a temporary gate installed, will be bermed after the sale. Contributes to total miles during BY24.</p> <p><u>Lazy Jack T.S.: Linear miles:</u> During BY24, impassible route 2295D Beaver Peak D (0.7 Miles) was opened with a temporary gate installed during harvest activities, contributing to total linear miles. A segment of impassible route 2295N (0.1-mile segment) was opened, and left open during harvest activities, allowing for public use, and contributing to both total and open linear miles.</p> <p><b>SECURE HABITAT Clark Fork:</b>  <b>BY24 Baseline Updates:</b> The baseline was updated and increased by a total of 27 acres. The updated Baseline Conditions for the BORZ are now 33,850 acres and 34% of the BORZ NFS lands (Table 4).  <b>BY 24 conditions:</b> The BY24 secure habitat is 34,047 acres (better than the updated baseline) and 34% (Table 5).  <b>BY24 Temporary Changes:</b></p>	

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p><u>Purple Martin TS:</u> The temporary reduction of 123 acres of secure habitat continued due to construction of road 2214B and 2214B-2.</p> <p><u>Wild Rice TS:</u> NFSR 2755 was displayed as entire road open, however, only a portion of the road was reconstructed, therefore it increased secure habitat by 6 acres. NFSR 2753 temporarily decreases secure habitat by 62 acres, temporary road Temp. B decreases secure habitat by 40 acres, and combine to temporarily decrease a total of 102 acres of the secure habitat block of 1,270 acres to 1,168 acres.</p> <p><u>GNA Buck Divide TS:</u> NFSR 2273F motorized access change resulted in a temporary decrease of 212 acres of secure habitat.</p> <p><u>Lazy Jack T.S.:</u> In BY2024 use of Route 2295D contributed to a temporary 23-acre reduction in secure habitat. Road 1912B extension off end of NFSR 1912 (0.5 mi.) was decommissioned in October of BY2023, and improvements to secure habitat are completed for BY24.</p>	
<b>Fisher</b>	<p><b>Database Corrections/Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall increase in NFS lands by 997 acres, no change on the ground (Table 4).</p> <p><b>Linear Miles database corrections:</b> Updates to the Fisher BORZ baseline include a 0.5-mile reduction to total linear miles NFSR 14573 Alder Overlook (IGBC 2 to IGBC 3), addition of 0.1 miles NFSR 538 Nora Ridge (existing open IGBC 4 segment on the ground missing in NRM, , and 0.1-miles NFSR 4660 Zuni, Open IGBC 4, restricted use ATM 09 (segment is on the ground), and both routes contribute to total and open linear miles.</p> <p><b>SECURE HABITAT Fisher:</b> <b>BY24 Baseline Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall decrease of 18 acres in secure habitat acres, no change on ground. The updated baseline is 4,231 acres and 8% of the BORZ NFS lands (Table 4).</p> <p><b>BY24 Conditions:</b> The BY24 secure habitat is 4,231 acres and 8% (Table 5).</p> <p><i>Linear routes Database Corrections:</i> No database corrections to routes resulting in change to secure habitat occurred in BY24</p>	<p>2021 Bear year BORZ Expansion, Supplemental BA for Consultation on the KNF LRMP, submitted to USFWS 09192022. USFWS, November 28, 2023. B.O. on the effects of the KNF LMP on the Grizzly Bear, USFWS Reference 2022-0089126.</p>

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
<b>Tobacco</b>	<p><b>Database Corrections/Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall increase in NFS lands by 133 acres (Table 4), no change on the ground.</p> <p><b>Motorized Database Corrections:</b> For the Tobacco BORZ a total of 2.9 miles was removed from the baseline total linear miles until additional district review occurs (see Table 7, and details below).</p> <p><b>Ksanka RD:</b> The BY24 decrease of 2.9 miles from the total linear mile baseline reflects Ksanka RD determining additional review was needed for the BY23 decision to update the routes from barriered (IGBC 3) to gated (IGBC 2) as a database update and a baseline change, and instead the following routes will be considered temporarily gated until additional review can occur, NFSR Skillet Basin #315F (0.7 mi), Skillet Creek A #3518A (0.3 mi), Middle Skillet #3518B (0.6 mi), Skillet Slope #3519 (0.4 mi), and Big Draw #3793 (0.9 mi).</p> <p><b>Libby RD:</b> Clarification of a prior database correction, but no change on the ground in BY24. The decision in the 05152023 BY22 version of the report for Route 4424J Cripple Horse Lake Cr J (1.8 miles) changed the route from IGBC 3 (barriered) to IGBC 2 (gated) and added the 1.8 miles to the baseline. In the BY23 report the district reversed the decision, and the route was again considered barriered and not gated and removed from the baseline. Route 4424J Cripple Horse Lake Cr J (1.8 miles) was again coded as IGBC 2 and considered gated for the BY24 metrics as a barrier was not installed. Although this resulted in a modeled increase in total linear miles and reduction in secure habitat, the on-the ground situation did not change. The routes is impassable, and the 469 acres of secure habitat remains on the ground. The district the plans to install a barrier behind the gate in 2025.</p> <p><b>Temporary Project Activity:</b> Across the entire Tobacco BORZ, temporary project related activity or routes found on the ground with a gate rather than a barrier and needing district review, resulted in a temporary increase of 23.0 total linear miles, and an increase in 0.4 open linear miles</p> <p><b>Ksanka RD:</b> On the Ksanka RD, temporary and ongoing activity or routes with an IGBC coding change reflecting a change on the ground and considered</p>	<p>2021 Bear year BORZ Expansion, Supplemental Biological Assessment for Consultation on the Kootenai National Forest Land and Resource Management Plan, submitted to USFWS 09/19/2022.</p> <p>Consultation on effects to grizzly bear, Canada lynx, and Canada lynx critical habitat was completed in 2021 (06E11000-2021-F-0355) for the Pinkham Meadow Vegetation Management and Fuel Reduction Project (Pinkham Meadow Project). A Biological Assessment (BA) was submitted on March 10, 2021, with a Biological Opinion returned from USFWS on June 9, 2021. Updated BA for wolverine was submitted 2022 06 13.</p> <p>Pinkham Meadow Vegetation Management and Fuel Reduction Decision Notice 07/14/2021.</p> <p>Fortine EIS Project signed October 12, 2004</p> <p>Trego Project signed February 26, 2007</p> <p>Five Creek Timber Sale, McSutten Project, May 12, 2005.</p> <p>Swamp Project Decision Notice 02/24/2000</p>

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>temporary for BY24 due to needing district review, temporarily increased 21.2 total linear miles, and 0.4 open linear miles for BY24.</p> <p><i>Pinkham Meadow Project NEPA– currently two ongoing timber sales, Thirsty Frank and Still Pinkham.</i></p> <p><b>Thirsty Frank Timber Sale:</b> Motorized access changes contributed toward a temporary increase of 2.5 total linear miles. Two barriered (IGBC 3) routes totaling 1.7 miles (NFSR 7147B (0.2 mi) and NFSR 7935K (1.5 mi) were reconstructed and gated (IGBC 2) for project activity and contributed toward total linear miles. NFSR 7935K also contributed toward a temporary decrease in 182 acres of secure habitat (ongoing since 2023).</p> <p>A total of 0.8 miles of temporary road was constructed with Thirsty Frank and gated during project activity (Route U168 (0.1 mi), Route U24 (0.1 mi), Route U25addition (0.1mi), Route U25template (0.2mi), Route U52 Temp (0.2mi), Route U55w Temp East (0.1 mi), and Route U55w Temp North (0.1mi).</p> <p><b>Still Pinkham Timber Sale:</b></p> <p>This timber sale contributed a total of 1.1 miles toward a temporary increase in total linear miles with Route NFSR 7214A North Workman (IGBC 3 to IGBC 2) (0.9 miles) and the temporary road construction of Route U204 (0.2 mi) (IGBC 2 gated).</p> <p><b>Fortine EIS Project, Whiskibas Timber Sale:</b></p> <p>Routes totaling of 1.6 miles (NRM had coded as IGBC 3 barriered but are currently gated) are receiving additional review by the district and are considered to be temporarily contributing to total linear miles, NFSR Skillet Basin #315F (0.7 mi), Skillet Creek A #3518A (0.3 mi), Middle Skillet #3518B (0.6 mi) for BY24.</p> <p><b>Other Fortine EIS Project related routes</b></p> <p>The district is also reviewing other routes being considered as temporarily contributing to total linear miles in BY24 in order to determine their status, as they had been identified in NRM as barriered but were gated on the ground. These include Skillet Slope #3519 (0.4 mi), Big Draw #3793 (0.9 mi), and NFSR 3508 Zeller Cr Gray Cr (1.3 mi). In addition, NFSR 3506 (1.4 mi) Grand Creek for BY24 has 1.4 miles as open IGBC 4 (ATM 17, seasonally open) and 1.2 miles as barriered, the barrier exists, district will review location of the barrier in BY25.</p> <p>Closure monitoring determined that the following routes had not been re-barriered after project activity</p>	

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>was completed. These routes will be re-barriered in BY2025, reflecting a temporary increase of 3 miles of linear miles for BY2024. The following roads were temporarily updated from IGBC 3 barriered to IGBC 2 gated for BY24, NFSR 3500H Gray Creek H (0.6 mi), NFSR 3532C Dead Cow (1.0 mi), NFSR 14206 Big Larch (1.4mi).</p> <p><b>Meadow Hazardous Fuel Project</b>  NFSR 1043A (0.4-miles) was reconstructed and went from IGBC 3 to IGBC 4 in the BY24 route layer, the district is verifying status of the timber sale and if the project is completed two berms will be reinstalled. This route contributes to the temporary increase in total and open linear miles of road.</p> <p><b>McSutten Project:</b>  Route NFSR 7304 reflected a temporary 2.3 miles of linear miles of road that was found to still be gated from a prior Five Creek Timber Sale, McSutten Project.</p> <p><b>Trego Project:</b>  Closure monitoring determined that two routes had not been re-barriered after project activity was completed and for BY24 these routes were changed from IGBC 3 to IGBC 2 to reflect the gate on the ground, for a temporary increase of 2.0 total linear miles These routes will be re-barriered in BY2025: NFSR 865C (0.7mi), NFSR 865E (1.3 mi).</p> <p><b>Libby RD:</b> The district considered NFSR 4424J as gated in BY24 for the metrics (1.8 miles), but the route is not drivable. The district plans to install a barrier behind the gate in BY25</p> <p><b>SECURE HABITAT Tobacco:</b></p> <p><b>BY24 Baseline Updates:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, the baseline secure habitat was increased by 11 acres. The updated baseline conditions are now 46,085 acres and 15% of the BORZ NFS lands (Table 4).</p> <p><b>BY24 Conditions:</b> The BY24 secure habitat is 44,158 acres and 15% (Table 5).</p> <p><b>Database corrections/updates</b></p> <p><b>Ksanka RD:</b> Ksanka district decided to further investigate several BY23 access changes attributed to</p>	

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>data base corrections (#315F, 3518B, 3519 and 3793) that affected total of 30 acres of secure habitat. These acres were returned to baseline acres until verification of the route’s status and were considered under temporary activity for BY24.</p> <p>Libby RD: No database corrections for BY24</p> <p><b>Temporary project activity:</b></p> <p>Temporary project activity and associated motorized access changes temporarily decreased secure habitat by 1,947 acres total across the Tobacco BORZ in BY24.</p> <p><b>Ksanka RD:</b> Ongoing project activity or routes considered to be temporary until the district determines the routes status, temporarily decreased 1,478 acres of secure habitat</p> <p>The following routes contributed toward the temporary decrease in secure habitat:</p> <p><b>Pinkham Meadow Project: including both Thirsty Frank TS and Still Pinkham Timber Sale</b></p> <p>Temporary decrease in secure habitat resulting from NFSR 7935K Cooks Run K (182 acres), NFSR 7147B (16 acres), NFSR 3647 Summit Lake (-7 acres), 3668N Bench Top w U52 Temp (-4 ac), NFSR 14946 Obrien Headwaters (77)</p> <p><b>Fortine EIS</b></p> <p>NFSR 3500H (34 acres), NFSR 3532C (233 acres)</p> <p><b>McSutten Project</b></p> <p>NFSR 7304 (522 acres)</p> <p><b>Swamp Project</b></p> <p>NFSR 14206 Big Larch (54 acres)</p> <p><b>Trego Project</b></p> <p>NFSR 865C and NFSR 865E, these two routes (865C and 865E) reflect a temporary decrease of 319 acres in secure habitat.</p> <p><b>Libby RD:</b> Route 4424J Cripple Horse Lake Cr J (1.8 miles) was considered gated in the metrics, resulting in a temporary decrease of 469 acres, but the route is actually impassable, and the secure habitat remains on the ground. The district plans to install a barrier behind the gate in 2025.</p>	
West Kootenai	<b>Database corrections/Updates:</b> Due to ownership spatial updates/corrections, removal of edge slivers,	

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>overall increase of 310 acres in NFS lands (Table 4), no change on the ground.</p> <p><b>Libby RD:</b> Database correction on NFSR 5121 North Jackson 4x4 was updated from gated (IGBC 2) to impassable (IGBC 1) (0.5-mi), as a field survey documented there was no gate, but the route is impassable with vegetation. The District plans to install a berm in 2025.</p> <p><b>Ongoing Activity:</b></p> <p><b>Rexford/Ksanka RD:</b> Route NFSR 7240 Lower Steep Creek changed from IGBC 3 barriered to IGBC 2 gated to reflect a temporary 2.7-mile linear miles of road that was found to still be gated from a prior project that will be re-barriered in BY25.</p> <p>In 2016 for the 8-mile Timber Sale activities (covered under the Lower Big Project (2004) the barrier (metal guard rail) was replaced with a metal pipe gate. Monitoring determined that the route had not been re-barriered after project activity was completed. The route was not barriered in BY24 but is planned to be re-barriered in BY25.</p> <p>Closure device monitoring indicated that two routes were identified in NRM as barriered (IGBC 3) but had gates (IGBC 2) on the ground. For BY24 the routes were updated in NRM to reflect the existing gates, and the temporary 4.1-miles increase to total linear miles in BY24; NFSR 7205C North Fork Dodge (2.4 mi) This route was utilized for fire suppression activities during the Caribou Fire in 2017; and NFSR 7173C Caribou C (1.7 mi), This barriered route was utilized and gated for the Caribou Fire Salvage where the route was used for accessing harvest units and received roadside hazard tree removal. For route NFSR 7173C, the district plans to re-barrier it in BY2025, while the district will determine the status of NFSR 7205C.</p> <p><b>SECURE HABITAT West Kootenai:</b></p> <p><b>BY24 Baseline Updates:</b> Total overall increase in secure habitat of 44 acres. The updated baseline conditions are now 49,200 acres and 20% of the BORZ NFS lands. (see Table 4).</p> <p><b>BY24 conditions:</b> The BY24 secure habitat is 48,479 acres and 20% (Table 5).</p> <p><b>Database corrections:</b> Due to ownership spatial updates and corrections, and removal of edge slivers, overall increase of 40 acres in secure habitat acres, and</p>	<p>Mitchell Jackson Project Grizzly Bear and North American Wolverine Biological Assessment 2024 0430.</p> <p>20240603 LTR-BO Bass to Benson for Mitchel Jackson Project Grizzly Bear, Lynx, Lynx Critical habitat, Wolverine.</p> <p>2021004 Leanne M Marten Regional Forester, Signed Action memo: Approval of a Non-Time-Critical Removal Action at the Mitchel Jackson Project Area – Libby Asbestos Superfund OU3.</p>

BORZ	BORZ Current Bear Year 2023	Permanent Access Management Condition/Secure Habitat Source Document
	<p>a 4-acre increase due to NFSR route 5121 updated from gated (IGBC 2) to impassable (IGBC 1). No change on ground.</p> <p><b>Ksanka RD:</b> No Database corrections to motorized routes for BY 24 resulting in effects to secure habitat.</p> <p><b>Libby RD:</b> NFSR route 5121 updated from IGBC 2 gated to IGBC 1 impassable,</p> <p><b>Ongoing and temporary activities:</b> Overall, ongoing and temporary activities within the West Kootenai BORZ considered to temporarily reduce secure habitat by 772 acres</p> <p><b>Ongoing activities:</b></p> <p><b>Ksanka RD:</b> During BY23 it was determined NFSR# 7240 had not been re-barriered after project activity had finished, and the route was changed to IGBC 2 to reflect this, reflecting the temporary decrease in secure habitat by 560 acres. The route will be re-barriered in BY25.</p> <p><b>Temporary Project Activity:</b></p> <p><b>Ksanka RD:</b> For BY24 two routes were updated in NRM from barriered (IGBC 3) to reflect existing gates (IGBC 2), with the effects considered as a temporary decrease of 212 acres of modeled secure habitat until status of the routes can be additionally reviewed in 2025.</p> <p>Route NFSR 7205C North Fork Dodge C, updating NRM IGBC from barriered to gated resulted in a temporary decrease of 120 acres of modeled secure habitat. The district is reviewing the status of this route in 2025.</p> <p>Route NFSR 7173C Caribou C, updating NRM IGBC from barriered to gated resulted in a temporary decrease of 92 acres of modeled secure habitat. This route was found to still be gated from the Caribou Salvage project. The district plans to re-barrier this route in 2025.</p>	

## APPENDIX D

### Recovery Zone Unauthorized Motorized Use on Existing Restricted Routes or User Created Routes, and Closure Devices Not Yet Repaired

List of the current bear year documented (or suspected if comments were not clear) unauthorized motorized access on existing routes and unauthorized motorized user created routes within the Kootenai NF Cabinet-Yaak Recovery Zone BMUs for Bear Year 2024 along with repair dates. List also includes unauthorized access and non-functional closure devices documented in prior years and repaired in 2024. A list of Closure Devices Not Yet Repaired is also provided.

Please see attached PDFs of excel Spreadsheet for this information.

FINAL 20250600

# APPENDIX D- 1a BMU Bear Year 2024 EXISTING ROUTES TIER 1 CLOSURE DEVICE REPAIRS SUMMARY

Repair Date All

Distinct Count of Global ID	Column Labels		
Row Labels	barrier	gate	Grand Total
10	2	2	4
2	1		1
5		1	1
6	1	5	6
9	2	1	3
<b>Grand Total</b>	<b>6</b>	<b>9</b>	<b>15</b>

**BMU**

- (blank)
- 10
- 2
- 5
- 6
- 9
- ncde\_krinklehorn

**Route Type**

- eor\_route
- existing\_road
- trail

**Tier1**

- No
- Yes

**District**

- D4
- D5
- D7
- D1

**CD Type**

- barrier
- gate
- (blank)
- no\_closure\_device

**Ownership**

- Forest Service
- Minerals Corporate
- Stimson Lumber

**Found Functional**

- no
- No Survey Record before ...
- no\_missing\_lock
- yes
- yes\_breach\_evidence
- yes\_needs\_repair
- no - Missing Lock
- no\_eor\_no\_barrier

## APPENDIX D1 b BMU Bear Year 2024 EXISTING ROUTES CLOSURE DEVICE REPAIRS Detail

**BMU**

(blank)

10

2

5

6

9

ncde\_krinklehorn

3

**District**

D4

D5

D7

D1

**Route Type**

existing\_road

eor\_route

trail

unknown

**Ownership**

Forest Service

Minerals Corporate

Stimson Lumber

Southern Pine Timber

**Found Functional**

no

No Survey Record before ...

no\_missing\_lock

yes

yes\_breach\_evidence

yes\_needs\_repair

no - Missing Lock

no\_eor\_no\_barrier

**Tier1**

No

Yes

**CD Type**

barrier

gate

(blank)

Row Labels	Sum of CD count	Tier1s	Distr	RteTyp	CDtype	BarriTyp	OrigSurDate	FoundFunct	GNA	DeviceLocatedOn	RepairDay	ReprTyp	RepairCmt
10													
CD1760T1													
853		1 Yes	D5	existing_road	gate		2024-10-10	yes_needs_repair		Forest Service	10/18/2024 5:44:40 PM	functional_repair	replaced tee lock with a 2 lock splitter
CD1802T1R1													
4690B		1 Yes	D5	existing_road	gate		2024-08-14	No Survey Record before Repair	no	Forest Service	9/25/2024 6:21:21 PM	other_repair	welded the locking mechanism onto the gate.
CD1825T1R1													
4690C		1 Yes	D5	existing_road	barrier		2024-08-20	no		Forest Service	8/20/2024 8:07:18 PM	other_repair	repair berm
CD1850T1R1													
4690		1 Yes	D5	existing_road	barrier		2024-08-20	no		Forest Service	8/20/2024 6:28:22 PM	other_repair	rebuild berms
2													
CD1375T1R2													
5064A		1 Yes	D5	existing_road	barrier	earthen_berm	2021-07-19	yes_breach_evidence		Forest Service	9/24/2024 7:57:59 PM		install berm.
5													
CD909T1R2													
6212J		1 Yes	D5	existing_road	gate		2021-09-20	yes_breach_evidence		Forest Service	9/25/2024 7:07:43 PM	user_created_repair	re install berm
6													
CD3937T1													
1022A		1 Yes	D7	existing_road	gate		2024-01-01	no	no	Stimson Lumber	1/1/2024 8:36:50 PM		gate installation Instead of berm, Installed by Montana Dept of Natural Resources and Conservation (DNRC)
CD4539T1													
6746		1 Yes	D5	existing_road	gate		2024-09-09	no_missing_lock	no	Forest Service	9/9/2024 6:08:10 PM	lock_repair	takes some particular placement in order for lock to fit
CD539T1R3													
2315		1 Yes	D5	existing_road	gate		2023-08-18	no_missing_lock	no	Minerals Corporate	8/1/2024 4:33:46 PM	lock_repair	
CD541T1R3													
2314		1 Yes	D5	existing_road	gate		2023-08-18	no_missing_lock	no	Forest Service	7/11/2024 5:54:07 PM	lock_repair	replaced lock with master
CD674T1R3													
4782		1 Yes	D5	existing_road	gate		2023-09-07	no_missing_lock	no	Forest Service	7/11/2024 6:23:03 PM	lock_repair	Yale lock used
CD701T1R3													

4724	1	Yes	D5	existing_road	barrier		2024-06-25	yes_breach_evidence		Forest Service	9/25/2024 4:31:17 PM		re establish berm
9													
CD1741T1R3													
427	1	Yes	D4	existing_road	barrier		2024-09-30	no	yes	Forest Service	10/1/2024 10:26:41 PM	other_repair	repaired berm
CD2280T1R3													
4418D	1	Yes	D4	existing_road	gate		2024-09-26	yes_needs_repair	no	Forest Service	10/24/2024 4:44:15 PM	lock_repair	replaced lock
CD2375T1R3													
4402	1	Yes	D4	existing_road	barrier		2024-08-16	no	yes	Forest Service	10/1/2024 10:24:32 PM	other_repair	repaired berm

# APPENDIX D1 c BMU Bear Year 2024 EXISTING OTHER ROUTES Tier 1 CLOSURE DEVICE REPAIRS SUMMARY

Repair Date All

Distinct Count of Global ID	Column Labels		
<b>Row Labels</b>	<b>no_closure_device</b>	<b>Grand Total</b>	
2	1	1	1
<b>Grand Total</b>	<b>1</b>	<b>1</b>	<b>1</b>

**BMU**

2
(blank)
10
3
4
5
6

**District**

D5
D1
D4
D7

**Ownership**

Forest Service
Minerals Corporate
Southern Pine Timber

**Route Type**

eor_route
existing_road
trail

**Tier1**

No
Yes

**CD Type**

no_closure_device
(blank)
barrier
gate

**Found Functional**

no
no - Missing Lock
No Survey Record before ...
no_eor_no_barrier
no_missing_lock
yes
yes_breach_evidence
yes_needs_repair

## APPENDIX D1 d BMU Bear Year 2024 EXISTING OTHER ROUTES Tier 1 CLOSURE DEVICE REPAIRS DETAIL

**BMU**

2

(blank)

10

3

4

5

6

9

**District**

D5

D1

D4

D7

**Route Type**

eor\_route

existing\_road

trail

unknown

**Ownership**

Forest Service

Minerals Corporate

Southern Pine Timber

Stimson Lumber

**Found Functional**

no

no - Missing Lock

No Survey Record before R...

no\_eor\_no\_barrier

no\_missing\_lock

yes

yes\_breach\_evidence

yes\_needs\_repair

**Tier1**

Yes

No

**CD Type**

no\_closure\_device

(blank)

barrier

Row Labels	Sum of CD count	Tier1s	Distr	RteTyp	CDtype	BarriTyp	OrigSurDate	FoundFunct	GNA	DeviceLocatedOn	RepairDay	ReprTyp	RepairCmt
2													
CD1330T1													
618		1 Yes	D5	eor_route	no_closure_device		2024-07-30	no		Forest Service	9/25/2024 6:56:08 PM	other_repair	installed new berm due to breach 09/25/24. Not sure about dispersedcamp site

# APPENDIX D1 d BMU Bear Year 2024 Not Tier 1 CLOSURE DEVICE REPAIRS SUMMARY

Repair Date All

Distinct Count of Global ID	Column Labels			
Row Labels	(blank)	barrier	gate	Grand Total
2	4			4
4		9	1	10
5	3	1		4
<b>Grand Total</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>18</b>

**BMU**

- (blank)
- 2
- 4
- 5

**Route Type**

- eor\_route
- existing\_road
- trail

**Found Functional**

- no
- No Survey Record before R...
- no\_eor\_no\_barrier
- yes\_breach\_evidence
- yes\_needs\_repair
- no - Missing Lock
- no\_missing\_lock
- yes

**Tier1**

- No
- Yes

**District**

- D5
- D7
- D1
- D4

**CD Type**

- (blank)
- barrier
- gate
- no\_closure\_device

**Ownership**

- Forest Service
- Minerals Corporate
- Southern Pine Timber

## APPENDIX D1 d BMU Bear Year 2024 Not Tier 1 CLOSURE DEVICE REPAIRS DETAIL

**BMU**

**District**

**Route Type**

**Ownership**

**CD Type**

**Found Functional**

**Tier1**

Row Labels	Sum of CD count	Tier1s	Distr	RteTyp	CDtype	BarriTyp	OrigSurDate	FoundFuncnt	GNA	DeviceLocatedOn	RepairDay	ReprTyp	RepairCmt
(blank)													
CD1563													
4922	1	No	D5	existing_road	gate		2024-05-13	yes		Forest Service	8/19/2024 3:02:00 PM	other_repair	total gate replacement
CD1754													
4940	1	No	D5	existing_road	gate		2024-08-06	no_missing_lock		Forest Service	8/6/2024 8:44:13 PM		replaced T and lock with a Yale
CD2416													
4874	1	No	D1	existing_road	gate		2023-07-19	yes		Forest Service	10/7/2024 7:44:47 PM	functional_repair	repair object marker
CD4497													
100	1	No	D5	existing_road	gate		8/1/2024	no - Missing Lock	no	Forest Service	8/1/2024 3:00:21 PM	lock_repair	replaced with master lock , didn't enter a survey with functionality of no-missing lock, just entered the repair
CD4499													
3708	1	No	D1	existing_road	no_closure_device		2024-07-08	no		Forest Service	9/11/2024 2:37:13 PM	other_repair	built berm
CD4580													
994	1	No	D5	existing_road	gate		Unknown	No Survey Record before Repair	no	Forest Service	11/4/2024 8:29:40 PM		gate installed by FS on property line, atv trespassing on Stimson land going into OU3,. FS requesting easement on this system for Mitchell Jackson project. not sure if gate was to be a permanent closure or not
4													
CD4323													
111	1	No	D7	eor_route	barrier	vegetation	2023-05-31	no		Forest Service	9/2/2024 7:30:14 PM		picture is of point off 1118a which blocks this location
CD4441													
227	1	No	D7	existing_road	gate		2024-08-27	yes_breach_evidence		Forest Service	9/16/2024 11:09:43 PM	other_repair	chained hinge heavy duty chain and lock 11M14x2, placed temp closure sign
CD4543													
111	1	No	D7	existing_road	barrier	earthen_berm	Unknown	No Survey Record before Repair		Forest Service	9/3/2024 7:42:35 PM		ripped rd bed, be, and sign installed
CD881													



# Appendix D1 e BMU Existing Road Tier 1 not yet Repaired Bear Year 24 Summary

**District**

D4

D5

D7

(blank)

D1

**Ownership**

Forest Service

Stimson Lumber

(blank)

Green Diamond Timber

**Route Type**

existing\_road

(blank)

eor\_route

unknown

**BMU**

(blank)

1

10

12

2

3

4

6

8

ncde\_krinklehorn

11

16

5

7

**Found Functional**

no

no\_but\_not\_breachable

no\_eor\_no\_barrier

yes\_breach\_evidence

(blank)

needs\_reviewed

no\_missing\_lock

**Tier1**

No

Yes

**CD Type**

barrier

gate

(blank)

no\_closure\_device

Original Survey Date (Year) All

Count of CD count	Column Labels		Grand Total
Row Labels	barrier	gate	
1		1	1
10		1	1
12		4	4
2		1	1
3		1	1
4		1	1
6	1	1	2
8		3	3
<b>Grand Total</b>		<b>12</b>	<b>15</b>

Appendix D1 f BMU Existing Road Tier 1 not yet Repaired Bear Year 24 Summary

**BMU**

(blank)

1

10

12

2

3

4

6

**District**

D4

D5

D7

(blank)

D1

**Route Type**

existing\_road

(blank)

eor\_route

unknown

**Tier1**

No

Yes

**CD Type**

barrier

gate

(blank)

no\_closure\_device

**Found Functional**

no

no\_but\_not\_breacheable

no\_eor\_no\_barrier

yes\_breach\_evidence

(blank)

needs\_reviewed

no\_missing\_lock

**Ownership**

Forest Service

Stimson Lumber

(blank)

Green Diamond Timber

Minerals Corporate

Montana FWP

Montana State Trust L...

Other Private

Original Survey Date (Year) (Multiple Items)

Row Labels	Road	tierOne	Distr	owner	RouteTyp	CDType	CDcomt	OrigSurvDate	FoundFuncnt	functCmts	Review
1											
D4											
CD1407T1R3	14352	Yes	D4	Forest Service	existing_road	barrier		9/28/2023 8:11:02 PM	no		
10											
D4											
CD2338T1R2	2380	Yes	D4	Forest Service	existing_road	barrier		9/4/2024 8:23:21 PM	no	room for dirt bike or four wheeler to get passed. evidence of use	needs repair
12											
D4											
CD1872T1R2	2373A	Yes	D4	Forest Service	existing_road	barrier		10/5/2022 3:57:50 PM	no	berm flattened	NLI did not reinstall barrier after apparent use; repair in spring 2023
CD2552T1R2	2351E	Yes	D4	Forest Service	existing_road	barrier		10/4/2023 5:03:58 PM	no		
CD2701T1R2	3957	Yes	D4	Forest Service	existing_road	barrier		7/5/2024 8:25:29 PM	no	evidence of a full size vehicle breaching recently and tracks over 500ft beyond road clearing also	Repair needed, berm
CD2810T1R2	3956	Yes	D4	Forest Service	existing_road	barrier		9/19/2023 6:16:18 PM	no	no blockade. road accessible by small pickup, UTV/ATV well passed point.	
2											
D5											
CD1263T1R2	7716	Yes	D5	Forest Service	existing_road	gate		8/9/2021 3:43:59 PM	yes_breach_evidence	State land gate. Breach to the right. ATV trail to the left of gate going on to FS.	
3											
D4											
CD1478T1R3	14389	Yes	D4	Forest Service	existing_road	barrier		8/21/2024 5:16:06 PM	no	going around berm on left. lots of garbage as well	Does not affect BMU metrics
4											
D7											

CD4430T1R3	2721	Yes	D7	Forest Service	existing_road	barrier	BMU 4 new berm.	9/25/2023 6:07:34 PM	yes_breach_evidence	Motorized vehicle has gone around right of barrier. Recommend scarifying ~200-300 ft. of old road behind new berm. Short-term fix could be to fall ponderosa pine tree above berm across road and breach area.	Needs more repair work to prevent unauthorized travel
CD4443T1R3	1118	Yes	D7	Forest Service	existing_road	gate	BMU 4 decision open to gated. new lock type	1/23/2025 9:02:21 PM	yes_breach_evidence	gate good but driving around because of flat ground next to newly cut timber unit.	
6											
D5											
CD593T1R3	231C	Yes	D5	Forest Service	existing_road	gate		11/2/2021 2:26:03 PM	no	There is no closure device here. There is neither a gate nor berm. This road is being used regularly	
D7											
CD407T1R2	2210C	Yes	D7	Stimson Lumber	existing_road	barrier		5/10/2021 7:29:20 PM	no	GNA berm needed, firewood getters have destroyed berm	
8											
D7											
CD104T1R1	2209	Yes	D7	Forest Service	existing_road	barrier		10/23/2024 8:56:28 PM	no_eor_no_barrier	possible berm behind dispersed camp site	needs checked in 2025
CD202T1R1	148D	Yes	D7	Forest Service	existing_road	barrier		9/25/2024 4:06:06 PM	yes_breach_evidence	evidence of breach, still needs repair	changed from "yes but needs repair" to "yes but evidence of breach"
CD259T1R1	5008	Yes	D7	Forest Service	existing_road	barrier		8/26/2020 1:40:36 PM	no	No vegetation or berm	

## APPENDIX E

### BORZ Unauthorized Motorized Use on Existing Restricted Routes or User Created Routes, and Closure Devices Not Yet Repaired

In addition to the Forest ad hoc and opportunistic monitoring of closure devices in the BORZ, the Reasonable and Prudent Measure #1 for the KNF LRMP BO (FWS 2023) reporting requirements require an annual list be provided of any gates, barriers, or other closure devices that were found to be temporary and short-term ineffective at managing wheeled motorized access, any unauthorized creation of additional motorized routes that were discovered within the BORZ and the KNF's response to remedy the situation. Appendix E provides the list of the current bear year documented unauthorized motorized access and non-functional closure devices on existing routes and unauthorized motorized user created routes within the Kootenai NF BORZ for Bear Year 2024 along with repair dates. List also includes unauthorized access and non-functional closure devices documented in prior years and repaired in 2024. A list of Closure Devices Not Yet Repaired is also provided.

Please see attached PDFs.

If no user created routes were recorded or repaired in the AGOL no summary or detail spreadsheets is provided.

# APPENDIX E1 a1 BORZ Bear Year 2024 EXISTING ROUTES TIER 1 CLOSURE DEVICE REPAIRS SUMMARY

Repair Date All

Distinct Count of Global ID	Column Labels			
Row Labels	barrier	gate	no_closure_device	Grand Total
cabinet_face		2	1	3
clark_fork		2		2
fisher		4		4
tobacco	2	5		7
west_kootenai	1	4		5
<b>Grand Total</b>	<b>3</b>	<b>17</b>	<b>1</b>	<b>21</b>

**BORZ**

(blank)
cabinet_face
clark_fork
fisher
tobacco
west_kootenai

**District**

D1
D5
D7
D4

**Found Functional**

no
No Survey Record before R...
no_eor_no_barrier
no_missing_lock
yes
yes_breach_evidence
yes_needs_repair

**Tier1**

No
Yes

**CD Type**

barrier
gate
no_closure_device
(blank)

**Route Type**

existing_road
eor_route
trail
unknown

**Ownership**

Forest Service
Minerals Corporate
Southern Pine Timber
Stimson Lumber

# APPENDIX E1 a2 BORZ Bear Year 2024 EXISTING ROUTES TIER 1 CLOSURE DEVICE REPAIRS DETAIL

**BORZ**

**District**

**CD Type**

**GNA Repair**

**Found Functional**

**Tier1**

**Route Type**

**Ownership**

Row Labels	Sum of CD count	Tier1s	Distr	RteTyp	CDtype	CDcmt	OrigSurDate	FoundFuncnt	FuncCmt	RepairDay	RepairCmt	ReprTyp
cabinet_face												
CD1328T1												
5146	1	Yes	D5	existing_road	no_closure_device		2021-08-10	no_eor_no_barrier	No evidence of a berm. Must have been flattened.	9/25/2024 5:49:47 PM	installed berm	user_created_repair
CD1350T1												
4792	1	Yes	D5	existing_road	gate		2024-08-13	no	signs of motorized breach	8/14/2024 7:01:16 PM	installed berms on gate breaches, Road 4792 Deep Creek, IGBC 4 during bear year, seasonal restriction, ATM 12 restricted seasonally Dec 1 through June 30	functional_repair
CD1519T1												
128F	1	Yes	D5	existing_road	gate		2024-07-08	no	gate crushed. needs repair (2024-08-08).	8/1/2024 4:29:42 PM	lock post bent swing post bent replace inner pipe reinstall all signs. install contractor lock	other_repair
clark_fork												
CD149T1												
2246	1	Yes	D7	existing_road	gate	new lock type	2021-07-19	yes_breach_evidence	ATV tracks around gate, needs attention. Gate functioning otherwise	10/16/2024 6:10:18 PM	bermed along side gate to stop atv tre	other_repair
CD4581T1												
2746	1	Yes	D7	existing_road	gate		Unknown	No Survey Record before Repair		11/7/2024 10:27:25 PM	force account install from purple Martin decision	
fisher												
CD1479T1												
4652	1	Yes	D5	existing_road	gate		2024-05-13	no_missing_lock	no signs of motorized breach, but no grass where tires go, lock is missing	5/13/2024 2:18:28 PM	added master lock	lock_repair
CD1560T1												
536B	1	Yes	D5	existing_road	gate	wooden gate	2023-06-29	no	Device was removed from intended position.	11/13/2024 8:08:12 PM	reinstall board on posts	functional_repair
CD1574T1												

538C	1	Yes	D5	existing_road	gate	wooden gate	2023-06-29	no	Has been removed. The remains are on LHS off the road	11/8/2024 1:50:54 PM	replaced old wood gate with new pipe gate	other_repair
CD1579T1												
536D	1	Yes	D5	existing_road	gate	wooden gate	2023-06-29	no	Device was removed from posts.	11/13/2024 7:55:27 PM	replaced board and signs	functional_repair
tobacco												
CD2285T1												
3791F	1	Yes	D1	existing_road	gate		2024-09-09	no_missing_lock	no lock but functional	9/9/2024 6:28:49 PM	installed lock, ATM 17, restricted July 1 to Nov 30th, route considered IGBC 4 for bear year	lock_repair
CD2344T1												
3614B	1	Yes	D1	existing_road	barrier		2021-06-23	no	Guardrail has been removed. Posts still in ground. Guardrail on side of road. All signage present but on the ground	11/4/2024 2:47:31 PM	created berm and hung guard rail	other_repair
CD2397T1												
4882	1	Yes	D1	existing_road	barrier		Unknown	No Survey Record before Repair		12/11/2024 3:00:03 PM	guard rail and post barrier, guard rail was removed, lying on side of road, rail was installed on existing posts	other_repair
CD2709T1												
2709	1	Yes	D1	existing_road	gate		2023-07-31	no	device not functional missing lock	8/30/2024 7:02:33 PM	Repair based on survey notes. mlr	lock_repair
CD3059T1												
7980D	1	Yes	D1	existing_road	gate		2024-10-01	no_missing_lock		10/1/2024 7:24:38 PM	installed lock	lock_repair
CD3210T1												
7987C	1	Yes	D1	existing_road	gate		2024-08-07	no_missing_lock	device functional	8/7/2024 6:36:37 PM	Repair information based on survey notes. mlr	lock_repair
CD3281T1												
3701	1	Yes	D1	existing_road	gate		2021-09-01	no	Gate broken. Evidence of vandalism	5/14/2024 5:15:06 PM	rebuild gate	other_repair
west_kootenai												
CD1795T1												
6144B	1	Yes	D5	existing_road	gate		2022-07-06	no_missing_lock		10/7/2024 7:00:20 PM	added master lock	lock_repair
CD2247T1												
4874C	1	Yes	D5	existing_road	barrier		2024-10-07	no		10/7/2024 6:59:39 PM	remove and replace 2x8 barrier	other_repair
CD2297T1												
6236	1	Yes	D5	existing_road	gate		2024-10-29	no		10/30/2024 6:20:59 PM	replace 2035 lock with same lock post bent but usable.	lock_repair
CD2303T1												
4859	1	Yes	D5	existing_road	gate		2021-08-12	yes_breach_evidence	ATVS can drive around the gate to the right. Reflectors need repaired.	10/30/2024 7:20:05 PM	reattach braccide signs	functional_repair
CD2568T1												
309	1	Yes	D5	existing_road	gate		2024-09-25	no		9/25/2024 7:29:16 PM	installed 2 new berms due to breach around gate	user_created_repair

# APPENDIX E1 a3 BORZ Bear Year 2024 EXISTING ROUTES NON TIER 1 CLOSURE DEVICE REPAIRS SUMMARY

Repair Date All

Distinct Count of Global ID	Column Labels	gate	no_closure_device	Grand Total
Row Labels	(blank)			
cabinet_face		5		5
fisher		4		4
tobacco		7	1	8
west_kootenai			1	1
<b>Grand Total</b>		<b>16</b>	<b>1</b>	<b>18</b>

**BORZ**

(blank)
cabinet_face
fisher
tobacco
west_kootenai
clark_fork

**District**

D1
D5
D4
D7

**Tier1**

No
Yes

**Found Functional**

no
no - Missing Lock
no_eor_no_barrier
yes
yes_breach_evidence
No Survey Record before ...
no_missing_lock
yes_needs_repair

**CD Type**

(blank)
gate
no_closure_device
barrier

**Route Type**

eor_route
existing_road
trail
unknown

**Ownership**

Forest Service
Minerals Corporate
Southern Pine Timber
Stimson Lumber

## APPENDIX E1 a4 BORZ Bear Year 2024 EXISTING ROUTES NON TIER 1 CLOSURE DEVICE REPAIRS DETAIL

**BORZ**

(blank)

cabinet\_face

fisher

tobacco

west\_kootenai

clark\_fork

**District**

D1

D5

D4

D7

**CD Type**

(blank)

gate

no\_closure\_device

barrier

**GNA Repair**

(blank)

no

yes

**Found Functional**

no

no - Missing Lock

no\_eor\_no\_barrier

yes

yes\_breach\_evidence

No Survey Record before ...

no\_missing\_lock

yes\_needs\_repair

**Tier1**

No

Yes

**Route Type**

eor\_route

existing\_road

trail

unknown

**Ownership**

Forest Service

Minerals Corporate

Southern Pine Timber

Stimson Lumber

Row Labels	Sum of CD count	Tier1s	Distr	RteTyp	CDtype	CDcmt	OrigSurDate	FoundFunct	FuncCmt	RepairDay	RepairCmt	ReprTyp
cabinet_face												
CD1352												
4792	1	No	D5	eor_route			2022-05-11	no_eor_no_barrier		9/25/2024 5:40:30 PM	installed berm	user_created_repair
CD1366												
4791	1	No	D5	eor_route			2022-05-04	yes_breach_evidence	vehicles driving around the berm on the right	9/25/2024 5:34:03 PM	installed berm	user_created_repair
CD1381												
4791	1	No	D5	eor_route			2022-04-26	no_eor_no_barrier	dispersed camping	9/25/2024 5:22:17 PM	installed berm and rock wall to prevent dispersed camping	user_created_repair
CD1388												
4791	1	No	D5	eor_route			2022-04-26	no_eor_no_barrier	dispersed camping	9/25/2024 5:19:47 PM	used rocks as a barrier.	user_created_repair
CD3902												
4791	1	No	D5	eor_route			2022-05-04	no_eor_no_barrier	heavily used dispersed camping both sides of road	9/25/2024 5:30:44 PM	used large boulders as a barrier	user_created_repair
fisher												
CD1514												
533	1	No	D5	eor_route			2024-05-21	no	user created, wood cutter, route. two track, recently used. no berm. added a berm	9/25/2024 4:41:28 PM	added berm	user_created_repair
CD4465												
533	1	No	D5	eor_route			2024-06-25	no	two track created for wood gathering. went about 100 ft in for some bitchin timber	9/25/2024 4:43:44 PM	added berm to wood cutter access point.	user_created_repair
CD4547												
533	1	No	D5	eor_route			2024-10-02	no	two track, heavily used by wood cutters	9/25/2024 4:49:12 PM	installed berm	user_created_repair
CD4573												
533	1	No	D5	eor_route			2024-10-17	no_eor_no_barrier	installed new berm due to breach	9/25/2024 7:07:50 PM	installed new berm due to breach	
tobacco												
CD3301												

3701	1	No	D1	eor_route		2022-07-26	no_eor_no_barrier	eor seems to still be in use and accesses the lake directly	12/19/2024 5:49:04 PM	earth berm installed	user_created_repair
CD4499											
3708	1	No	D1	existing_road	no_closure_device	2024-07-08	no	Coded as yearlong gated but no gate in place.	9/11/2024 2:37:13 PM	built berm	other_repair
CD4588								Coded as gated but no gate present.			
494	1	No	D1	eor_route		2024-07-25	no_eor_no_barrier	unauthorized road	7/25/2024 3:32:18 PM	built berm	
CD4589											
494	1	No	D1	eor_route		2024-07-25	no_eor_no_barrier		7/25/2024 3:37:30 PM	built berm	user_created_repair
CD4590											
494	1	No	D1	eor_route		2024-07-25	no_eor_no_barrier		7/25/2024 3:44:37 PM	blocked unauthorized road with rocks	
CD4591											
494	1	No	D1	eor_route		2024-07-25	no_eor_no_barrier		7/25/2024 3:50:16 PM	built berm	
CD4598											
3701	1	No	D1	eor_route		2024-05-13	no_eor_no_barrier		5/13/2024 4:52:49 PM	built berm	
CD4600											
3701	1	No	D1	eor_route		2024-05-13	no_eor_no_barrier		5/13/2024 5:03:05 PM	built berm	
west_kootenai											
CD4497											
1003	1	No	D5	existing_road	gate	8/1/2024	no - Missing Lock	being driven along no lock	8/1/2024 3:00:21 PM	replaced with master lock , didn't enter a survey with functionality of no-missing lock, just entered the repair	lock_repair

## Appendix E1 e1 BORZ Not Repaired Existing Road T1 Bear Year 2024 Summary

**BORZ**

(blank)

cabinet\_face

clark\_fork

fisher

tobacco

west\_kootenai

**CD Type**

barrier

gate

no\_closure\_device

(blank)

**Tier1**

No

Yes

**Route Type**

eor\_route

existing\_road

(blank)

unknown

**Ownership**

Forest Service

(blank)

Green Diamond Timber

Minerals Corporate

**Found Functional**

needs\_reviewed

no

no\_but\_not\_breachable

no\_eor\_no\_barrier

no\_missing\_lock

yes\_breach\_evidence

(blank)

Original Survey Date (Year) (Multiple Items)

Sum of CD count	Column Labels			
Row Labels	barrier	gate	no_closure_device	Grand Total
cabinet_face	5	2		7
clark_fork	2			2
fisher	1	1	1	3
tobacco	29	5	2	36
west_kootenai	29	1	2	32
<b>Grand Total</b>	<b>66</b>	<b>9</b>	<b>5</b>	<b>80</b>

Appendix E1 e2 BORZ Not Repaired Existing Road Tier 1 Bear Year 2024 Detail

**BORZ**

(blank)

cabinet\_face

clark\_fork

fisher

tobacco

west\_kootenai

**District**

D5

D7

(blank)

D4

**Tier1**

No

Yes

**CD Type**

barrier

gate

no\_closure\_device

(blank)

**Found Functional**

needs\_reviewed

no

no\_but\_not\_breachable

no\_eor\_no\_barrier

no\_missing\_lock

yes\_breach\_evidence

(blank)

**Route Type**

eor\_route

existing\_road

(blank)

unknown

**Ownership**

Forest Service

(blank)

Green Diamond Timber

Original Survey Date (Year) (Multiple Items)

Row Labels	Road	tierOne	Distr	RouteTyp	CDType	OrigSurvDate	FoundFunc	funcnCmts	Review
cabinet_face									
CD1169T1		5178	Yes	D5	existing_road	9/7/2023 3:57:00 PM	yes_breach_evidence	Breached berm	
CD1205T1	6203E		Yes	D5	existing_road	8/31/2023 6:24:15 PM	no	Being used, garbage everywhere	
CD1301T1		5150	Yes	D5	existing_road	5/4/2022 4:18:47 PM	yes_breach_evidence	vehicles driving around gate on the right	
CD3913T1		5095	Yes	D5	existing_road	5/11/2022 7:41:18 PM	yes_breach_evidence	road listed as open but is bermed. user created route accessing 5095 road from 4792 road and making large loop to lower granite creek road 4791rd.	
CD680T1		4724	Yes	D5	existing_road	6/25/2024 7:30:15 PM	no	only gate posts present.	remove posts and delete this point
CD882T1		4774	Yes	D5	existing_road	6/27/2023 9:38:46 PM	no_eor_no_barrier	not driven in years very brushy and merc trees in rd 6+"	
CD904T1	4745B		Yes	D5	existing_road	7/1/2021 7:53:33 PM	no	berm is filled in	
clark_fork									
CD243T1	2229N		Yes	D7	existing_road	10/2/2024 8:29:55 PM	no_eor_no_barrier		purple Marten/ avista will install Gate after sale completion
CD258T1		2229	Yes	D7	existing_road	10/2/2024 8:44:23 PM	no_eor_no_barrier		Avista will close after PM timber sale?
fisher									
CD1235T1		5265	Yes	D5	existing_road	10/16/2023 8:00:38 PM	no	berm being bypassed. material pile created last spring broke apart, some evidence of tracks.	

Row Labels	Road	tierOne	Distr	RouteTyp	CDType	OrigSurvDate	FoundFunct	functCmts	Review
CD3898T1		5284 Yes	D5	existing_road	no_closure_device	12/1/2021 4:59:59 PM	no	This road has been opened and cleared for yhe swamped timber sale. No barrier. Will be closed after harvest.	based on comments, this is temporary access, will be decommissioned after swamped project
CD712T1		6749 Yes	D5	existing_road	gate	10/15/2021 5:15:36 PM	yes_breach_evidence	Functional, 4 wheeler trail around cutslope side	based on comments, berm needs to placed near gate.
tobacco									
CD1599T1	113H	Yes	D5	existing_road	gate	7/1/2021 1:50:00 PM	no	Road needs wood bar removed or install a berm as well as bar because fire installed wooden bar and removed berm. Berm was to be installed after salvage sale and that did not happen.	No breaches. Needs berm to replace wooden gate.
CD2001T1	3507D	Yes	D1	existing_road	barrier	7/7/2021 6:27:16 PM	no	Not enough vegetation prevent access. Needs berm. Point on map does not align with physical location	device not functional
CD2035T1	3520G	Yes	D1	existing_road	barrier	7/6/2021 4:44:06 PM	no	No device. Has been accessed recently but steep slope would likely deter most. Road does continue around bend shown in photo	device not functional
CD2065T1	3532C	Yes	D1	existing_road	gate	9/10/2024 5:05:41 PM	no	gate unable to latch	gate needs repaired to ensure lock. Michelsen. Need to replace gate with berm to store per Fortine ROD.
CD2268T1	3531F	Yes	D1	existing_road	barrier	7/13/2021 5:58:26 PM	no	no device present	no device present
CD2324T1	3731A	Yes	D1	existing_road	gate	8/8/2022 6:42:27 PM	no_missing_lock		lock needs replaced
CD2336T1		3716 Yes	D1	existing_road	gate	6/23/2021 6:19:02 PM	no	no device present. Not sure if required	Needs gate per NRM data, referencing Swamp ROD (2000). Gate installation requested Fall 2024.
CD2518T1		14207 Yes	D1	existing_road	barrier	8/5/2021 4:15:40 PM	no	Berm has degraded. Route drivable	needs new berm
CD2584T1		3582 Yes	D1	existing_road	barrier	8/31/2023 5:13:17 PM	yes_breach_evidence	vehicles have traveled around it	berm needs improvement
CD2672T1	3781C	Yes	D1	existing_road	barrier	7/29/2021 5:11:26 PM	no	device does not prevent atv access. evidence of use	device does not prevent atv access. evidence of use
CD2684T1	851B	Yes	D1	existing_road	barrier	7/18/2022 5:23:08 PM	yes_breach_evidence	berm still present but can see tire marks over it	improve berm
CD2712T1	851A	Yes	D1	existing_road	barrier	7/18/2022 5:13:04 PM	no	small berm clearly driven over	improve berm
CD2713T1		15824 Yes	D1	existing_road	barrier	7/18/2022 5:08:26 PM	yes_breach_evidence	small berm with evidence of being driven over	berm needs improvement
CD2715T1	865G	Yes	D1	existing_road	barrier	9/9/2024 3:36:36 PM	yes_breach_evidence	functionality debatable. evidence of vehicle breach	signs of breech. refresh berm.
CD2744T1	3592A	Yes	D1	existing_road	barrier	8/10/2022 9:06:37 PM	no	no deviceseen at or around the road closure, however there are many downed trees so the road is currently undriveable but can be cleared	needs berm installed. road segment IGBC 1

Row Labels	Road	tierOne	Distr	RouteTyp	CDType	OrigSurvDate	FoundFunc	functCmts	Review
CD2787T1	3719B	Yes	D1	existing_road	barrier	7/2/2021 1:56:19 PM	no	no barrier present. Road is drivable	No closure device present. Road is drivable
CD2854T1	3789B	Yes	D1	existing_road	barrier	7/26/2021 5:21:43 PM	no	no device located at start of decomm road	Device associated with stored route, identified for berm installation along with nearby eor.
CD2884T1	7950A	Yes	D1	existing_road	barrier	7/31/2023 7:40:49 PM	yes_breach_evidence	berm present but possible tire tracks over it	resurvey. berm improvements possibly needed
CD2931T1	14951	Yes	D1	existing_road	barrier	8/4/2023 2:51:01 PM	yes_breach_evidence	berm is in place but possible to drive up it	repair update berm
CD2957T1	3668F	Yes	D1	existing_road	barrier	9/13/2021 9:09:48 PM	yes_breach_evidence	Device needs refresh. Signs of breach	device needs refresh
CD2963T1	3668	Yes	D1	existing_road	barrier	9/13/2021 9:05:21 PM	yes_breach_evidence	Berm needs refresh and expansion	Device needs refresh and expansion
CD2979T1	7304	Yes	D1	existing_road	gate	10/1/2024 6:47:56 PM	no	functional but uncertain of closure status	Gate is shown open, needs to be yearlong closed. Assume missing lock. Changed from uncertain to no.
CD3067T1	7961	Yes	D1	existing_road	barrier	8/9/2023 6:13:02 PM	yes_breach_evidence	barrier is present but tracks go around it	
CD3140T1	14982	Yes	D1	existing_road	barrier	7/28/2021 7:12:31 PM	yes_breach_evidence	Device functional but bypassed	Device functional but bypassed
CD3300T1	7298B	Yes	D1	existing_road	barrier	7/7/2023 3:42:22 PM	no	device not functional, berm needs improvement	
CD3309T1	3701A	Yes	D1	existing_road	barrier	9/1/2021 9:23:19 PM	yes_breach_evidence	Needs refresh. evidence of breach	Needs refresh to prevent unauthorized use.
CD3311T1	3701A	Yes	D1	existing_road	barrier	7/26/2022 9:34:31 PM	yes_breach_evidence	tire marks over the berm but road after it still looks undriven	berm needs improvement
CD3343T1	3703H	Yes	D1	existing_road	barrier	6/29/2021 6:58:53 PM	yes_breach_evidence	berm functional. route has been made around it	device functional but able to be bypassed
CD3366T1	7178A	Yes	D1	existing_road	barrier	7/7/2022 8:44:07 PM	yes_breach_evidence	functional berm but has been bypassed, road is accessible	initial review said device is functional, which is correct. however the berm has been bypassed and the road beyond is accessible. needs new berm on breach area.
CD3368T1	3706D	Yes	D1	existing_road	barrier	8/26/2021 5:30:09 PM	yes_breach_evidence	Berm in good condition but ineffective at preventing access. Evidence of breach	Berm in good condition but ineffective. Needs expansion to prevent bypass
CD3399T1	7178	Yes	D1	existing_road	barrier	7/7/2022 8:56:36 PM	no	went for 100 feet after closure device point and the road continued on	user created road extends beyond berm. need berm improvement
CD4074T1	1043A	Yes	D1	existing_road	no_closure_device	7/14/2022 6:00:00 PM	no	No device present. Needs berm to close road effectively	Review for berm installation, identify effective location given terrain.
CD4081T1	1043A	Yes	D1	existing_road	no_closure_device	7/14/2022 6:00:00 PM	no	No closure device present	Review for berm installation, identify effective location given terrain.

Row Labels	Road	tierOne	Distr	RouteTyp	CDType	OrigSurvDate	FoundFunct	functCmts	Review
CD4089T1	14516	Yes	D5	existing_road	barrier	7/15/2022 9:22:04 PM	no	Road listed as closed IGBC 3 but there is no barrier on either end. Road needs to be bermed on FS property.	Identified for berm installation.
CD4095T1	865G	Yes	D1	existing_road	barrier	7/18/2022 6:00:00 PM	no	Closed road clearly driven on with no device	berm needed. user created route
CD4182T1	3791J	Yes	D1	existing_road	barrier	9/9/2024 6:21:02 PM	no	not functional aside from two small downed logs	needs berm installed
west_kootenai									
CD1660T1	350B	Yes	D5	existing_road	barrier	7/21/2021 1:12:24 PM	no	Road is coded as open, but there exists a barrier. Section should be closed and barrier reestablished. Lots of use.	no recent survey. based on comments, route needs berm
CD1683T1	5098	Yes	D5	existing_road	barrier	7/21/2021 1:19:21 PM	no	Existing berm worn down. Road should be coded as bermed and the berm reinforced	needs berm, based on comments
CD1718T1	5026	Yes	D5	existing_road	barrier	9/22/2023 3:13:57 PM	yes_breach_evidence	looks like mountain bike trail, berms broken down.	needs new berm
CD1743T1	5224	Yes	D5	existing_road	barrier	8/4/2021 1:27:13 PM	no	Berm on south side but atv has gone around no recent use, need enhanced	berm breached
CD1744T1	5282	Yes	D5	existing_road	barrier	8/4/2021 1:29:17 PM	no	Atv going around, nobles gravel pit rd next to rd on the left	needs berm
CD1747T1	5224	Yes	D5	existing_road	barrier	8/4/2021 1:30:55 PM	no	Berm wore down trespassing	berm needs re-established
CD1820T1	14517	Yes	D5	existing_road	barrier	11/10/2021 3:24:45 PM	no	The wooden board is broken in half and gate cannot be closed. Listed as seasonally open.	
CD1824T1	5165	Yes	D5	existing_road	barrier	8/4/2021 8:14:27 PM	no	Road looks like was closed but people driving around rocks blocking at entrance then 2 more berms passed but not working, possibly the right spur road is being connected to the decom road 5164 that ATVs are trespassing on	Vehicles driving around and over the berms
CD1849T1	4829	Yes	D5	existing_road	gate	9/22/2023 7:51:20 PM	no	looks like gate removed for equipment	changed device type to gate. wooden gate. beam needs to be placed back on posts
CD1856T1	4696A	Yes	D5	existing_road	barrier	8/10/2021 8:22:22 PM	yes_breach_evidence	NRM needs location changed. Trucks ATVs going over and around berm	Berm needs reinforced and update the database for berm location
CD1859T1	5164	Yes	D5	existing_road	barrier	8/10/2021 8:25:05 PM	no	ATV trucks going around berm to the right, road not in decommissioned state	Road is listed as decommissioned. Road is being g breached. Need to reinforce berm
CD1917T1	5222	Yes	D5	existing_road	barrier	7/23/2024 9:11:45 PM	yes_breach_evidence	downed tree in road	needs berm installed
CD1924T1	5241	Yes	D5	existing_road	barrier	7/23/2021 7:54:59 PM	no	ATV can drive road no berm heading South	This is IGBC 1. Either change to 4 or block the road

Row Labels	Road	tierOne	Distr	RouteTyp	CDType	OrigSurvDate	FoundFunct	functCmts	Review	
CD1928T1		5241	Yes	D5	existing_road	barrier	7/23/2021 7:50:49 PM	no	Berm is filled in. ATVs breaching. Need to reinforce the berm	Need to reinforce berm
CD1947T1	4828A		Yes	D5	existing_road	barrier	7/26/2022 9:05:19 PM	no	There is no closure device installed here. Need to install berm or change IGBC status. Listed as 3 but is a 4.	need to install berm
CD2015T1	4816S		Yes	D5	existing_road	barrier	5/30/2024 7:40:37 PM	no	no gate or barrier found. natural vegetation has grown back. pine and larch growing in the road	needs berm
CD2161T1	4613E		Yes	D5	existing_road	barrier	9/19/2024 2:55:13 PM	yes_breach_evidence	middle of berm has been breached. evidence of two track going over berm. berm needs to be re-installed	berm needs freshing up
CD2520T1	309D		Yes	D5	existing_road	barrier	10/19/2022 7:08:48 PM	no_eor_no_barrier	Road is brushed in	functional should be berm, not just vegetation
CD3532T1	474R		Yes	D1	existing_road	barrier	7/12/2023 8:26:07 PM	no	barrier not sufficient	needs berm improvement
CD3577T1		7210	Yes	D1	existing_road	barrier	8/5/2024 6:41:49 PM	no_eor_no_barrier	no gate or device fiund	improve berm
CD3646T1	7211B		Yes	D1	existing_road	barrier	8/18/2021 8:25:41 PM	no	No device present. Route open and drivable. Needs berm	Needs berm to close route
CD3654T1	7173D		Yes	D1	existing_road	barrier	8/16/2021 8:31:28 PM	no	No device present. Needs berm.	No device present. Needs berm to prevent use. Route drivable.
CD3659T1	7220K		Yes	D1	existing_road	barrier	8/5/2024 7:33:29 PM	no_eor_no_barrier	no device and appears breached	needs berm
CD3692T1d	7212D		Yes	D1	existing_road	no_closure_device	8/20/2021 5:33:58 PM	no	no device present route drivable	Decomm road remains drivable
CD3710T1	7218E		Yes	D1	existing_road	barrier	6/29/2023 7:21:57 PM	no	device not functional	Needs closure device, but due to terrain and stand structure, may be impossible to accomplish
CD3720T1	7213D		Yes	D1	existing_road	barrier	6/29/2023 7:28:08 PM	no	device not functional	Proposed for decom via Young Dodge EIS. IGBC code needs updating on 7213D
CD3984T1	5220C		Yes	D5	existing_road	barrier	7/5/2022 5:50:32 PM	no	had berm atv going around needs berm, flat going to be hard to stop	needs berm
CD3987T1		5098	Yes	D5	existing_road	barrier	7/5/2022 5:59:29 PM	no	needs berm being used	
CD3991T1		5023	Yes	D5	existing_road	no_closure_device	7/5/2022 6:32:12 PM	no	no berm, flat hard to stop vehicles multiple entries off pipe creek rd	needs berm installed
CD4006T1		5177	Yes	D5	existing_road	barrier	7/23/2024 7:38:57 PM	yes_breach_evidence	path going around the berm to the left and another over the berm	berm needs to be re-established
CD4062T1		5059	Yes	D5	existing_road	barrier	7/8/2022 8:34:31 PM	no	open	IGBC is 1 and road is driveable. either make road conditions impassable or change IGBC to 3 and slap a berm on it
CD4133T1	872A		Yes	D5	existing_road	barrier	8/4/2022 8:53:51 PM	no	Bolts on post are bent. Can not attach wooden barrier.	replace with metal gate

## APPENDIX F

### KNF SEASONAL ADMINISTRATIVE USE WITHIN KNF CYE RZ BMUs

Reporting administrative use is not a required reporting requirement in the KNF LMP BO (FWS 2023) but is included here to summarize compliance towards meeting administrative use on gated routes allowing administrative use. The Access Amendment FEIS (USDA 2011) summarized how the Forest began recording administrative use as part of the Interim Access Management Rule Set (IGBC 1998b) in December of 1998 (IGBC 1998a). The AA ROD (USDA 2011, page 9) clarified Individual ranger districts will maintain records of administrative use on restricted roads within the recovery area, to ensure compliance with existing guidelines. The decision (USDA, AA ROD, 2011, page 10) set administrative use at 60 round trips per year (divided by season) on each restricted (gated) road system in the Cabinet-Yaak Recovery Zone. This direction was subsequently incorporated into the revised KNF 2015 LMRP in January of 2015, after completion of consultation in 2013 (USDI Fish and Wildlife Service 2013, USDA Forest Service 2015). Specifically, the KNF FEIS revised LMP (USDA FS 2013; pg. 246) specified that each district would retain a count of use that occurs on each individual ***gated*** road within the recovery zone, based on the bear year (spring, summer, fall) and would retain a count of use occurring by road and report that information to the USFWS.

Any routes which exceeded administrative use due to authorized project activity as analyzed through NEPA and ESA, or for other reasons such as public access to fire lookout rentals located behind a gate are noted as such in the footnotes. Any gated route within the RZ which exceeded administrative use trips were considered “open” for the bear year and included in the route layer for BY24 metrics (see Section A, and APPENDIX B for BY24 RZ metrics and discussion).

A review of the previous combined forest BY monitoring reports indicates variability of the routes considered with emergency access on barriered or impassable routes sometimes included in the administrative use table. As legally there is no administrative use on the barriered or impassable routes, emergency consultation on the access was completed. These routes are included in current BY metrics and discussed in the current BY reasons for metric changes (see Section A, and APPENDIX B) but are no longer included in the administrative use tracking table as the intent was for gated routes. If emergency access occurred during BY24 which affected ***gated*** routes with exceedance of administrative use it is noted in the Table below. As mentioned previously, emergency access affecting barriered or impassable routes in BY24 are not listed here in but would be included in Section A of this report and are discussed under the individual BMUs.

For the CYE RZ, restricted roads that received administrative use in excess of the allowable trips (either seasonally or over the entire bear year) were considered “open” roads when determining the BY24 temporary condition (as calculated in Section A. Administrative use was considered on routes for federal, state, and corporate lands cooperating in a Habitat Conservation Plan. The Table below summarizes CYE RZ authorized seasonal authorized administrative use on gated roads by BMU during BY24.

Table 12. Seasonal administrative use on **Gated** routes within KNF portion of the CYE RZ Bear Year 2024

Bear Management Unit	Number of Restricted <b>Gated</b> Roads With Administrative Use During Bear Year 2024	Number of Restricted <b>Gated</b> Roads in the Cabinet-Yaak RZ Exceeding Administrative Use Levels During Bear Year 2024			
		Spring Use Period 4/1-6/15 (≤18 trips)	Summer Use Period 6/16-9/15 (≤23 trips)	Fall Use Period 9/16-11/30 (≤19 trips)	Total Use 4/1-11/30 (≥60 trips)
1-Cedar	1	0	0	0	0
2-Snowshoe	0	0	0	0	0
3-Spar	0	0	0	0	0
4-Bull	1	0	0	0	0
5-St. Paul	4	0	0	0	0
6-Wanless	5	0	0	0	0
7-Silver Butte-Fisher	0	0	0	0	0
8-Vermillion	0	0	0	0	0
9-Callahan	8	0	0	1	0
10-Pulpit	7	2	2	2	2
11-Roderick	2	0	0	0	0
12-Newton	0	0	0	0	0
13-Keno	0	0	0	0	0
14-NW Peaks	3	0	0	0	0
15-Garver	1	0	1	0	0
16-East Fork Yaak	2	0	0	0	0
17-Big Creek	0	0	0	0	0
<b>Total</b>	<b>34</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>

**BMU 1:** *Three Rivers RD:* Administrative use for watershed management occurred on gated route #4603 within allowable trips. *Libby RD:* Administrative use for recreation management occurred on gated route #4727 within allowable trips for the spring period.

**BMU 2:** *Libby RD:* No administrative use

**BMU 3:** *Three Rivers RD:* Administrative use for silvicultural activity occurred on gated routes #2201 and 4610 within allowable trips.

**BMU 4:** *Cabinet RD:* Administrative use for recreation or wildlife management occurred on NFSR gated route #2272 within allowable trips.

**BMU 5:** *Libby RD:* Libby RD: Claimant access to mining claim on road #4783 Cable Creek was within allowable trips during summer. Administrative use on road 6212M for minerals and other road use activity was within allowable trips. Adjacent to BMU 5 and within the metrics buffer of the BMU, NFSR gated routes 6199/6199E were accessed for mining claims during summer and were within allowable trips. Routes #6199/6199E are also located within the Cabinet Face BORZ where administrative use tracking is not required.

*Cabinet RD:* Cabinet RD no administrative use.

**BMU 6:** *Libby RD:* Administrative use for minerals, technical services, and other road use activity occurred on gated route #2315 during the summer within allowable trips. *Cabinet RD:* no administrative use.

**BMU 7:** *Libby RD:* No administrative use. *Cabinet RD:* No administrative use.

**BMU 8:** *Cabinet RD:* No administrative use.

**BMU 9:** *Three Rivers RD:* Administrative use for silviculture and/or engineering, wildlife and timber occurred on NFSR gated routes # 1055, 14368, 14376, 414B, 4418, 4476, 4405, 4406, 4455 within allowable trips, while timber

management on NFSR #4476 exceeded allowable trips (26 trips) during the fall period. No effect to OMRD due to spatial location.

**BMU 10:** *Three Rivers RD:* Gated routes #4407 (rental use of Yaak Mt. Lookout) and #4439 (maintenance of King Mtn. radio towers) are modeled open every year as associated use generally exceeds administrative use due to ongoing activities of the facilities. Administrative use for silvicultural activity also occurred on #4407 within allowable trips. Administrative use for silvicultural and other road use activity occurred on NFSR gated routes 14321, 2394A, 4446, 4407, 4447 and 14309 were within allowable trips. Admin use is associated with the temporary effects of OLY decision.

*Libby RD:* Administrative use within trip limits occurred on NFSR gated route #853 for noxious weed spraying.

**BMU 11:** *Three Rivers RD -* Administrative use for silviculture occurred on NFSR gated routes 902 and 472E within allowable trips. Admin use associated with Buckhorn decision. *Libby RD –* No administrative use.

**BMU 12:** *Three Rivers RD:* No administrative use.

**BMU 13:** *Three Rivers RD:* No administrative use.

**BMU 14:** *Three Rivers RD:* Administrative use for silviculture and other road use activity occurred on gated NFSR routes 5955, 5932E, 5932G were within the allowable trips whenever use occurred (summer or fall). Admin use associated with Buckhorn decision.

**BMU 15:** *Three Rivers RD:* # 5857 (Garver Mtn. Lookout) is a segment of the route gated to the general public but exceeds administrative use due to lookout rental traffic and therefore is modeled as open every year for BY monitoring.

**BMU 16:** *Three Rivers RD:* No administrative use. *Ksanka RD -* No administrative use.

**BMU 17:** *Ksanka RD:* No administrative use. *Three Rivers RD -* No administrative use. *Libby RD –* No administrative use.