

Swan View Coalition Nature and Human Nature on the Same Path



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Supplement to Keith Hammer's "Roads to Ruin" and "TMRD" Reports

Keith Hammer
December 5, 2017

This paper and its attachments provide supplementary documentation of matters discussed in two of my previous reports: 1) "Roads to Ruin: The Flathead National Forest Shirks its Road Reclamation Duties" dated May 2016 and 2) "Only Decommissioned Roads Removed from the Forest Development Road System May be Omitted from Calculations of Total Motorized Route Density [TMRD] on the Flathead National Forest" dated 6/4/15 and updated 2/7/16.

My TMRD report is included as Appendix A in my Roads to Ruin report, which can be found at: http://www.swanview.org/reports/Roads_to_Ruin.pdf. These reports detail Flathead Forest Plan requirements that the Flathead National Forest, in order to lower TMRD, must both remove roads from the Forest Development Road System (System) and re-vegetate those roads so they no longer function as a road or trail.

The attached documents and following citations to them show that the Flathead used the term road "reclamation" to also mean the road must be "decommissioned" and removed from the road System in the 1995 Flathead Forest Plan Amendment 19 (A19). A19 also requires that reclaimed/decommissioned roads be re-vegetated after having all of their stream-aligned culverts removed so they can't plug and blow out. The road can't simply be physically blocked off or strewn with logs and rocks.

The attached documents and following citations will also show how, beginning around 2010 - 2012, the Flathead began simply making or documenting roads as "impassable" to motor vehicles in order to reduce TMRD. This was done in violation of A19, without firstly making lawful public revisions to A19. This has resulted in numerous roads remaining on the landscape and in the road System without being included in TMRD calculations and without the prior removal of all stream-aligned culverts and the reestablishment of adequate vegetation.

It also bears mentioning at the outset that A19 was initiated, interpreted and implemented up until around 2010 - 2012 in a manner attempting to be consistent with requirements of the National Forest Management Act; that roads no longer a part of the System must be managed "with the goal of reestablishing vegetative cover on the roadway . . . within ten years." (NFMA Section 8(b)).

A19 was based largely on the April 1993 South Fork Grizzly Bear Project Progress Report: "Apparently, grizzly bears adjust their habitat use patterns in part to both precise open road densities and precise total road densities. Unless a road has completely revegetated, managers should assume that some level of human use is occurring along closed roads, and grizzly bears will respond to that use." (Page 25, attached).

"Roads: all roads except those sufficiently revegetated with shrubs and/or trees to deter travel by foot or ATV." (Draft Flathead LRMP Implementation Note 12, 4/28/93, page 1, attached. This draft was not finalized and was instead replaced by Amendment 19).

Also based on the South Fork Grizzly Bear Project: "A 'reclaimed road' is any road that has been physically modified on all or part of the road, reclaimed to contour and planted with vegetation on all or part of the road, so as to provide vegetative screening throughout the road corridor, make the road impassible by vehicles and foot travel difficult." (Lost Silver Biological Opinion, 9/3/93, page 24, attached).

The 1995 Forest Plan Amendment 19 Amended Environmental Assessment found: "To meet the standards and short-term objectives in MS-1 and MS-2 areas, approximately 350 miles of open roads and 125 miles of currently restricted roads would need to be reclaimed in the short term (5 years)." This 475 miles of road reclamation is shown under the preferred/selected Alternative 3 as a reduction in System roads, along with greater reductions in the road System for alternatives with greater limitations on TMRD within 5 years. (Pages 95-97, attached).

"Some roads that have all reclamation work completed are still counted in calculation processes. Roads utilized in calculations for Total Access Density [TMRD] include roads for which reclamation work has been completed, pulling culverts, installation of drainage dips, distributing of rocks and debris on the road surface, **but the road has not revegetated to the level required to meet Amendment 19 reclamation requirements.**" (Barbouletos letter to Wilson, 3/2/01, page 3, emphasis added, attached).

Attached is a 3/23/15 "Road Decommissioning Projects" spreadsheet by which the Flathead until 2017 tracked the roads to be decommissioned under A19, among others. This is the last such spreadsheet to include the annual subtotals for all years dating back to 1995, the year A19 was authorized. This spreadsheet demonstrates the goal of A19 is to remove reclaimed roads from the System as the reclamation treatments become effective, as described on page 8 and elsewhere in my TMRD report.

The Road Decommissioning spreadsheet lists several roads in the North Coal watershed for decommissioning that the Flathead in 2010 decided to treat otherwise, removing culverts to reduce sediment delivery into streams but keeping the roads in the System. (See the attached Shorty and Coal Creeks Stream Restoration Project Decision Memo, July 2010).

The Biological Assessment (BA) for the Shorty-Coal project duly found that this project would not reduce TMRD, even though several roads were being rendered impassable to motorized vehicles. The BA compared existing A19 parameters in the Coal Creek Subunit to the <19/> or = 68 requirements for OMRD/TMRD/Security Core. It found the existing and post-project indices would remain at 15/24/71. (See Biological

Assessment for Terrestrial Wildlife Species: Shorty and Coal Creek Stream Restoration Project, Reed Kuennen, 5/3/10, attached).

Fish and Wildlife Service concurred: "Total road densities would not change during activity or post-project." (See Wilson letter to Barbouletos, 6/21/10, attached).

Counter to these biological findings, however, the Flathead's GIS specialist and fisheries biologist celebrated, claiming that by calling these roads "impassable" and retaining them in the road System they had somehow lowered TMRD and increased Security Core. Kathy Ake, the GIS specialist, declared that TMAD would decrease from the excessive 24% to the maximum allowed 19% and Security Core would increase to 74%. Pat VanEimeren, the fisheries biologist declared in turn: "Good news!" (See the attached email string originating with Kathy Ake on 2/14/12).

This is a flagrant violation of A19 and has been repeated many times over since, with absurd consequences. While the Shorty-Coal Decision Memo required all 15 culverts to be removed from Raghorn Road 10802, only 3 were removed. (See the attached 9/25/12 Road 10802 Survey by J. Littlefield, noting only three 36" culverts would be removed, while leaving a 36" culvert adjacent to the last waterbar constructed (and others beyond). See also the November 2012 map by Littlefield and VanEimeren noting the first draw and small stream beyond the three culverts they would remove).

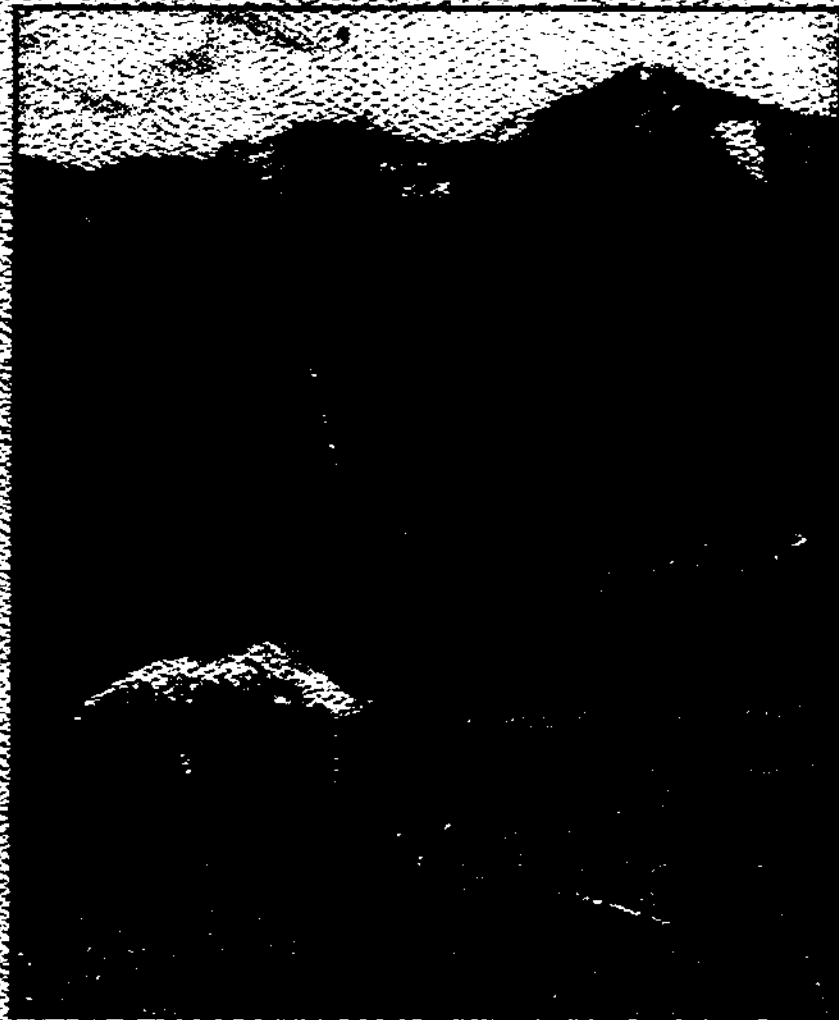
Having obtained kml files of the Flathead's "impassable" roads, I used Google Earth to note that not all stream-aligned culverts had been removed from the Raghorn Road. I then surveyed the entire road on the ground and took photos of the remaining culverts. Swan View Coalition, Friends of the Wild Swan, and WildEarth Guardians filed a Sixty-Day Notice of Intent to File Suit over the remaining culverts (attached). In response, the Flathead agreed to remove the remaining stream-aligned culverts. The work is scheduled for Summer 2018, having not been done in 2017 due to fire restrictions.

Separately, the Flathead agreed to conduct a field review of its 78 "impassable" roads that are not counted in TMRD (but did not necessarily survey the 174 road segments considered "impassable" but indeed counted in TMRD). Attached is a summary of that road survey conducted in 2017. It found that 13 of the 78 "impassable" roads not counted in TMRD contained stream-aligned culverts, including several roads in Coal Creek that, in turn, include two of the roads where culverts were to be removed under the Shorty-Coal Decision Memo (Raghorn Road 10802 and Coal Dust One Road 5279).

The work done on Road 5279 involved the removal of only one stream-bearing culvert to render the road "impenetrable/impassable." (See the attached 7/15/12 Maintenance Work Order by Littlefield and VanEimeren). Per the 2017 survey mentioned above, "5 stream aligned cmps [culverts] some with alignment issues" remain orphaned beyond the first culvert removal/barrier on Road 5279!

A19, while not perfect, is a well-integrated program requiring that TMRD be reduced to protect both fish and wildlife by requiring that all stream-aligned culverts be removed, and that the road then be removed from the System and re-vegetated. The Flathead's recent (circa 2010 - 2012) invention of "impassable" road management at odds with A19 appears to be an ill-conceived scam equivalent to "let's not and say we did."

SOUTH FORK FLATHEAD RIVER GRIZZLY BEAR PROJECT



COOPERATORS:

**Montana Department of Fish, Wildlife, & Parks
USDA Forest Service, Intermountain Research Station
USDI Fish and Wildlife Service
National Fish and Wildlife Foundation**

April 1993

**SOUTH FORK FLATHEAD RIVER GRIZZLY BEAR PROJECT:
PROGRESS REPORT FOR 1992**

Richard D. Mace
Timothy L. Manley

Montana Department of Fish, Wildlife and Parks

Approved by: James Cross
Regional Wildlife Manager

Approved by: John P. Steigemeier
Bureau Chief, Research and
Technical Services

Approved by: Lon Williams
Wildlife Div. Administrator

This research has been funded by the Montana Department of Fish, Wildlife and Parks, USDA Forest Service, USDI Fish and Wildlife Service, and National Fish and Wildlife Foundation

Since this is a Progress Report only, results presented herein are not necessarily final and may be subject to change. For this reason, the information contained in this report may not be published or used for other purposes without permission of the Director, Montana Department of Fish, Wildlife and Parks.

Grizzly bears can live and reproduce in multiple-use habitats. Preliminary data analyses strongly suggest that grizzly bears are not able to fully exploit habitats, especially those at low to mid-elevation, because of human activity associated with roads.

Techniques for calculating road densities that average over large blocks of land (e.g. a BMA), inclusive of both high and low elevations, result in inadequate assessments of grizzly bear response to road densities. Using an average road density figure, derived from a large area, will not detail the precise road densities within smaller areas. The current method employed to calculate road densities, using an average open road density only, has a tremendous effect on how road density standards are interpreted and applied to grizzly bear habitat. When only open roads are used in density calculations, the influence of closed roads is removed. For example, an area may have an open road density of 1.0 mi/mi²; thus, there is one mile of open road for each square mile of habitat. However, this same area could also have two miles of closed roads per square mile, an actual total road density of 3 mi/mi². This area would still meet the 1 mi/mi² open road density standards, but according to our data areas where the total road density exceeded 2mi/mi² would receive use less than expected. For example, our entire analysis area has an average open road density of 0.63 mi/mi² and meets current road density standards. Our precise open road density technique produces the same average open road density. However, from our method we know that 26% of the analysis area (70 mi² of habitat) exceeds the 1.0 mi/mi² standard. When all roads are included in calculations for our analysis area, the average total road density is 1.13 mi/mi² with 22% (58 mi²) of the area having >2 mi/mi². This 58 mi² of habitat was used less than expected by radio-instrumented grizzly bears.

The amount of area with a total road density of >2 mi/mi² in our analysis area is considerable. Juxtaposition of this 58 mi² to other lands with other classes of road densities and associated cover types is critical for determining the overall quality of the habitat.

Apparently, grizzly bears adjust their habitat use patterns in part to both precise open road densities and precise total road densities. Unless a road has completely revegetated, managers should assume that some level of human use is occurring along closed roads, and grizzly bears will respond to that use.

Our data suggest that once a decision is made to road and silviculturally treat stands in a previously unroaded area, that area will subsequently be used less by female grizzly bears. This response by female bears is predicted to occur regardless of what silvicultural treatment is chosen. Once precise total road densities reach 2 mi/mi², use by all bears is predicted to significantly decline. Closing roads has a positive effect on use of an area by grizzly bears when precise open road densities are reduced below 1.0 mi/mi².



United States
Department of
Agriculture

Forest
Service
406-755-5401

Flathead National Forest
1935 Third Avenue East
Kalispell, MT 59901

FAX TRANSMITTAL SHEET

TO: Anne Vandenberg
USFWS

DATE: 1/5/94

FROM: Nancy Warren

TOTAL NUMBER OF PAGES INCLUDING THIS COVER SHEETS: 5

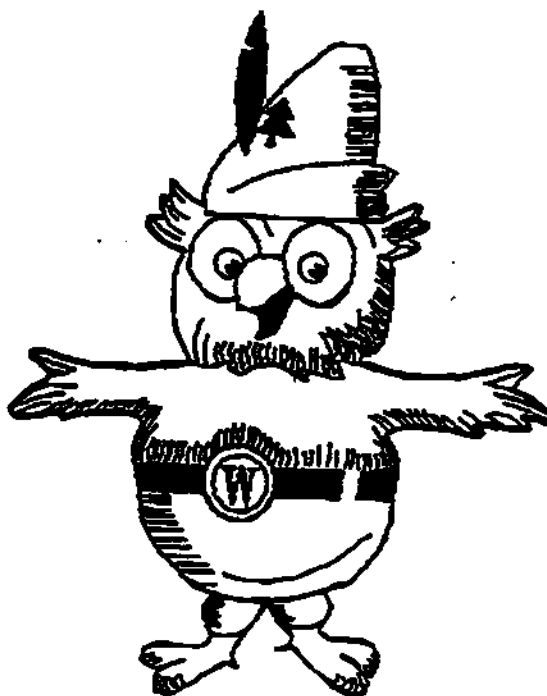
RECIPIENT'S FAX NO: (406) 449-5339

REMARKS: Don't know if this will help you. This document
(or earlier draft) was reviewed by R. Mace and T. Manley
and by R. Hazlewood. Final approval/action was not
taken, however. Tim went over core area info w/me in person.

FLATHEAD NATIONAL FOREST FAX NUMBER: 406-758-5363

SENDER: Nancy Warren

TELEPHONE NO: 755-5401



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which the Flathead National Forest
says it cannot locate, as documented
in the last two pages of this PDF.

M.19 FNF Apr. 19

April 28, 1993
LRMP Implementation Note #12

DRAFT

SUBJECT: CALCULATION OF ROAD DENSITIES AND INTERPRETATION OF EFFECTS ON GRIZZLY BEARS

ISSUE: How should the preliminary results of the South Fork Flathead River Grizzly Bear Project be applied to project planning? Specifically, how should road densities be calculated for effects analysis, what is the relationship to existing Forest Plan standards, and what interpretations or conclusions should be drawn from this analysis?

FOREST DIRECTION:

To demonstrate compliance with Forest Plan standards, continue to follow the interim direction contained in Implementation Note #8.

To analyze effects of road construction and management, use a moving window GIS procedure to create maps of "precise" road density. This will allow for comparison with preliminary results from the South Fork Grizzly Bear Project (SFGBP). Before extrapolating the findings from the SFGBP to another area, evaluate the area to ensure that it is similar in terms of grizzly bear habitat and foraging strategies, bear population structure, and human use levels and patterns.

A moving window procedure assigns a value describing the road density within the surrounding one-square mile window to the center pixel. The SFGBP analysis used a 30-meter pixel size, but the 50-meter pixel size available on our GIS is acceptable. To create maps comparable to those being used for the SFGBP, use the following definitions:

Road: all roads except those sufficiently revegetated with shrubs and/or trees to deter travel by foot or ATV. Roads that are closed seasonally are included.

Open road: road open to public use permanently or seasonally, during the March 15 to November 15 period.

Descriptions of existing conditions and the effects of alternatives should portray open and total road density classes, in the context of the relative value or importance of the habitat being affected. Habitat components, seasonal habitat value, available space, or bear preference value are examples of factors or measures of relative importance.

The results of the moving window analysis can be used to infer bear response to road management. On a Bear Management Area basis, the maps may be useful for describing the availability of habitat to bears. Preliminary results of the SFGBP indicate that bears use areas with $>1 \text{ mi}/\text{mi}^2$ precise open road density and areas with $>2 \text{ mi}/\text{mi}^2$ precise total road density significantly less than expected based on availability. In addition, at the scale of a Bear Management Unit or Subunit, the GIS maps may be useful in identifying secure habitat (contiguous habitat located farther than 1/2-mile from roads and trails) that is important for adult females.

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says it cannot locate, as documented
in the last two pages of this PDF.

calculating "precise" road densities, as contrasted with "average" road densities, to analyse grizzly bear response to roads should be used as a tool to describe the existing conditions and expected effects, in the context of the relative importance or value of the habitats being affected.

A significant portion of the SFGSP core area exceeded the $1 \text{ mi}/\text{mi}^2$ of open road class (26%) and the $2 \text{ mi}/\text{mi}^2$ of total road class (22%). The area continues to support a productive population of grizzly bears at a relatively high density. It is not known what the desired or threshold levels of various road density classes should be, in order to maintain effective habitat within the home range of a grizzly bear.

The relationship between open and total road densities, seasonal elevational movements by grizzly bears, elevational distribution of seasonal habitats, and expected use by grizzly bears has not been fully analysed. Analysis of effects, therefore, must clearly define the seasonal use expected by bears, and the relationship of important bear habitats to the distribution and density of roads. Preliminary results from the SFGSP indicate that $>1 \text{ mi}/\text{mi}^2$ open road density and $>2 \text{ mi}/\text{mi}^2$ total road density result in statistically significant declines in expected use of habitat by grizzly bears. However, the overall effect of exceeding these levels in a specific area must be evaluated in the context of the relative value or importance of the underlying habitat.

Protection of existing secure habitat is of high priority. Analysis of the effects of human use of trails is not yet complete. Preliminary analysis indicates that the response of grizzly bears to trails is very similar to that described for roads. Analysis of road and trail construction/reconstruction and management proposals should include consideration of effects on secure habitat and possible reductions in habitat capability to support adult females. Within Management Situation 1, it is of high priority to ensure that adult females, the reproductive segment of the population, continue to have high-quality secure habitat available within their home ranges.

For the SFGSP, all roads except those sufficiently revegetated with shrubs and/or trees to deter travel by foot or ATV were included in the total road density calculation. Currently available road inventories may not include spur roads. In analyzing effects, the completeness of the inventory data used to create a "precise" total road density map may need to be considered.

Barriers placed at closure sites to deter human use are probably not sufficient to eliminate road effects, although they will improve the effectiveness of the closure. Because many of our road closures occurred recently and the use of closed roads have continued to change, there is insufficient information available as yet from the SFGSP to assess changes in grizzly bear response to road closures. It seems likely that grizzly bears (particularly females) will respond slowly in "recolonizing" habitat from which they have been displaced, and that the avoidance behavior will be easily reinforced by occasional use of closed roads. Analysis of effects should include consideration of the expected frequency of timber management entries and the expected duration of closures to human access.

calculating "precise" road densities, as contrasted with "average" road densities, to analyse grizzly bear response to roads should be used as a tool to describe the existing conditions and expected effects, in the context of the relative importance or value of the habitats being affected.

A significant portion of the SFGSP core area exceeded the 1 mi/mi² of open road class (26%) and the 2 mi/mi² of total road class (22%). The area continues to support a productive population of grizzly bears at a relatively high density. It is not known what the desired or threshold levels of various road density classes should be, in order to maintain effective habitat within the home range of a grizzly bear.

The relationship between open and total road densities, seasonal elevational movements by grizzly bears, elevational distribution of seasonal habitats, and expected use by grizzly bears has not been fully analyzed. Analysis of effects, therefore, must clearly define the seasonal use expected by bears, and the relationship of important bear habitats to the distribution and density of roads. Preliminary results from the SFGSP indicate that >1 mi/mi² open road density and >2 mi/mi² total road density result in statistically significant declines in expected use of habitat by grizzly bears. However, the overall effect of exceeding these levels in a specific area must be evaluated in the context of the relative value or importance of the underlying habitat.

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Barriers placed at closure sites to deter human use are probably not sufficient to eliminate road effects, although they will improve the effectiveness of the closure. Because many of our road closures occurred recently and the use of closed roads have continued to change, there is insufficient information available as yet from the SFGSP to assess changes in grizzly bear response to road closures. It seems likely that grizzly bears (particularly females) will respond slowly in "recolonizing" habitat from which they have been displaced, and that the avoidance behavior will be easily reinforced by occasional use of closed roads. Analysis of effects should include consideration of the expected frequency of timber management entries and the expected duration of closures to human access.

References:

- Mace, R., T.Manley, and S.Riley. 1992. Grizzly bear response to forest road densities and timber management in a multiple use environment: research update. Unpubl. Report, Montana Dept. of Fish, Wildlife and Parks. 17 pp.
- Manley, T.L. and R.D. Mace. 1992. Grizzly bear habitat use and disturbance studies: South Fork of the Flathead River. Progress Report for 1991. Unpubl. Report, Montana Dept. of Fish, Wildlife and Parks. 41 pp.

"Draggoo, Michele -FS" <mdraggoo@fs.fed.us> 
To: Keith Hammer <keith@swanview.org>
FW: FOIA Response

September 1, 2016 5:13 PM

5 Attachments, 446 KB

Hi Keith,

I have looked for the missing pages from the 4/28/93 Draft LRMP Implementation Note #12 you provided...and I cannot find them.

Michele



Michele Draggoo
Environmental Planning Coordinator

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Caring for the land and serving people

From: Keith Hammer [mailto:keith@swanview.org]
Sent: Wednesday, August 31, 2016 1:04 PM
To: Draggoo, Michele -FS <mdraggoo@fs.fed.us>
Subject: Re: FOIA Response

Michele;

Thanks for your response to our August 2 FOIA request. I did indeed look at the Implementation Notes you had provided previously, but that Note 12 is different subject matter than the draft Note 12 we referenced in our request. Hence our question of whether the draft Note 12 was ever finalized or not - and the answer is looking like "no, it wasn't" as indicated by Nancy Warren's fax cover sheet in the attached pdf of an incomplete version of draft Note 12.

In taking a second look at the draft Implementation Note 12, I note that the copy we received quite a while ago contains two copies of page 3 and no copy of page 2.

Please consider this a FOIA request for a full copy of draft Implementation Note 12, preferably as a pdf if possible.

I've attached a pdf of the incomplete version received previously so you can see the problem and also some filing notes that may make it easier for you to locate this.

A fee waiver is requested for the same reasons given in our August 2 request.

Your continued assistance in this matter is greatly appreciated,

Keith

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<http://www.facebook.com/SwanViewCoalition>
<http://www.youtube.com/user/swanviewcoalition>

"Nature and human nature on the same path."

On Aug 30, 2016, at 5:22 PM, "Draggoo, Michele -FS" <mdraggoo@fs.fed.us> wrote:

<image001.png> **Michele Draggoo**
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Caring for the land and serving people

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FINAL BIOLOGICAL OPINION
ON THE
LOST SILVER TIMBER SALE
ON THE
HUNGRY HORSE RANGER DISTRICT
FLATHEAD NATIONAL FOREST

U. S. FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
MONTANA STATE OFFICE
HELENA, MONTANA



SEPTEMBER 3, 1993

roads" by motorized vehicles should be restricted to one or two periods between April 1 and November 15 that together shall not exceed 14 days. Restricting administrative use to one period reduces the possibility of habituation of bears to roads, and reduces the displacement of bears from habitat because of random or periodic disturbance. The period of administrative use should not coincide with periods of expected bear use.

- b) A "reclaimed road" is any road that has been physically modified on all or part of the road, reclaimed to contour and planted with vegetation on all or part of the road, so as to provide vegetative screening throughout the road corridor, make the road impassible by vehicles and foot travel difficult. Road reclamation methods and degree of reclamation may vary with each project. A variety of techniques are available to achieve road reclamation including complete removal of the road bed to planting and encouragement of vegetation while leaving the road bed intact. Implementation of road reclamation may entail a broad array of techniques that should be discussed and mutually agreed upon by the Forest and Service.
- 2. Compliance with the precise total road densities (2 miles/square mile) in Subunit A shall occur within one year after logging activities have ceased in the Lost Silver sale area. Road closures and road reclamation within the nine BMAA's of the Subunit should be conducted concurrently with the Lost Silver Timber Sale logging period.
 - 3. Compliance with the precise open road density of 1 mile/square mile in the nine BMAA's shall occur within the first year of the Lost Silver Timber Sale.
 - 4. Consistently adhere to all grizzly bear Flathead Forest Plan standards and guidelines in addition to those modified in this opinion.
 - 5. Provide adequate enforcement to monitor public violations and excessive administrative use of road closures and to enforce closures.

Reporting Requirements

The Forest Service shall prepare an annual report due to the Service in December of each year that details the progress in obtaining the open and total road densities and security criteria in Subunit A.

Within 90 days after meeting the open and total road densities and security requirements in Subunit A, the Forest Service shall provide the Service with a final report detailing all activities undertaken in association with terms and conditions of this biological opinion.

Once compliance is achieved and then should the incidental take limit (2 and 3 on page 22 and 23) be exceeded, the Forest Service shall immediately cease the activity resulting in the take and reinstate consultation with the Service to avoid violation of section 9 of the Act. The Lost Silver

United States
Department of
Agriculture

Forest Service



Flathead
National Forest

Feb. 1995

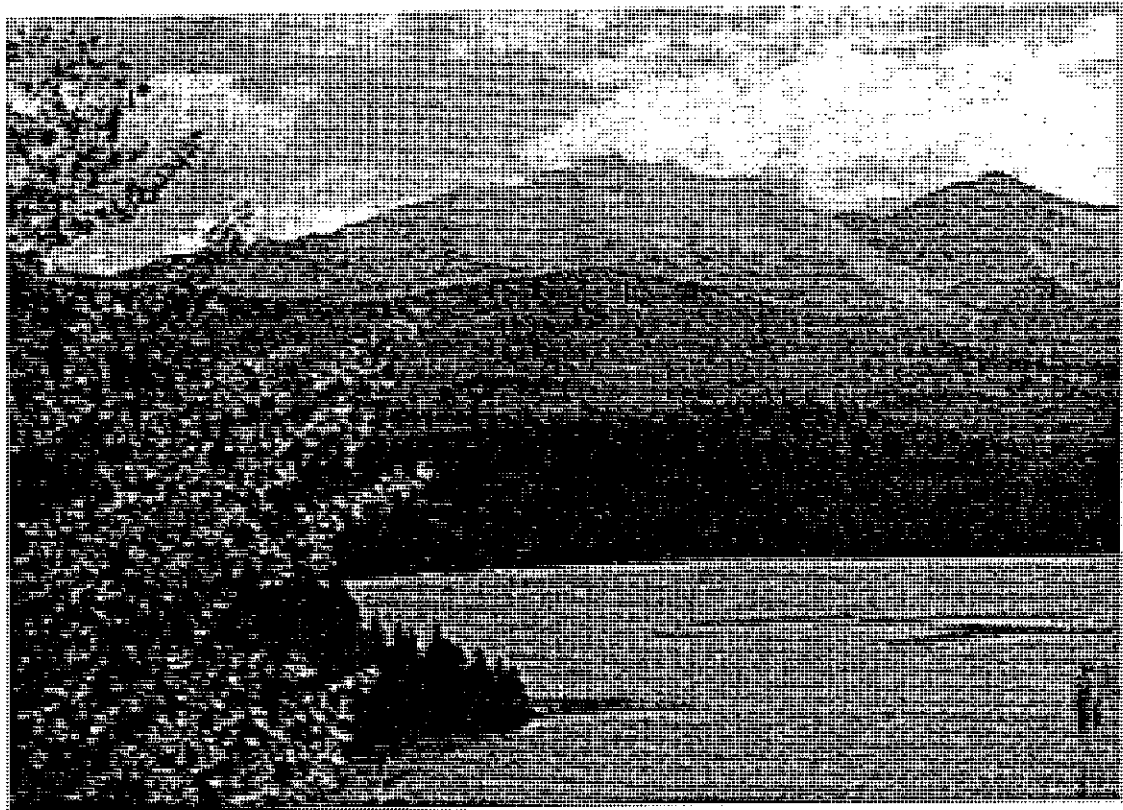
FLATHEAD NATIONAL FOREST



FOREST PLAN AMENDMENT #19

Allowable Sale Quantity and Objectives
and Standards For
Grizzly Bear Habitat Management

AMENDED ENVIRONMENTAL ASSESSMENT



Environmental Effects

The following describes and compares the estimated miles of roads open, restricted, and reclaimed (See Appendix D for definitions) for each of the alternatives, followed by a general discussion of relative costs. The costs associated with various methods are displayed in order to provide a general understanding only. Decisions regarding changes in road status, method of closure, and projections of actual costs will be made during site-specific analyses.

Several changes were made in this section in response to changes to the alternatives and in response to comments received since the draft was issued; most notably in the estimates of miles of roads that need to be restricted or reclaimed and in the discussion of costs of reclamation and maintenance.

Transportation System

The estimated potential number of miles of road that would need to be constructed for each of the alternatives corresponds to the maximum potential timber harvests projected in this amendment (ASQ). The actual miles needed will depend on the choice of yarding system, site-specific analysis, and budgets. The miles of roads that would need to be restricted or reclaimed are rough estimates only. Detailed information regarding estimates of road miles is in Project Record, Exhibit L-34.

Alternative 1 - The ASQ for Alternative 1 is 100 million board feet of timber per year. The 1986 Forest Plan projected 68 miles of road per year would need to be constructed to achieve projected timber harvest. Over five years (1995-1999) that would amount to roughly 340 miles of new road construction. Approximately 185 miles of local roads would be restricted to meet the open road density standards of the existing Forest Plan.

Alternative 2 - The ASQ for Alternative 2 is 64 million board feet per year. This level of timber harvest reflects the modeling of current Forest Plan standards. To achieve this maximum potential of timber harvest, approximately 44 miles of new roads would need to be constructed per year; 220 miles over 5 years. Approximately 185 miles of local roads would be restricted to meet the open road density standards of the existing Forest Plan.

Alternative 3-Corrected - The ASQ for Alternative 3-Corrected is 54 million board feet per year. This level of timber harvesting reflects the modeling of current forest plan standards and the addition of new objectives for grizzly bear habitat. This level of timber harvest would require approximately 13 miles of new roads per year; roughly 65 miles over 5 years. These roads would need to be constructed primarily in areas outside of MS-1 and MS-2 grizzly bear habitat.

To meet the standards and short-term objectives in MS-1 and MS-2 areas, approximately 350 miles of open road and 125 miles of currently restricted roads would need to be reclaimed in the short term (5 years). To meet long term (10 years) standards and objectives, another 175 miles of already-restricted roads would need to be reclaimed.

The long-term objectives of this alternative would require restricting or reclaiming many of the existing local roads in the recovery area, but would not require restricting major collector or arterial roads, such as the Hungry Horse Reservoir roads (FR #895 or #38). Approximately 1600 miles of road would remain open for motorized use on the Forest.

Alternative 4-Corrected - The ASQ for Alternative 4-Corrected, is 52 million board feet per year. This level of timber harvest reflects modeling of current forest plan standards and the addition of new objectives for grizzly bear habitat. This level of timber harvest would require approximately 13 miles of new roads per year; roughly 65 miles over 5 years. These roads would be constructed primarily in areas outside of MS-1 and MS-2 grizzly bear habitat.

To meet standards and objectives, roughly 350 miles of open road and 300 miles of currently restricted roads would be reclaimed within 5 years. This alternative would require restricting or reclaiming many of the existing local roads in the recovery area, but would not require restricting major collector or arterial roads, such as the Hungry Horse Reservoir roads (FR #895 or #38). This alternative would leave approximately 1600 miles of roads open forest-wide.

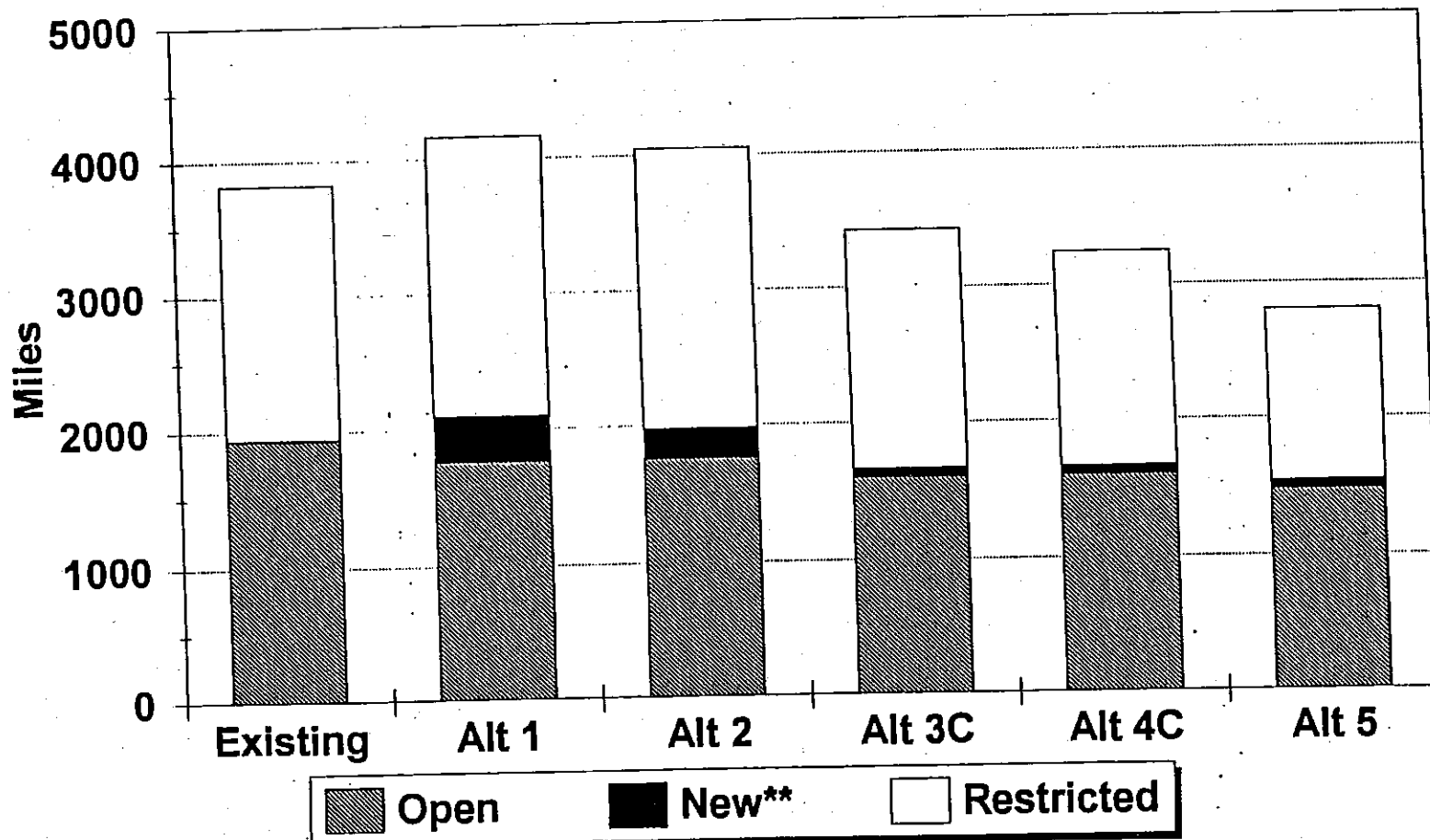
Alternative 5 - The ASQ for Alternative 5 is 46 million board feet per year. This level of timber harvest reflects modeling of current forest plan standards and the addition of new objectives for grizzly bear habitat, with added emphasis on increased security core area. This level of timber harvest would require approximately 13 miles of new roads per year; roughly 65 miles over 5 years. These roads would be constructed primarily in areas outside of MS-1 and MS-2 grizzly bear habitat.

The standards and objectives for Alternative 5 provide more security core area and permit less open motorized access than the thresholds in the Lost Silver Biological Opinion, thus the effects in terms of miles of roads restricted and reclaimed are greater. Supporting information is in Project Record, Exhibit L-32. To meet the standards and objectives, roughly 475 miles of open road and approximately 625 miles of currently restricted roads would be reclaimed within 5 years; this would require restricting or reclaiming nearly all existing local roads, and restricting many collector roads. Approximately 1500 miles of roads would remain open for motorized use across the forest.

For comparison, see Figure 23 "Projected Miles of Roads."

Figure 23. Projected Miles of Roads

Projected Miles of Roads* 1995-1999



* Source: RMS DataBase plus projections by Alternative

** New Roads May Be Temporary



File Code: 2670

Date: March 2, 2001

Mr. R. Mark Wilson
Montana Field Supervisor
U.S. Fish and Wildlife Service
100 N. Park, Suite 320
Helena, MT 59601

COPY

Dear Mark:

On May 12, 2000, the Forest requested an extension of the 5-year implementation schedule contained within the USFWS opinion for Amendment 19 (February 17, 1995). Your response (letter dated September 21, 2000) requested additional information. The following responds to the questions contained in your letter.

Question (1)

"Please provide to us a summary of the accomplishments made toward 5-year goals identified in the terms and conditions in the 1995 incidental take statement for each of the years 1999, 1998, 1997, and 1996. This information should include a summary table similar to that in your May 12 letter to us, and also the amount of road restricted or reclaimed, if available."

The Flathead National Forest has emphasized access management as a primary management tool to reduce grizzly bear mortality risk and promote use of habitat. Management direction has varied over time, but became formalized with development of the Flathead Forest Plan (LRMP, 1986) and afterward LRMP Amendment 19 (1995). Access management has been an ongoing process, with implementation progress achieved under both original LRMP direction and Amendment 19 direction.

Road development on the Flathead Forest began in the early 1900s, with management of the road system to provide for wildlife benefits becoming a management issue in the 1970s. Figure 1 provides a summary of Forest road data for the ranger districts having grizzly bear habitat for the period 1978 through 1998. Data displays for individual ranger districts are found in Appendix A. The data show that the 1998 road system was larger by approximately 770 miles than was the 1979 system, but had decreased by approximately 325 miles from the year having the largest road system, 1988. Some road mile increases during this period were due to updates based upon improved road inventories. When the combination of reduced road system miles and restrictions on road system use are considered, 1998 provided greater security for grizzly bears than during any other year during the period. Also, restricted roads in 1998 provided greater protection than restricted roads in 1978 by limiting the amount of administrative use allowed. We have, and will continue, to make progress in managing access in a manner that provides for grizzly bears.



Figure 1: Total, open, and seasonally open miles of road on the Swan Lake, Spotted Bear, Hungry Horse, and Glacier View Ranger Districts, Flathead National Forest.

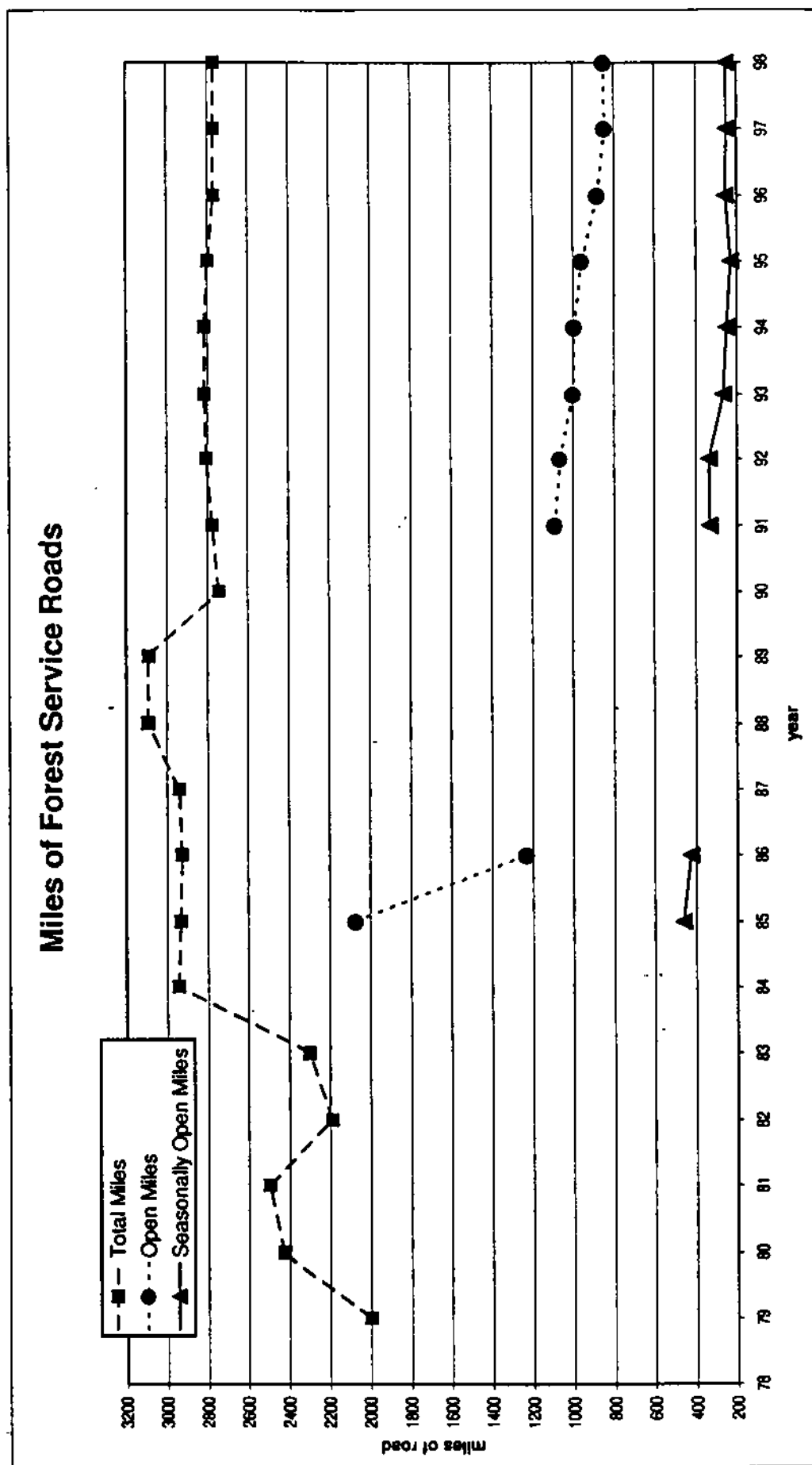


Table 1 displays total, open, and restricted road system information for the Swan Lake, Spotted Bear, Hungry Horse, and Glacier View Ranger Districts, the ranger districts on the Flathead Forest where Amendment 19 applies, for each year during the 1995-99 period. The road system was reduced by approximately 211 miles and restrictions increased through the period, with 67% of the system having restrictions for all or part of the grizzly bear non-denning period. In addition, a scheduling and tracking process was put in place that aids in limiting administrative use on restricted roads to <7/week.

Some roads that have all reclamation work completed are still counted in calculation processes. Roads utilized in calculations for Total Access Density include roads for which reclamation work has been completed, pulling of culverts, installation of drainage dips, distributing of rocks or debris on the road surface, but the road has not revegetated to the level required to meet Amendment 19 reclamation requirements. These roads have had all reclamation work completed, but still must be counted for Total Density calculations.

Table 1

	Starting Point 3/95	Implementation Year					% of Road Miles After 5 yrs	Difference Over 5 yrs
		1995	1996	1997	1998	1999		
Total Miles	2816	2800	2771	2771	2770	2605		-211
Open Miles	995	957	881	847	849	850	33%	-145
Open Miles Seasonal	252	230	254	251	246	248	10%	-4
Restricted Miles	1569	1612	1635	1674	1675	1506	57%	-63
New Construction Miles		1	3	1	0	0		+5

*Data includes all areas on the Forest except for the Tally Lake Ranger District. Since the roads data set cannot be partitioned, other than by ranger district, the Swan Lake Ranger District Island Unit roads are included, but is not in an area covered by Amendment 19 direction, and contains approximately 338 road miles.

The Forest has been implementing access management in response to Amendment 19 direction since 1995 (Amendment 19 decision May 1, 1995). Appendix B contains tables that display Subunit "existing percent values" for years 1995, 1997, 1998, 1999, and 2000 for open route density, total route density, and security habitat. See the footnote to Table 2 for the reason that 1996 data are not displayed. The reduction of the road system to approximately 2600 miles and restriction of approximately 1750 miles of that road system, as displayed in Table 1, resulted in the number of Subunits meeting Amendment 19 density and security habitat values displayed in Table 2. Summary percent open access density, percent total access density and percent security habitat information is displayed in the following tables for the 54 Subunits relevant to Amendment 19 direction.

Table 2* The number of Subunits (N=54) meeting or not meeting the 5- and 10-year Amendment 19 implementation schedule objectives, by calendar year. The determination for meeting the objective is made based upon data at the beginning of the year calendar indicated.

Access item	Number of Subunits Meeting Objectives					Number of Subunits Not Meeting Objectives				
	1/95	1/97	1/98	1/99	1/00	1/95	1/97	1/98	1/99	1/00
5 yr Objectives										
Open	34	34	34	35	35	20	20	20	19	19
Total	38	40	39	40	44	16	14	15	14	10
Security	37	37	37	38	39	17	17	17	16	15
10 yr Objectives										
Open	34	34	34	35	35	20	20	20	19	19
Total	34	36	36	36	37	20	18	18	18	17
Security	34	34	34	35	35	20	20	20	19	19

*A change in software from ERDAS to ACR/INFO in 1997 required a full redevelopment of the roads data base from a raster format to a vector format, information calculated from raster data are not directly comparable to information calculated from vector data. The 1995 starting point data for Amendment 19 was rebuilt so that comparisons with future years data would be possible. The road file for 1996 was not rebuilt in the vector format, and consequently is not available for this comparison, so data for year 1996 are not displayed.

Question (2)

"Please identify measures the Forest will carry-out both in the near future (in the next month or two) and over the next 2 years to help meet the 5-year goals or attain equivalent measures. Provide to us maps identifying the approximate 70 miles of road closures directed by existing Decisions but not yet implemented, as discussed at the meeting."

Approximately 73 miles of road that have been open either seasonally or year round have completed NEPA decisions for either restriction or reclamation that would allow them to be restricted to public use without additional planning. Individual road information for the 73 miles of road is included in the table and maps found in Appendix C. In summary: 58 additional miles of road has been or will be restricted using gates and/or berms during fall 2000 and spring 2001, most work was scheduled for fall 2000; currently planned restrictions on 2 roads, 8 miles, are not needed to meet A-19 requirements and implementation dates have not been identified; and currently planned restrictions 1 road, 7 miles, that is needed to meet A-19 requirements will be reviewed and restricted or reconsultation initiated for the Crane Mountain area.

Longer-term road restrictions will occur based upon the following:

- Multi resource project planning processes are scheduled for completion during 2001 in the Kah-Soldier, Spotted Bear Mountain, and Jungle-Addition Subunits. I expect access management decisions addressing A-19 objectives to result from these NEPA processes. Roads scheduled for restriction or reclamation through these processes will have motorized use restrictions imposed within 12 months of the decision.
- Project planning will be carried out to determine and decide road management actions necessary to accomplish open access density objectives, and are scheduled to be completed in the first and second years after this reconsultation process is complete, for seven additional Subunits having open access densities that are 5% or more above the five-year objective (although >5% above the objective, the Crane Mountain Subunit was

not included due to the recent access planning and implementation processes carried out for the area). Emphasis will be placed upon completing open access density project planning for Subunits in the South Fork of the Flathead River Drainage, including Doris Lost Johnny, Wounded Buck Clayton, Logan Dry Parks and the Peters Ridge Subunit on the Swan Lake District, as one group, and those Subunits in the North Fork Flathead River Drainage, Lower Whale, Red Meadow-Moose, and Hay Creek as a second group. Motorized use restrictions will be implemented within 12 months of project decisions.

Reclamation of roads may proceed at a similar pace as has occurred over the past 5 years, but will focus upon roads having multiple resource objectives that require reclamation, and will rely upon availability of funding. This would modify the schedule for total access density from a specific number to "making improvement" until modified through a subsequent consultation.

Question (3)

"Please provide a summary of the reasons why the 5-year goals could not be met in the 5-year period. At our September 13 meeting, lack of funding for road management was identified as one impediment to attaining the goals. Please provide information on the mechanisms the Forest will employ to ensure that funding for required access management is received in the future."

It is important to note that the Flathead National Forest is required to conduct NEPA analysis prior to making road management decisions. Due to the complexity and controversial nature of road closures and decommissioning, Environmental Assessment or Environmental Impact Statements are most often required.

The budget for the Flathead National Forest has dropped significantly during recent years. In 1997 the total Forest budget was \$17.1 million. In 2000, the total budget has dropped to \$12.6 million, a decrease of \$4.5 million. A large portion of this decrease occurred in funds for planning and NEPA analysis. Due to this unprecedented reduction in funding, the Forest's workforce has decreased, along with the number of NEPA analyses that can be completed in any one year. The net result has been fewer NEPA decisions than were anticipated when Amendment 19 was signed.

In addition, the workload associated with appeals, litigation and Freedom of Information requests associated with the Forest's NEPA decisions has increased substantially during this same time frame. That increased workload has fallen on many of the same people that work on NEPA analyses to implement Amendment 19, further slowing our ability to produce NEPA decisions.

Funding for implementation of road management decisions has also been reduced below the level needed to keep pace with Amendment 19 objectives. Due to the cumulative effect of funding and workforce reductions, the location and rate of Amendment 19 implementation has been greatly affected.

As we have restricted roads in recent years, local resistance to more road closures has increased, which in turn has led to additional time and expense required in our NEPA processes. Resistance to more road closures on the Flathead Forest is extremely high within many public user groups, requiring time and effort to work with interest groups in the formation of alternatives and/or in conveying the rationale for closures. The level of public concern for this issue makes the NEPA planning associated with road closures volatile, with complex social perception issues to be resolved with every road closure.

Question (4)

"Please prepare an analysis of the Forest's current environmental baseline as it may affect grizzly bears, considering any relevant new information available since 1995 as well as any specific information and analysis of the subunits where the goals are not being met."

Roading Within Subunits And Grizzly Bear Home Ranges:

Grizzly bears have shown that they can live and reproduce, with varying levels of success, under a wide range of habitat, environmental, and human associated conditions. Amendment 19 established a conservative set of access related objectives based upon South Fork female grizzly bears. Additional review of South Fork female grizzly bear home ranges (N=10) and Flathead Forest Subunits (N=40) road data indicate that female grizzlies have been living in areas having a range of road access densities, and that existing access densities within Subunits in most cases are similar to densities found within female grizzly bear home ranges.

An analysis of roading within 10 South Fork Study female grizzly bear home ranges, for a total of 30 bear years of data (Rationale and Choices Made in The Review and Development of an Access Direction Proposal for the NCDE Grizzly Bear Ecosystem, November 1998, Appendix 2 and 3), and roading within the 40 Subunits on the Flathead Forest subject to Amendment 19 numerical objectives (1999 Amendment 19 monitoring report, May 12, 2000), displays considerable similarity in the range of open road density, total road density, and secure area values between grizzly bear home ranges and Subunits. Tables 3, 4, and 5 display summary grizzly bear home range and Subunit values for open access density, total access density, and secure area. A more detailed display of data is found in Appendix D.

The following Tables are structured so that the top row displays increasing percentages >1 mi/sq mi open access density (Table 3), or >2 mi/sq mi total access density (Table 4), or "Core Area" (Table 5). Access percentage values are displayed along the top row of each table, with the range based upon values found within grizzly bear home ranges or existing Subunit conditions. The 2nd and 3rd row of each table is the cumulative percentage of bear years or Subunits having the same or less value than that displayed in the top row. The last row in each table shows the number of bears that had the row one percentage value within their home range.

Table 3 Open Access Density*

% >1 mi/sq mi	0	2	6	10	15	19	22	25	27	31	32	33
Cumulative % of Bear years (N=30)	0	13	33	43	53	70	73	77	83	87	97	97
Cumulative % of Subunits (N=40)	15	20	30	38	48	53	60	68	70	83	85	93
Number of Individual Bears at this value (N=10)	0	4	6	5	6	4	3	2	2	2	2	1

Table 4 Total Access Density*

% >2 mi/sq mi	0	4	8	13	15	19	24	29	30	37	42	42+
Cumulative % of Bear years (N=30)	0	13	27	40	63	70	80	90	93	97	97	100
Cumulative % of Subunits (N=40)	18	40	40	48	50	58	75	78	78	85	95	100
Number of Individual Bears at this value (N=10)	0	3	4	6	4	4	3	3	2	1	1	1

Table 5 Security Area*

% "Core"	26	35	38	48	54	60	68	74	82	88
Cumulative % of Bear years (N=30)	0	0	3	7	23	47	60	73	93	100
Cumulative % of Subunits (N=40)	3	5	5	13	25	38	50	63	80	90
Number of Individual Bears at this value (N=10)	0	0	1	2	4	4	6	5	3	1

*Available bear home range data were presented as kilometer/square kilometer (km/km sq), while Amendment 19 Subunit direction is presented as miles/square miles (mi/mi sq). Since the two data sets are not directly comparable, nor mathematically convertible, Flathead National Forest Subunit values were calculated in both measures and this scale utilized to convert km/km sq into mi/mi sq. The years of bear data presented above is a product of this conversion, and may have errors of approximately 1%-2%.

The long-term improvement in access conditions expected from implementation of Amendment 19 should aid in assuring the distribution and viability of the grizzly bear population on the Flathead National Forest. But, access conditions found in adult female home ranges in the South Fork of the Flathead indicate that a wider range of conditions are useable by most grizzly bears, and most Subunits under Amendment 19 direction are within the range of access values used by bears.

Levels of Rading Within The Grizzly Bear Management Area On The Forest:

Flathead National Forest land ownership occurs within 73 grizzly bear Subunits totaling 2,452,410 acres, while Amendment 19 applies to 54 Subunits totaling 1,662,162 acres. The area on the Flathead National Forest managed for grizzly bears includes areas within the Swan Valley, North Fork Flathead, and Stillwater River Drainages where PCTC, DNRC, and/or small private may account for substantial land ownership and the South Fork, Middle Fork, and Swan River Drainages where areas of wilderness management direction are substantial in size. All of these areas and land categories play an important role in determining and describing grizzly bear management and habitat suitability on the Forest.

If the area within the 54 Subunits under Amendment 19 management (1,662,156 acres) is considered, and is calculated independent of Subunit boundaries, Flathead National Forest ownership meets Amendment 19 access criteria for open route density at $>1\text{mi}/\text{mi}^2 = 17\%$, for total route density at $>2\text{mi}/\text{mi}^2 = 19\%$, and for security habitat at 66%.

Table 6 displays the amount of area and number of Subunits, containing Flathead National Forest ownership irrespective of access direction, that would meet or not meet the 5 and 10 year Amendment 19 access objectives. All areas, except for 12%, meet some of the Amendment 19 objectives. Nearly 74% (1.8 million acres) meet all 5-year objectives, and nearly 73% meet all 10 year objectives.

Table 6

Category of Subunit	Number of Subunits	Number of Acres	Percent of Total Acres
Meets All 10 yr Objs	51*	1777506	72.5
Meets All 5 yr Objs	52*	1811543	73.9
Meets 5 and 10 yr Open	53*	1867401	76.1
Meets 10 yr Total	56*	1928129	78.6
Meets 5 yr Total	62*	2098265	85.6
Meets 10 yr Security	53*	1829415	74.6
Meets 5 yr Security	57*	1957821	79.8
Meets No 5 or 10 yr Objs	9	294830	12.0

*Includes 3 Subunits in the Stillwater River that are predominantly DNRC ownership and were considered as meeting "no net loss" Amendment 19 objectives, and 22 Subunits that contain wilderness-designated lands.

Although using Subunit boundaries for this analysis would change the distributional characterization, these data indicated that most Flathead National Forest ownership is currently suitable for grizzly bear use as measured by Amendment 19 access criteria.

Cooperative Access Management:

Amendment 19 included an objective to "improve habitat effectiveness through cooperative management with other landownerships, land adjustments, or other means." The Forest, in cooperation with Plum Creek Timber Company (PCTC), Montana Department of Natural Resources and Conservation (DNRC), and the U.S. Fish and Wildlife Service (USFWS) developed and implemented an agreement for access management and timber harvest scheduling in the intermingled ownership lands of the Swan Valley. Access management requires cooperative management by all landowners when an intermingled ownership pattern exists. The Swan Valley Grizzly Bear Conservation Agreement (USFWS 1995) sets in place a cooperative management plan to promote grizzly bear habitat use and security on approximately 370,000 acres.

Mortality Risk and Habitat Use on Private Lands:

Many grizzly bears in the NCDE depend upon both public and private lands to provide the full complement of habitats required to meet their needs. Thus, recovery and conservation of the NCDE grizzly population is dependent upon both ownerships. The Forest recognizes the interdependence of public and private lands, and has joined with Montana Department of Fish, Wildlife, and Parks (MDFWP), Glacier National Park, USFWS, and the National Fish and Wildlife Foundation in funding a Grizzly Bear Specialist position with MDFWP, that works to correct problem situations, many of which occur on private lands. This work has pioneered efforts in rapid and complete cleanup of railroad grain spills, the use of aversive conditioning techniques to educate bears, including the use of Karelian Bear dogs, and the hazard and necessity of the cleanup of large and small attractants at private residences. This effort may lead to an increased ability of grizzly bears to utilize habitats in areas currently having high mortality risk and low use potential.

Public Acceptance of Access Management:

Access management on National Forests depends considerably upon agreement, or at least grudging acceptance, by the general public that program objectives are "desirable," program elements are required to achieve the objectives, and the costs are worth the benefits. There have

always been segments of the public that did not agree with some elements of the access management program. The level of opposition within the public concerning access management has been growing over the recent past, as well as the level of polarization between segments of the public. Increased opposition and polarization is displayed in the number of appeals, litigations, and FOIAs filed concerning forest management projects, the number and tone of letters to the editor in local newspapers, the amount of vandalism to gates and other road restriction structures, the public encouragement of gate vandalism by a local radio station, the emotion and anger displayed between individuals conveying differing points of view, the emotion and anger displayed by individuals toward Forest Service employees, and the formation of interest groups focused primarily upon access issues.

Public attitudes toward access management has led to formation of interest groups that either support or oppose access management, that has in-turn led to higher costs and slower than expected implementation of the access management program. In addition, the level and strength of feelings associated with this issue may cause some to take out their frustrations directly and result in increased mortality risk to grizzly bears and/or escalating damage and violation of road closure devices.

Too rapid an implementation of road restrictions likely will lead to an increase of the public controversy. A consistent dedicated pace will allow for work with public interests to increase understanding, which should result in improved implementation, and better success of the overall grizzly bear management program.

Food Storage:

The life pattern of grizzly bears includes an extended winter hibernation period that leads to the need for large weight gains during the nonhibernating period. The need to gain large amounts of weight during the relatively short summer-fall period "makes" bears extremely "food seeking" during the time they are out of the den. Humans, as they recreate on the Forest, often take along large quantities of food and livestock feed, and produce considerable garbage. The food seeking activity of bears often brings them into areas near people because of the attraction and potential of food rewards. This conflict situation often leads to nuisance bear behavior and the removal of bears from the population. In order to reduce the risk to the public and grizzly bears, the Forest implemented an order (USFS 1995) that requires forest visitors to store items that may attract grizzly bears, in a "bear resistant manner." Implementation of this food storage order is expected to reduce nuisance bear behavior and grizzly bear mortality risk on the Forest.

Grizzly Bear Population Monitoring:

The Forest, along with Glacier National Park, The Blackfeet Tribe, DNRC, MDFWP, and the Lewis and Clark and Kootenai National Forests, has implemented a population monitoring technique that is providing improved population data. Grizzly bear DNA population monitoring was carried out within the northern third of the NCDE in 1998 and 2000, with results available for 1998. DNA hair sampling covered most areas of the NCDE north of Federal Highway 2, and a small area south of Highway 2 east of the Continental Divide. Two hundred and fourteen individual grizzly bears were genetically identified, with a population estimate of 379 (95%CI=290-575); results combined 2 different hair sample processes with the sexes calculated separately, as each method appears to have a sexual selection bias (Kate Kendall, 2000, unpublished data). The 379 bear estimate for this third of the NCDE is nearly equal to the minimum acceptable NCDE-wide grizzly bear population of 391 identified in the Grizzly Bear Recovery Plan (USFWS 1993), if female and cub monitoring objectives are achieved.

The success of the DNA monitoring protocol has led to proposals for its application to other areas in the NCDE, including areas of the Flathead National Forest. The costs and effort associated with implementation of DNA sampling over a large area are substantial, and the Forest has applied for and received funding consideration to carry out the work in 1998 and 2000, and now to expand into a new area in 2001. The area currently proposed for 2001 monitoring is the Swan Valley/Missions Mountains/Upper Clearwater River/Jocko area. Additional population information for this area would set a context for grizzly bear levels that would help to judge the success of the Swan Valley Conservation Agreement and implementation of access management in the area.

This improvement in population monitoring information should allow for better understanding of population levels, trends, and changes related to management actions, and corrections to management direction if/when required.

New Access Information From The South Fork Grizzly Bear Study:

A final report was produced for the South Fork Grizzly Bear Study (MDFWP 1997) that included access and habitat considerations and analysis processes not available when Amendment 19 was developed. The report details analysis processes that allow for rating of habitat quality, highlights the fact that habitats are seasonal and found in different locations between seasons, and documented differences in bear use, in relation to roads, depending upon the quality of the habitat present. This new information calls into question some aspects of Amendment 19 direction; including limited consideration of habitat quality, and a "fixed site" Secure Habitat location. The scientific foundation provided by the information contained in this final report, much of which has been published in peer reviewed journals, is far superior to the information base used in the development of Amendment 19. If access management is to adequately provide for grizzly bears over time, the tie between habitat quality and access management implementation requires strengthening.

The NCDE Subcommittee chartered a technical task group to develop an approach that better integrates the new understandings concerning habitat quality and seasonal variation into access management. Over the past few years, we have participated in and provided technical support to the task group. Substantial analysis and documentation has been completed during this period in the development of a Proposed Rule that differs substantially from the terms and conditions found in the current Amendment 19 incidental take statement. This Rule has been subjected to a formal peer review process. We anticipate that action by the NCDE subcommittee, as to whether to move forward in adopting the Proposed Rule, will likely occur during 2001.

Question (5)

"Please identify the amount of time that is needed for the requested extension. As we discussed and as your letter states, new information regarding access management in the NCDE will be available in the near future."

The Forest will select a course of action to deal with access direction on the Forest soon after a NCDE decision regarding the Proposed Rule is completed. If the Subcommittee decides to proceed with the Proposed Rule, I expect this would lead to a proposal to amend access management direction contained in the Flathead Forest Plan. If the decision is otherwise, we will work with USFWS to develop, adopt, and implement a revised Amendment 19

implementation schedule. The following are scenarios and timeline estimates, one of which may be carried out, depending upon the chosen course of action.

Possible Scenarios and Timeline Considerations and Estimates:

- 1) Amendment of the LRMP to incorporate the Proposed Rule.
 - NCDE finals access direction as Proposed Rule 3/01
 - BA/BO for NCDE completed (12 mo) 3/02
 - NOI for Flathead Amendment (1 mo) 4/02
 - ROD for Flathead Amendment (18 mo) 10/03
- 2) Revision of the LRMP, including incorporation of the Proposed Rule
 - NCDE finals access direction as Proposed Rule 3/01
 - NOI for Flathead Forest Plan Revision 4/02
 - Flathead Revision NEPA analysis 4/06
 - BA/BO completed 4/06
 - ROD for Flathead Amendment (6 mo) 10/06
- 3) Amend Amendment 19 to modify the implementation schedule
 - NCDE finals access direction as Interim Direction 3/01
 - BA/BO for Flathead completed (12 mo) 3/02

In Summary,

- The current motorized access condition on the Flathead National Forest provides for a substantial, well-distributed grizzly bear population.
- Considerable progress in management of motorized access on the Forest, that benefit and expand areas used by grizzly bears, has been made since implementation of the original LRMP and later Amendment 19.
- Progress in meeting access objectives, as outlined in this letter, will continue, and progress made to date will not be lost.
- The Forest and others are involved in many necessary ongoing grizzly bear conservation efforts that reduce grizzly bear mortality risk and provide for greater use of habitats by grizzly bears.
- Preliminary results from DNA population monitoring indicate a population estimate of 379 grizzly bears within the northern third of the NCDE, while the Recovery Plan identifies the minimum target population for the entire NCDE as 391 bears.
- There is some uncertainty concerning how Amendment 19 deals with seasonal habitat issues, based upon new information and analysis processes developed as a consequence of the final South Fork Grizzly Bear Study. The NCDE Subcommittee is considering new access management direction based upon this new information, with a final recommendation likely in 2001.

In light of current access conditions on the Forest, the other necessary and ongoing conservation activities that effect grizzly bear that the Forest is supporting and implementing, the uncertainty

concerning new access information and analysis processes that should be considered, the high degree of public polarization associated with access management, and the high cost of access management implementation; I request that the current Amendment 19 implementation schedule be modified to include the proposed actions described in this letter and that they become the Amendment 19 implementation schedule through calendar year 2003, unless modified.

Sincerely,

A handwritten signature in black ink, appearing to read "C. Barbouletos", with a stylized, looping flourish at the end.

CATHY BARBOULETOS
Forest Supervisor

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
6	Battery Mountain T.S. (FONSI)	1666	A	NFSR	NOT	1967		1997	1997	✓	0.000	3.060	3.060				3.060		
	27-May-87	1666	Y	NFSR	NOT	1989		2009	2009	✓	0.000	1.100	1.100				1.100		
	Battery Mountain T.S. (FONSI)																		
	TOTALS												4.160	0.000	0.000	0.000	4.160	0.000	4.160
7	Big Creek 94																		
7	7-Jul-94	316	A	NFSR	NOT	1963		1995	1995	✓	0.000	0.950	0.950				0.950		
7	Contract #43-0385-5-0227	316	A	NFSR	NOT	1963		1995	1995	✓	0.950	2.890	1.940				1.940		
	Big Creek 94																		
	TOTALS												2.890	0.000	0.000	0.000	2.890	0.000	2.890
4	Bent Flat II	1678		NFSR	NOT	1964		2004	2004	✓	0.000	0.250	0.250			0.250			
4	29-Sep-97	1678		NFSR	NOT	1964	Y	1999	1999	✓	0.250	1.050	0.800			0.800			
4		2836		NFSR	NOT	1989	Y	1999	2000	✓	1.340	2.270	0.930			0.930			
4		2836	A	NFSR	NOT	1989	Y	1999	2000	✓	0.000	0.670	0.670			0.670			
4		2836	B	NFSR	NOT	1989		2004	2004	✓	0.000	1.040	1.040			1.040			
4		2849		NFSR	NOT	1963		2004	2004	✓	0.000	2.000	2.000			2.000			
4		2849	Y	NFSR	NOT	1963		2004	2005	✓	0.000	0.200	0.200					0.200	
4		2850		NFSR	NOT	1969		2004	2004	✓	2.200	5.200	3.000			3.000			
4		2851		NFSR	NOT	1989	Y	1999	2000	✓	2.220	3.760	1.540			1.540			
4		2851	A	NFSR	NOT	1970	Y	1999	2000	✓	0.000	0.900	0.900				0.900		
4		2851	B	NFSR	NOT	1989	Y	1999	2000	✓	0.000	1.050	1.050			1.050			
4		2851	C	NFSR	NOT	1969	Y	2004	2004	✓	0.000	0.050	0.050			0.050			
4		2851	C	NFSR	NOT	1969	Y	1999	2000	✓	0.050	2.290	2.240			2.240			
4		11401		NFSR	NOT	1990		2004	2004	✓	0.000	1.500	1.500			1.500			
4		11401	A	NFSR	NOT	1968	Y	1999	2000	✓	0.000	0.500	0.500				0.500		
4		11401	B	NFSR	NOT	1969	Y	1999	2000	✓	0.000	0.600	0.600				0.600		
	Bent Flat II																		
	TOTALS												17.270	0.000	0.000	15.070	2.000	0.200	17.270
7	Big Mtn Ski & Summer Resort																		
7	17-Jul-95	316		NFSR							0.000	0.000	0.000	0.000					
7	Done by Donation 9/12/96	316	E	NFSR	NOT	1960		1996	1996	✓	4.800	6.000	1.200				1.200		
7		316	E	NFSR	NOT	1960		2012	2012	✓	0.311	4.800	4.489				4.489		
7		1655	B	NFSR	NOT	1965		2002	2003	✓	0.090	1.400	1.310				1.310		
7		1657		NFSR	NOT	1980		2012	2012	✓	0.000	0.200	0.200					0.200	
7		1657		NFSR	NOT	1980		1997	1997	✓	0.200	2.720	2.520				2.520		
7		1668		NFSR	NOT	81		2004	2005	✓	0.000	0.700	0.700					0.700	
7		1668		NFSR	NOT	81/85		2002	2003	✓	0.700	4.800	4.100				4.100		
7	(tributary)	1695		NFSR	NOT	1970		2012	2012		0.000	0.800	0.800					0.800	
7		1696		NFSR	NOT	69/92		2004	2005	✓	3.442	6.010	2.568				2.568		
7		1696	A	NFSR	NOT	1992		2004	2005	✓	0.000	1.780	1.780				1.780		
7		1696	Y	NFSR							0.000	0.000	0.000	0.000					
7	Done by Donation 9/12/96	5284		NFSR	NOT	1990		1996	1996	✓	1.200	1.700	0.500				0.500		
7		5284		NFSR	NOT	1981		1997	1997	✓	0.000	1.200	1.200				1.200		
7		5286		NFSR	NOT	1981		2008	2008	✓	0.000	1.700	1.700					1.700	
7		5286		NFSR	NOT	1981		1997	1997	✓	1.700	4.210	2.510				2.510		
7		10907		NFSR	NOT	1970		2003	2004	✓	0.000	1.553	1.553				1.553		
7	(tributary)	10908		NFSR	NOT	1970		2003	2004	✓	0.000	0.215	0.215				0.215		
	Big Mtn Ski & Summer Resort																		

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
	TOTALS												27.345	0.000	0.000	0.000	23.945	3.400	27.345
7	Center Mountain	1671	D	NFSR	NOT	19783		2005	2006	✓	0.000	1.100	1.100					1.100	
7	20-Aug-96	5226		NFSR	NOT	1972		1997	1997	✓	0.000	3.500	3.500			3.500			
7		5226	B	NFSR	NOT	1972		1997	1997	✓	0.000	1.100	1.100				1.100		
7	Center Mountain	5226	C	NFSR	NOT	1974		1997	1997	✓	0.000	0.100	0.100				0.100		
7		5281		NFSR	NOT	1979		1997	1997	✓	0.000	1.590	1.590				1.590		
7		5289		NFSR	NOT	1977		1997	1997	✓	0.000	1.500	1.500			1.500			
7		5298		NFSR	NOT	1991		1997	1997	✓	0.000	0.850	0.850			0.850			
7		5298	A	NFSR	NOT	1980		1997	1997	✓	0.000	0.100	0.100			0.100			
7		5330		NFSR	NOT	1975		1997	1997	✓	0.000	1.900	1.900			1.900			
7	(tributary)	5330	A	NFSR	NOT	1980		1997	1997	✓	0.000	0.400	0.400				0.400		
7	(tributary)	5330	B	NFSR	NOT	1980		1997	1997	✓	0.000	0.200	0.200				0.200		
7	(tributary)	5330	C	NFSR	NOT	1980		1997	1997	✓	0.000	0.500	0.500				0.500		
7		10887		NFSR	NOT	1968		1997	1997	✓	0.000	0.800	0.800				0.800		
	Center Mountain																		
	TOTALS												13.640	0.000	0.000	7.850	4.690	1.100	13.640
1	Crane Mountain Reclamation																		
	6-Oct-95																		
1	Contract #44-0385-5-0307	129		NFSR	NOT	1970		1996	1996	✓	6.600	8.650	2.050				2.050		
1	Contract #44-0385-5-0307	498		NFSR	NOT	1965		1996	1996	✓	17.444	19.300	1.856				1.856		
1	Contract #44-0385-5-0307	5247		NFSR	NOT	1967		1996	1996	✓	0.000	1.100	1.100				1.100		
1	Contract #44-0385-5-0307	9687		NFSR	NOT	1981		1996	1996	✓	0.000	0.990	0.990				0.990		
1	Contract #44-0385-5-0307	9735		NFSR	NOT	1977		1996	1996	✓	0.000	0.050	0.050				0.050		
1	Contract #44-0385-5-0307	9736		NFSR	NOT	1977		1996	1996	✓	0.000	0.100	0.100				0.100		
1	Contract #44-0385-5-0307	9743		NFSR	NOT	1975		1996	1996	✓	0.000	1.120	1.120				1.120		
1	Contract #44-0385-5-0307	9817		NFSR	NOT	1981		1996	1996	✓	0.000	1.650	1.650				1.650		
1	Contract #44-0385-5-0307	9818		NFSR	NOT	1990		1996	1996	✓	0.000	2.500	2.500				2.500		
1	Contract #44-0385-5-0307	9857		NFSR	NOT	1989		1996	1996	✓	0.000	1.300	1.300				1.300		
1	Contract #44-0385-5-0307	10135		NFSR	NOT	1981		1996	1996	✓	0.850	3.470	2.620				2.620		
1	Contract #44-0385-5-0307	10137		NFSR	NOT	1980		1996	1996	✓	0.000	0.800	0.800				0.800		
1	Contract #44-0385-5-0307	10213		NFSR	NOT	1982		1996	1996	✓	0.000	0.660	0.660				0.660		
1	Contract #44-0385-5-0307	10630		NFSR	NOT	1977		1996	1996	✓	0.000	1.410	1.410				1.410		
1	Contract #44-0385-5-0307	9735		NFSR	NOT	1977		1995	1995	✓	0.050	1.110	1.060					1.060	
1	Contract #44-0385-5-0307	9736		NFSR	NOT	1977		1995	1995	✓	0.100	0.820	0.720					0.720	
1	Contract #44-0385-5-0307	9743		NFSR	NOT	1975		1995	1995	✓	1.120	1.800	0.680					0.680	
1	Contract #44-0385-5-0307	9818		NFSR	NOT	1970		1995	1995	✓	2.500	3.500	1.000					1.000	
1	Contract #44-0385-5-0307	10628		NFSR	NOT	1977		1995	1995	✓	0.000	0.300	0.300					0.300	
1	Contract #44-0385-5-0307	10630	Y	NFSR	NOT	1977		1995	1995	✓	0.000	0.700	0.700					0.700	
	Crane Mountain Reclamation																		
	TOTALS												22.666	0.000	0.000	0.000	18.206	4.460	22.666
1	Crane Mountain Salvage	129	Y	NFSR	NOT	1990		2000	2000	✓	0.000	0.830	0.830			0.830			
1	18-Jun-96	498		NFSR							9.300	17.444	8.144	8.144					
1		498	Y	NFSR							0.000	0.060	0.060	0.060					
1		5242		NFSR	NOT	1981		2000	2000	✓	0.000	0.400	0.400			0.400			
1		5243		NFSR	NOT	1981		2000	2000	✓	0.000	1.000	1.000			1.000			
1		5244		NFSR	NOT	1981		2000	2000	✓	0.000	0.800	0.800			0.800			
1		5244	A	NFSR	NOT	1984		2000	2000	✓	0.000	0.890	0.890			0.890			
1		5245		NFSR	NOT	1982		2000	2000	✓	0.000	0.770	0.770			0.770			

ROAD DECOMMISSIONING PROJECTS

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1		9702		NFSR							0.000	2.400	2.400	2.400					
1		9704	Z	NFSR							0.000	0.100	0.100	0.100					
1		9705		NFSR	NOT	1965		2000	2000	✓	0.270	0.729	0.459				0.459		
1		9708		NFSR							0.000	4.200	4.200	4.200					
1		9711		NFSR	NOT	1980		2000	2000	✓	0.000	2.380	2.380			2.380			
1		9711	A	NFSR	NOT	1981		2000	2000	✓	0.000	0.630	0.630			0.630			
1		9712		NFSR							2.300	4.820	2.520	2.520					
1		9714	Y	NFSR	NOT	1960		2000	2000	✓	0.000	0.900	0.900				0.900		
1		9716		NFSR							0.000	3.100	3.100	3.100					
1		9716	B	NFSR	NOT	1979		2000	2000	✓	0.820	0.950	0.130			0.130			
1	Crane Mountain Salvage	9717		NFSR							0.000	4.120	4.120	4.120					
1		9717	A	NFSR	NOT	1975		2000	2000	✓	0.000	0.600	0.600			0.600			
1		9719	X	NFSR	NOT	1970		2000	2000	✓	0.000	0.900	0.900			0.900			
1		9719	Y	NFSR	NOT	1970		2000	2000	✓	0.000	0.700	0.700			0.700			
1		9720		NFSR							0.000	2.430	2.430	2.430					
1		9722		NFSR	NOT	1980		2000	2000	✓	0.000	1.010	1.010			1.010			
1		9723		NFSR		1976					0.000	0.400	0.400	0.400					
1		9724		NFSR	NOT	1972		2000	2000	✓	0.000	0.900	0.900				0.900		
1		9725		NFSR	NOT	1972		2000	2000	✓	0.000	1.600	1.600			1.600			
1		9726		NFSR							0.000	2.300	2.300	2.300					
1		9726	A	NFSR	NOT	1976		2000	2000	✓	0.000	1.600	1.600				1.600		
1		9726	B	NFSR							0.000	0.900	0.900	0.900					
1		9726	Y	NFSR							0.000	0.800	0.800	0.800					
1		9745	Y	NFSR	NOT	1978		2000	2000	✓	0.000	0.220	0.220			0.220			
1		9746		NFSR							0.000	4.870	4.870	4.870					
1		9746	C	NFSR	NOT	1978		2000	2000	✓	0.000	0.600	0.600			0.600			
1		9747		NFSR	NOT	1977		2000	2000	✓	0.000	0.760	0.760			0.760			
1		9748		NFSR	NOT	1982		2000	2000	✓	0.000	0.950	0.950			0.950			
1		9749		NFSR	NOT	1977		2000	2000	✓	0.000	1.150	1.150			1.150			
1		9754		NFSR							0.000	1.040	1.040	1.040					
1		9754	A	NFSR							0.000	1.700	1.700	1.700					
1		9756		NFSR							0.000	0.860	0.860	0.860					
1		9757		NFSR							0.000	2.200	2.200	2.200					
1		9764		NFSR							0.000	2.380	2.380	2.380					
1		9765		NFSR							0.000	1.510	1.510	1.510					
1		9765	A	NFSR							0.000	0.940	0.940	0.940					
1		9770		NFSR							0.000	1.370	1.370	1.370					
1		9779		NFSR	NOT	1985		2000	2000	✓	0.000	2.550	2.550			2.550			
1		9804		NFSR							0.000	1.600	1.600	1.600					
1		9812		NFSR	NOT	1982		2000	2000	✓	0.000	0.850	0.850			0.850			
1		9823		NFSR	NOT	1982		2000	2000	✓	0.000	0.410	0.410			0.410			
1		9824		NFSR	NOT	1985		2000	2000	✓	0.000	0.420	0.420			0.420			
1		9847		NFSR							0.000	0.700	0.700	0.700					
1		9849		NFSR							0.000	1.100	1.100	1.100					
1		9874		NFSR							0.000	0.880	0.880	0.880					
1		9885		NFSR							0.000	3.600	3.600	3.600					
1		9885	A	NFSR							0.000	2.130	2.130	2.130					
1		9896		NFSR							0.000	1.960	1.960	1.960					
1		10218		NFSR							0.000	1.640	1.640	1.640					
1		10221		NFSR							0.000	0.270	0.270	0.270					
1		10222	A	NFSR	NOT	1960		2000	2000	✓	0.000	0.300	0.300				0.300		

ROAD DECOMMISSIONING PROJECTS

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1		10223		NFSR							0.000	0.700	0.700	0.700					
1		10229		NFSR	NOT	1987		2000	2000	✓	10.700	12.330	1.630				1.630		
1		10229	F	NFSR	NOT	1986		2000	2000	✓	0.000	0.080	0.080				0.080		
1		10533		NFSR	NOT	1987		2000	2000	✓	0.000	2.540	2.540				2.540		
1		10533	A	NFSR	NOT	1990		2000	2000	✓	0.000	0.070	0.070				0.070		
1		10534		NFSR	NOT	1987		2000	2000	✓	0.000	1.370	1.370				1.370		
1		10535		NFSR	NOT	1987		2000	2000	✓	0.000	0.600	0.600				0.600		
1		10536		NFSR	NOT	1987		2000	2000	✓	0.000	0.300	0.300			0.300			
1		10537		NFSR	NOT	1977		2000	2000	✓	0.000	0.300	0.300				0.300		
1		10540		NFSR	NOT	1965		2000	2000	✓	0.000	0.200	0.200				0.200		
1		10541		NFSR	NOT	1987		2000	2000	✓	0.000	0.890	0.890				0.890		
1		10543		NFSR							0.100	1.770	1.670	1.670					
1		10584		NFSR	NOT	1960		2000	2000	✓	0.000	0.400	0.400				0.400		
1		10585		NFSR							0.000	1.300	1.300	1.300					
1		10612		NFSR							0.000	1.090	1.090	1.090					
1	Crane Mountain Salvage	10616		NFSR	NOT	1960		2000	2000	✓	0.000	1.400	1.400				1.400		
1		10617		NFSR							0.000	2.060	2.060	2.060					
1		10618		NFSR							0.000	0.610	0.610	0.610					
1		10626		NFSR							0.000	1.950	1.950	1.950					
1		10627		NFSR	NOT	1977		2000	2000	✓	0.000	0.800	0.800			0.800			
1		10638		NFSR	NOT	1977		2000	2000	✓	0.000	0.400	0.400				0.400		
	Crane Mountain Salvage																		
	TOTALS												107.293	71.604	0.000	21.650	14.039	0.000	107.293
6	Firefighter Project	1621		NFSR						✓	2.500	3.417	0.917	0.917					
		1621		NFSR	NOT	1970		2010	2010	✓	3.417	4.000	0.583				0.583		
6	8/12/2009	1621	A	NFSR						✓	0.000	0.189	0.189	0.189					
		1621	A	NFSR	NOT	1963		2010	2010	✓	0.189	0.900	0.711				0.711		
6		1630		NFSR	NOT	1962		2010	2010	✓	0.000	2.000	2.000				2.000		
6		1630	A	NFSR	NOT	1962		2010	2010	✓	0.000	1.550	1.550				1.550		
6		5320		NFSR	NOT	1965		2010	2010	✓	0.000	0.400	0.400				0.400		
6		10190		NFSR	NOT	1971		2010	2010	✓	0.000	2.000	2.000				2.000		
6		11010		NFSR	NOT	1985		2010	2010	✓	0.000	0.700	0.700				0.700		
6		11010	A	NFSR	NOT	1985		2010	2010	✓	0.000	0.780	0.780				0.780		
6		11042		NFSR							0.000	0.500	0.500	0.500					
6		11042	A	NFSR							0.000	0.500	0.500	0.500					
6		11047		NFSR	NOT	1958		2010	2010	✓	0.000	1.900	1.900				1.900		
6		11050		NFSR	NOT	1958		2013	2013		0.000	0.500	0.500				0.500		
6		11069		NFSR	NOT	1992		2010	2010	✓	0.150	0.250	0.100				0.100		
	Firefighter Project																		
	TOTALS												13.330	2.106	0.000	0.000	8.424	2.800	13.330
1	Glacier Loon Fuels Reduction	79	B	NFSR	NOT	1962		2014	2015		0.000	0.200	0.200				0.200		
1	13-Feb-13	79	Y	NFSR		1960					0.000	0.750	0.750	0.750					
1		79	Z	NFSR	NOT	1960		2014	2015		0.000	0.150	0.150				0.150		
1		561	F	NFSR	NOT	1962		2014	2015		0.000	0.370	0.370				0.370		
1		561	G	NFSR	NOT	1965		2014	2015		0.000	0.200	0.200				0.200		
1		9573		NFSR	NOT	1985		2014	2015		0.000	0.400	0.400				0.400		
1		9575		NFSR		1969		2018			1.098	2.000	0.902	0.902					

ROAD DECOMMISSIONING PROJECTS

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1		9579		NFSR	NOT	1980		2014	2015		0.715	1.500	0.785					0.785	
1		10247		NFSR	NOT	1988		2014	2015		0.000	0.270	0.270				0.270		
1		10566		NFSR	NOT	1985		2014	2015		0.230	0.310	0.080					0.080	
1		10568		NFSR		1960					0.000	0.300	0.300	0.300					
1		10730		NFSR		1985					0.000	0.450	0.450	0.450					
1		10731		NFSR	NOT	1985		2014	2015		0.000	0.400	0.400				0.400		
1		10732		NFSR	NOT	1985		2014	2015		0.300	2.300	2.000				2.000		
1		10733		NFSR	NOT	1985		2014	2015		0.000	0.850	0.850				0.850		
1		10734		NFSR	NOT	1985		2014	2015		0.000	0.150	0.150				0.150		
1		11648	A	NFSR	NOT	1982		2014	2015		0.000	0.380	0.380					0.380	
	Glacier Loon Fuels Reduction																		
	TOTALS												8.637	2.402	0.000	0.000	4.840	1.395	8.637
8	Good Creek Resource	60	I	NFSR	NOT	1960		2015	2015		0.000	1.500	1.500					1.500	
8	30-Mar-00	1649	A	NFSR	NOT	1975		2004	2004	✓	0.000	0.500	0.500					0.500	
8		2809	A	NFSR	NOT	1981		2003	2003	✓	0.000	1.500	1.500					1.500	
8		2809	C	NFSR	NOT	1981		2012	2012	✓	0.000	0.400	0.400					0.400	
8		2809	D	NFSR	NOT	1981		2003	2003	✓	0.000	0.300	0.300					0.300	
8		2809	E	NFSR	NOT	1981		2003	2003	✓	0.000	0.200	0.200					0.200	
8		2810	C	NFSR	NOT	1981		2003	2003	✓	0.000	0.600	0.600					0.600	
8		2840	W	NFSR	NOT	1960		2011	2012	✓	0.000	1.440	1.440				1.440		
8		2859		NFSR	NOT	1988		2003	2003	✓	0.000	1.500	1.500					1.500	
8		2868		NFSR	NOT	1970		2003	2003	✓	0.000	1.300	1.300					1.300	
8		2868	A	NFSR	NOT	1970		2003	2003	✓	0.000	0.800	0.800					0.800	
8		2869		NFSR	NOT	1962		2008	2008	✓	1.712	3.229	1.517				1.517		
8		2869	A	NFSR	NOT	1962		2008	2008	✓	0.000	0.933	0.933				0.933		
8		2875	F	NFSR	NOT	1970		2003	2003	✓	0.000	0.800	0.800					0.800	
8		2875	G	NFSR	NOT	1970		2003	2003	✓	0.000	1.900	1.900					1.900	
8		2875	H	NFSR	NOT	1980		2014	2015		0.000	1.210	1.210				1.210		
8		2880	F	NFSR	NOT	1980		2004	2004	✓	0.000	0.500	0.500					0.500	
8		2881	A	NFSR	NOT	1967		2003	2003	✓	0.000	0.200	0.200					0.200	
8		2881	C	NFSR	NOT	1967		2003	2003	✓	0.000	0.200	0.200					0.200	
8		2883	E	NFSR	NOT	1981		2003	2003	✓	0.000	0.510	0.510					0.510	
8		2883	F	NFSR	NOT	1981		2013	2013		0.000	0.500	0.500					0.500	
8		2891	A	NFSR	NOT	1985		2013	2013		0.000	0.600	0.600				0.600		
8		2891	B	NFSR	NOT	1985		2012	2012	✓	0.000	0.800	0.800					0.800	
8		2891	Y	NFSR	NOT	1985		2003	2003	✓	0.000	1.400	1.400					1.400	
8		2892	Y	NFSR	NOT	1965		2013	2013		0.000	0.400	0.400					0.400	
8		2958		NFSR	NOT	1960		2012	2012	✓	0.000	0.900	0.900					0.900	
8	Good Creek Resource	2989		NFSR	NOT	1981		2014	2015		1.703	1.800	0.097					0.097	
8		5302		NFSR	NOT	1964		2003	2003	✓	0.000	0.800	0.800					0.800	
8		5314		NFSR	NOT	1960		2011	2012	✓	0.000	0.600	0.600				0.600		
8		9528	A	MFSR	NOT	1981		2015	2015		0.000	0.620	0.620				0.620		
8		9625		NFSR	NOT	1975		2003	2003	✓	0.000	1.000	1.000					1.000	
8		9650	D	NFSR	NOT	1963		2003	2003	✓	0.000	0.500	0.500					0.500	
8		9806	A	NFSR	NOT	1962		2013	2013		0.000	0.500	0.500					0.500	
8		9819		NFSR	NOT	1962		2015	2015		0.000	1.400	1.400				1.400		
8		9820		NFSR	NOT	1962		2003	2003	✓	0.000	0.600	0.600					0.600	
8		10431	A	NFSR	NOT	1985		2012	2012	✓	0.000	0.300	0.300				0.300		
8		10434	C	NFSR	NOT	1962		2013	2013		0.000	0.700	0.700					0.700	
8		11252	A	NFSR	NOT	1984		2015	2015		0.000	0.400	0.400					0.400	

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
8		11259		NFSR	NOT	1990		2015	2015		0.000	0.800	0.800					0.800	
8		11277		NFSR	NOT	1980		2014	2015		0.000	0.330	0.330				0.330		
8		11278		NFSR	NOT	1980		2014	2015		0.000	0.660	0.660				0.660		
8		11279		NFSR	NOT	1980		2004	2004	✓	0.000	0.350	0.350					0.350	
8		11281		NFSR	NOT	1970		2013	2013		0.000	0.250	0.250				0.250		
8		11285		NFSR	NOT	1990		2004	2004	✓	0.000	0.700	0.700					0.700	
8		11286		NFSR	NOT	1990		2008	2008	✓	0.000	0.700	0.700				0.700		
	Good Creek Resource																		
	TOTALS												33.717	0.000	0.000	0.000	10.560	23.157	33.717
8	(AKA) Griffin/Sheppard Watershed	1166	B	NFSR	NOT	1990		2011	2011	✓	0.470	1.170	0.700					0.700	
8	17-May-94	2813	A	NFSR	NOT	1979		2011	2011	✓	0.000	0.600	0.600					0.600	
8		2871		NFSR	NOT	1983		2002	2003	✓	3.210	4.210	1.000				1.000		
8	Watershed Restoration Via Road	2874		NFSR	NOT	1963		1995	1996	✓	0.000	0.510	0.510					0.510	
8	Reclamation - Sheppard and Griffin	2885		NFSR	NOT	1967		1995	1996	✓	4.400	4.800	0.400					0.400	
8		2899		NFSR	NOT	1967		1995	1996	✓	0.000	0.600	0.600					0.600	
8		2911		NFSR	NOT	1981		1995	1996	✓	0.000	0.830	0.830					0.830	
8		2919		NFSR	NOT	70/82		2002	2003	✓	0.000	0.970	0.970				0.970		
8		2946		NFSR	NOT	1978		2002	2003	✓	0.000	2.100	2.100				2.100		
8		2947		NFSR	NOT	1978		1995	1995	✓	0.000	0.580	0.580					0.580	
8		2969		NFSR	NOT	1983		1995	1995	✓	0.000	0.440	0.440					0.440	
8		2975		NFSR	NOT	1967		1995	1995	✓	1.800	2.100	0.300					0.300	
8		2980		NFSR	NOT	1967		1995	1995	✓	0.000	0.650	0.650					0.650	
8		2981		NFSR	NOT	1963		1995	1995	✓	0.000	0.800	0.800					0.800	
8		5353		NFSR	NOT	1982		1995	1995	✓	0.340	2.160	1.820					1.820	
8		5363		NFSR	NOT	1984		1995	1995	✓	0.000	1.520	1.520					1.520	
8		9602		NFSR	NOT	1980		2007	2008	✓	0.000	3.850	3.850				3.850		
8		9602	A	NFSR	NOT	1980		1995	1995	✓	0.000	1.550	1.550					1.550	
8		9602	B	NFSR	NOT	1980		1995	1995	✓	0.000	0.330	0.330					0.330	
8		9602	C	NFSR	NOT	1982		2003	2004	✓	0.000	1.245	1.245				1.245		
8		9609		NFSR	NOT	1980		1995	1995	✓	0.000	0.590	0.590					0.590	
8		9610		NFSR	NOT	1980		1995	1995	✓	0.000	0.370	0.370					0.370	
8		9611		NFSR	NOT	1980		1995	1995	✓	0.000	0.230	0.230					0.230	
8		9630		NFSR	NOT	1981		1995	1995	✓	1.030	2.610	1.580					1.580	
8		9630	A	NFSR	NOT	1981		1995	1995	✓	0.000	0.270	0.270					0.270	
8		9637		NFSR	NOT	1991		1995	1995	✓	0.000	0.990	0.990					0.990	
8		9638		NFSR	NOT	1981		1995	1995	✓	0.000	0.370	0.370					0.370	
8		9641		NFSR	NOT	1989		1995	1995	✓	0.000	2.140	2.140					2.140	
8		9642		NFSR	NOT	1981		1995	1995	✓	0.350	4.870	4.520					4.520	
8		9643		NFSR	NOT	1981		1995	1995	✓	0.000	1.510	1.510					1.510	
8		9645		NFSR	NOT	1981		1995	1995	✓	0.000	0.680	0.680					0.680	
8		9646		NFSR	NOT	1981		2002	2003	✓	0.000	4.500	4.500				4.500		
8		9649		NFSR	NOT	1981		1995	1995	✓	0.000	0.370	0.370					0.370	
8		9681		NFSR	NOT	1981		2002	2003	✓	0.000	3.160	3.160				3.160		
8		9682		NFSR	NOT	1981		1995	1995	✓	0.000	1.460	1.460					1.460	
8	Watershed Restoration Via Road	9683		NFSR	NOT	1981		1995	1995	✓	0.000	0.360	0.360					0.360	
8	Reclamation - Sheppard and Griffin	9782	G	NFSR	NOT	1982		1995	1995	✓	0.000	0.900	0.900					0.900	
8		9840		NFSR	NOT	1981		1995	1995	✓	0.000	0.400	0.400					0.400	
8	AKA (Griffin/Sheppard Watershed)	10163		NFSR	NOT	1982		1995	1996	✓	0.000	1.030	1.030					1.030	
8		10164		NFSR	NOT	1982		1995	1996	✓	0.000	0.870	0.870					0.870	
8		10181		NFSR	NOT	1982		2003	2004	✓	0.000	3.780	3.780				3.780		

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
8		10210		NFSR	NOT	1982		1995	1996	✓	0.000	0.920	0.920					0.920	
8		10305		NFSR	NOT	1985		1995	1996	✓	1.370	2.250	0.880					0.880	
8		11246		NFSR	NOT	1987		1995	1996	✓	0.000	0.560	0.560					0.560	
8		113	Z	NOT	NOT	1985		1995	1996	NA	0.000	0.800	0.800					0.800	
8		538	S	NOT	NOT	1985		1995	1996	NA	0.000	0.300	0.300					0.300	
8		2896	2	NOT	NOT	1985		1995	1996	NA	0.000	0.600	0.600					0.600	
8		2918	4	NOT	NOT	1985		1995	1996	NA	0.000	0.550	0.550					0.550	
8		5363	1	NOT	NOT	1985		1995	1996	NA	0.000	0.600	0.600					0.600	
8		5363	2	NOT	NOT	1985		1995	1996	NA	0.000	0.810	0.810					0.810	
8		5363	3	NOT	NOT	1985		1995	1996	NA	0.000	0.400	0.400					0.400	
8		5363	4	NOT	NOT	1985		1995	1996	NA	0.000	0.400	0.400					0.400	
	(AKA) Griffin/Sheppard Watershed																		
	TOTALS												57.695	0.000	0.000	0.000	20.605	37.090	57.695
7	Hornet Wedge T.S. (FONSI)																		
7	6-Dec-96	907		NFSR	NOT	1956		2005	2006	✓	8.320	9.080	0.760				0.760		
7		1669		NFSR	NOT	1960		2007	2007	✓	0.000	2.600	2.600					2.600	
7		1672		NFSR	NOT	63/67		2004	2004	✓	0.000	6.430	6.430				6.430		
7		1682		NFSR	NOT	1967		1996	1997	✓	0.000	1.400	1.400					1.400	
7		5219		NFSR	NOT	1961		1996	1997	✓	0.000	0.500	0.500					0.500	
7		5332		NFSR	NOT	1978	Y	1996	1997	✓	0.100	0.600	0.500				0.500		
7		5332		NFSR	NOT	1978		1996	1997	✓	0.600	1.100	0.500					0.500	
7		5332	A	NFSR	NOT	1981		1996	1997	✓	0.000	0.500	0.500					0.500	
7		5332	B	NFSR	NOT	1981		1996	1997	✓	0.000	0.800	0.800					0.800	
7		5399		NFSR	NOT	1975		2005	2006	✓	2.240	2.440	0.200				0.200		
7		5399	A	NFSR	NOT	1975		1996	1997	✓	0.000	0.110	0.110					0.110	
7		9827		NFSR	NOT	1975		1998	1998	✓	0.150	1.550	1.400			1.400			
7		9846		NFSR	NOT	1979		1998	1998	✓	0.000	0.730	0.730			0.730			
7		9846	A	NFSR	NOT	1980		1998	1998	✓	0.000	0.310	0.310					0.310	
7		9899		NFSR	NOT	1969	Y	1999	1999	✓	3.000	5.060	2.060			2.060			
7		10333		NFSR	NOT	1960		1996	1997	✓	0.000	1.000	1.000					1.000	
7		10827		NFSR	NOT	1975		1996	1997	✓	0.000	0.700	0.700					0.700	
7		10828		NFSR	NOT	1975		1996	1997	✓	0.000	0.750	0.750					0.750	
7		10829		NFSR	NOT	1975		1996	1997	✓	0.000	1.200	1.200					1.200	
7		10830		NFSR	NOT	1975		1996	1997	✓	0.000	1.750	1.750					1.750	
7		10833		NFSR	NOT	1978		1996	1997	✓	0.000	0.750	0.750					0.750	
7		10844		NFSR	NOT	1971		1996	1997	✓	0.500	0.900	0.400					0.400	
7		10863		NFSR	NOT	1979		2007	2007	✓	0.000	0.770	0.770					0.770	
7		10864		NFSR	NOT	1980		2007	2007	✓	0.000	1.000	1.000					1.000	
7		10865		NFSR	NOT	1980		2007	2007	✓	0.000	0.850	0.850					0.850	
7		10865	A	NFSR	NOT	1980		1996	1997	✓	0.000	0.500	0.500					0.500	
7		10865	B	NFSR	NOT	1980		2007	2007	✓	0.000	0.390	0.390					0.390	
7		10882		NFSR	NOT	1968		1998	1998	✓	0.000	0.500	0.500					0.500	
7		10883		NFSR	NOT	1968		2007	2007	✓	0.000	0.060	0.060					0.060	
7		10890		NFSR	NOT	1967		1996	1997	✓	0.000	0.160	0.160					0.160	
7		10891		NFSR	NOT	1970		1996	1997	✓	0.000	0.330	0.330					0.330	
7		10910		NFSR	NOT	1969		1996	1997	✓	0.000	0.150	0.150					0.150	
7		10914		NFSR	NOT	1980		1993	1993	✓	0.000	0.900	0.900					0.900	
	Hornet Wedge T.S. (FONSI)																		
	TOTALS												30.960	0.000	0.000	4.190	7.890	18.880	30.960

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
8	Little Wolf Fire Salvage	1166	B	NFSR	NOT	1990		2011	2011	✓	0.000	0.470	0.470					0.470	
8	9-Jun-95	1167	B	NFSR	NOT	1984		2002	2003	✓	0.000	0.470	0.470				0.470		
8	Little Wolf Fire Salvage	2871	A	NFSR	NOT	1983		2002	2003	✓	0.000	1.180	1.180				1.180		
8		2944		NFSR	NOT	78/89		2002	2003	✓	0.000	1.498	1.498				1.498		
	Little Wolf Fire Salvage																		
	TOTALS												3.618	0.000	0.000	0.000	3.148	0.470	3.618
1	Meadow Smith	124	B	NFSR		1965					0.000	0.140	0.140	0.140					
1	6/20/2003	9546	P	NFSR		1984					0.000	0.070	0.070	0.070					
1		9547	A	NFSR		65/80					0.500	1.200	0.700	0.700					
1		9718		NFSR		1966					0.900	1.400	0.500	0.500					
1		9811		NFSR		1980					0.000	0.820	0.820	0.820					
1		9835	Y	NFSR		1962					0.000	0.500	0.500	0.500					
1		10657		NFSR		1970					0.000	0.200	0.200	0.200					
	Meadow Smith																		
	TOTALS												2.930	2.930	0.000	0.000	0.000	0.000	2.930
6	Middle Fork Ecosystem	1638		NFSR	NOT	1970		1998	1998	✓	4.100	4.520	0.420				0.420		
6	4-Mar-97	1638		NFSR	NOT	1970		1998	1998	✓	2.390	4.100	1.710				1.710		
6		1638		NFSR	NOT	1970		1999	1999	✓	1.720	2.390	0.670			0.670			
	Middle Fork Ecosystem																		
	TOTALS												2.800	0.000	0.000	0.670	2.130	0.000	2.800
7	Moose Post-Fire Project	315	A	NFSR	NOT	1960		2004	2004		0.000	1.000	1.000					1.000	
7	27-Nov-02	315		NFSR	NOT	1960		2012	2012	✓	4.655	8.543	3.888				3.888		
7		803	K	NFSR	NOT	1970		2004	2004		0.000	0.530	0.530					0.530	
7		803	M	NFSR	NOT	1980		2006	2006	✓	0.000	1.100	1.100				1.100		
7		1667		NFSR	NOT	1981		2003	2004		0.000	0.960	0.960				0.960		
7		1692		NFSR	NOT	1964		2012	2012	✓	0.978	1.856	0.878				0.878		
7		1692		NFSR	NOT	64/70		2004	2005		1.856	4.083	2.227				2.227		
7		1692		NFSR	NOT	1970		2004	2005		4.083	4.140	0.057					0.057	
7		1694	A	NFSR	NOT	81/82		2006	2006	✓	0.000	1.930	1.930				1.930		
7		1694	B	NFSR	NOT	1981		2006	2006	✓	0.000	0.350	0.350				0.350		
7		1694	C	NFSR	NOT	78/81		2007	2007	✓	0.000	2.190	2.190				2.190		
7		1694	D	NFSR	NOT	1980		2007	2007	✓	0.000	1.900	1.900				1.900		
7		1694		NFSR	NOT	60/70		2007	2007	✓	0.000	6.640	6.640				6.640		
7		5207		NFSR	NOT	1961		2004	2005		4.496	5.613	1.117				1.117		
7		5220	D	NFSR	NOT	1981		2006	2006	✓	0.000	0.500	0.540				0.540		
7		5223		NFSR	NOT	1986		2004	2004		0.000	0.710	0.710					0.710	
7		5233		NFSR	NOT	63/73		2006	2006	✓	0.000	2.300	2.300				2.300		
7		5261	A	NFSR	NOT	1975		2004	2004		0.000	1.000	1.000					1.000	
7		5261		NFSR	NOT	1962		2004	2005		2.597	3.835	1.238				1.238		
7		5262		NFSR	NOT	1964		2003	2004		0.000	2.520	2.520				2.520		
7		5268		NFSR	NOT	1963		2006	2006	✓	0.000	1.410	1.410				1.410		
7		5268		NFSR	NOT	1963		2004	2004		1.410	1.940	0.530					0.530	
7		5272	A	NFSR	NOT	1977		2005	2006		0.000	0.200	0.200					0.200	
7		5272	B	NFSR	NOT	1977		2005	2006		0.000	0.270	0.270					0.270	
7		5272		NFSR	NOT	1993		2005	2006		8.700	9.650	0.950					0.950	

ROAD DECOMMISSIONING PROJECTS

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7		5273		NFSR	NOT	1976		2005	2006		0.100	0.700	0.600					0.600	
7		5280		NFSR	NOT	1969		2006	2006		0.000	2.000	2.000					2.000	
7		5283		NFSR	NOT	1981		2006	2006	✓	0.000	1.660	1.660				1.660		
7		5287		NFSR	NOT	1981		2003	2004		0.000	1.551	1.551				1.551		
7		5288	A	NFSR	NOT	1978		2005	2006		0.000	0.070	0.070					0.070	
7		5288		NFSR	NOT	1981		2006	2006	✓	0.000	1.620	1.620				1.620		
7		5288		NFSR	NOT	1981		2004	2004		1.620	2.120	0.500					0.500	
7	Moose Post-Fire Project	5290		NFSR	NOT	1985		2007	2007	✓	0.000	2.180	2.180				2.180		
7	27-Nov-02	5292	A	NFSR	NOT	1981		2008	2008	✓	0.000	1.000	1.000				1.000		
7		5292		NFSR	NOT	1960		2008	2008	✓	0.000	3.900	3.900				3.900		
7		5293		NFSR	NOT	1974		2004	2004		0.000	0.500	0.500					0.500	
7		5299		NFSR	NOT	1975		2004	2004		0.000	0.400	0.400					0.400	
7		5304		NFSR	NOT	1980		2006	2006	✓	0.000	1.764	1.764				1.764		
7		5316		NFSR	NOT	1975		2006	2006	✓	0.000	1.912	1.912				1.912		
7		5396		NFSR	NOT	1982		2004	2004		0.000	1.570	1.570					1.570	
7		10913		NFSR	NOT	1970		2008	2008	✓	0.000	0.200	0.200					0.200	
	Moose Post-Fire Project																		
	TOTALS												57.862	0.000	0.000	0.000	46.775	11.087	57.862
1	No Document Needed	498	C	NFSR	NOT	1975		1998	1998	✓	0.000	0.400	0.400					0.400	
1	Swan Lake	1073	A	NFSR	NOT	1979		1997	1997	✓	0.000	0.200	0.200					0.200	
1		1073	B	NFSR	NOT	1979		1997	1997	✓	0.000	0.200	0.200					0.200	
1		1073	C	NFSR	NOT	1979		1997	1997	✓	0.000	0.210	0.210					0.210	
1		9766		NFSR	NOT	1978		2000	2000	✓	0.000	0.580	0.580			0.580			
1		10229	Y	NFSR	NOT	1965		1995	1996	✓	0.000	1.230	1.230					1.230	
1		10539		NFSR	NOT	1970		1995	1996	✓	0.000	0.800	0.800					0.800	
1		10623		NFSR	NOT	1970		1995	1996	✓	0.000	0.500	0.500					0.500	
1		10624		NFSR	NOT	1970		1995	1996	✓	0.000	1.500	1.500					1.500	
1		10643		NFSR	NOT	1970		1995	1996	✓	0.000	0.600	0.600					0.600	
1		251808	A	NOT	NOT	UNK		1984	1984	NA	0.000	0.040	0.040					0.040	
1	Letter to the File 11/2/2007	10736		NFSR	NOT	1995		2007	2008		0.000	1.040	1.040					1.040	
1	Swan Lake	10738		NFSR	NOT	1995		2007	2008		0.000	1.080	1.080					1.080	
1	(Roads acquired from Plum Creek)	10743		NFSR	NOT	1990		2007	2008		0.000	0.150	0.150					0.150	
1		10744		NFSR	NOT	1990		2007	2008		0.300	0.450	0.150					0.150	
1		10745		NFSR	NOT	1990		2007	2008		0.250	0.450	0.200					0.200	
6	No Document Needed	590	D	NFSR	NOT	1961		1996	1996		0.000	1.600	1.600					1.600	
6	Hungry Horse	1066	OB	NOT	NOT	1966		1993	1993	NA	0.000	0.230	0.230					0.230	
6		10368		NFSR	NOT	1980		1980	1980		0.000	0.100	0.100					0.100	
6		11065		NFSR	NOT	1950		1991	1991		4.780	5.580	0.800					0.800	
6		11065	D	NFSR	NOT	1950		1993	1993		0.000	0.320	0.320					0.320	
6	No Document Needed	11065	E	NFSR	NOT	1950		1993	1993		0.000	0.280	0.280					0.280	
6	Hungry Horse	11065	F	NFSR	NOT	1950		1993	1993		0.000	0.120	0.120					0.120	
6		11065	J	NFSR	NOT	1950		1993	1993		0.000	0.200	0.200					0.200	
6		11065	K	NFSR	NOT	1950		1993	1993		0.000	0.120	0.120					0.120	
6		11065	L	NFSR	NOT	1950		1993	1993		0.000	0.240	0.240					0.240	
6		271717	A	NOT	NOT	UNK		1990	1990	NA	0.000	0.240	0.240					0.240	
7	No Document Needed	10849		NFSR	NOT	1972		1998	1998		0.000	0.060	0.060					0.060	
7	Glacier View	10858		NFSR	NOT	1969		1998	1998		0.000	0.110	0.110					0.110	

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
7		10862		NFSR	NOT	1970		1998	1998		0.000	0.070	0.070					0.070	
7		10885		NFSR	NOT	1967		1998	1998		0.000	0.130	0.130					0.130	
7		10905		NFSR	NOT	1970		1998	1998		0.000	0.080	0.080					0.080	
8	No Document Needed	911	B	NFSR	NOT	1988		1993	1993	✓	0.000	1.030	1.030					1.030	
8	Tally Lake	2842		NFSR	NOT	1972		1993	1993	✓	0.000	0.600	0.600					0.600	
8		2843		NFSR	NOT	1972		1993	1993	✓	0.000	1.000	1.000					1.000	
8		2844		NFSR	NOT	1972		1993	1993	✓	0.000	0.410	0.410					0.410	
8		2973	B	NFSR	NOT	1985		1993	1993	✓	0.000	0.490	0.490					0.490	
	No Document Needed																		
	TOTALS												17.110	0.000	0.000	0.580	0.000	16.530	17.110
7	North Coal	317	B	NFSR							4.828	6.560	1.732	1.732					
7	25-Sep-92	317	B	NFSR	NOT	1994		1995	1996		6.560	7.160	0.600					0.600	
7		317		NFSR							15.100	18.520	3.420	3.420					
7		317		NFSR	NOT	1981		1998	1998		18.520	20.450	1.930			1.930			
7		376	Y	NFSR	NOT	1975		1995	1996		0.000	0.400	0.400				0.400		
7		376	Z	NFSR	NOT	1975		1995	1996		0.000	0.100	0.100				0.100		
7		376		NFSR	NOT	1967		1995	1995		9.872	15.500	5.628				5.628		
7		909	A	NFSR							0.000	1.230	1.230	1.230					
7		909	Y	NFSR							0.000	0.500	0.500	0.500					
7		1603		NFSR							0.000	0.800	0.800	0.800					
7		1604		NFSR							0.000	2.700	2.700	2.700					
7		1628		NFSR							0.120	0.260	0.140	0.140					
7		1641	A	NFSR							0.000	0.200	0.200	0.200					
7		1641		NFSR							0.000	0.660	0.660	0.660					
7		1642		NFSR	NOT	1977		1998	1998		0.000	3.300	3.300			3.300			
7		1643		NFSR							0.000	0.500	0.500	0.500					
7		1648	A	NFSR	NOT	1958		1993	1993		0.000	0.300	0.300				0.300		
7		1648		NFSR	NOT	1958		1995	1996		0.000	0.600	0.600				0.600		
7		1680	Y	NFSR	NOT	1970		1995	1996		0.000	0.900	0.900				0.900		
7		1680		NFSR	NOT	1970		1995	1996		0.350	3.500	3.150				3.150		
7		1684		NFSR							6.900	7.500	0.600	0.600					
7		1686		NFSR							0.000	3.420	3.420	3.420					
7		1686		NFSR	NOT	1965		1993	1993		3.420	5.700	2.280					2.280	
7		1687		NFSR	NOT	1968		1998	1998		0.290	4.390	4.100			4.100			
7		1689		NFSR	NOT	1966		1998	1998		0.000	0.840	0.840			0.840			
7		1691	A	NFSR	NOT	1984		1998	1998		0.000	0.500	0.500			0.500			
7		1691		NFSR							0.000	3.000	3.000	3.000					
7		1693		NFSR							2.758	7.840	5.082	5.082					
7		5205		NFSR							0.000	1.120	1.120	1.120					
7		5221		NFSR	NOT	1965		1995	1996		0.320	1.400	1.080				1.080		
7		5241	D	NFSR	NOT	1975		1995	1996		0.000	1.790	1.790				1.790		
7		5241	E	NFSR	NOT	1973		1995	1996		0.000	0.400	0.400				0.400		
7		5241		NFSR	NOT	1973		1996	1996		3.561	6.200	2.639			1.439	1.200		
7		5265		NFSR							0.000	0.600	0.600	0.600					
7		5270		NFSR							0.000	4.900	4.900	4.900					
7		5276		NFSR	NOT	1976		1995	1996		0.000	1.300	1.300				1.300		
7		5277	A	NFSR							0.000	0.280	0.280	0.280					
7		5277		NFSR							0.000	3.670	3.670	3.670					
7		5278		NFSR							0.000	4.980	4.980	4.980					

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
7		5279		NFSR							0.000	1.720	1.720	1.720					
7		10801	A	NOT	NOT	1970		1995	1995	NA	0.000	1.200	1.200					1.200	
7		10801		NOT	NOT	1970		1993	1993	NA	0.000	1.600	1.600					1.600	
7		10802		NFSR							0.000	3.690	3.690	3.690					
7		10803		NOT	NOT	1970		1995	1995	NA	0.000	1.500	1.500					1.500	
7		10819	A	NFSR	NOT	1983		1995	1996		0.000	0.600	0.600				0.600		
7		10819	B	NFSR	NOT	1986		1997	1997		0.000	3.030	3.030				3.030		
7		10819	C	NFSR	NOT	1990		1997	1997		0.000	0.300	0.300				0.300		
7		10819		NFSR	NOT	1990		1997	1997		0.000	2.630	2.630				2.630		
7		10821		NFSR	NOT	1980		1995	1996		0.000	1.200	1.200				1.200		
7		10822	A	NFSR	NOT	1983		1995	1996		0.000	1.000	1.000				1.000		
7		10822		NFSR	NOT	1982		1995	1996		0.000	0.500	0.500				0.500		
7		10873		NFSR	NOT	1982		1995	1996		0.000	0.950	0.950				0.950		
7		10900		NFSR	NOT	1969	Y	1999	1999		0.000	0.420	0.420				0.420		
7		10901		NFSR	NOT	1968		1998	1998		0.000	0.270	0.270				0.270		
7		342201	A	NOT	NOT	UNK		1995	1995	NA	0.000	1.340	1.340					1.340	
7		342201	B	NOT	NOT	UNK		1995	1995	NA	0.000	0.600	0.600					0.600	
7	North Coal	342201	C	NOT	NOT	UNK		1995	1995	NA	0.000	1.600	1.600					1.600	
7		342201	D	NOT	NOT	UNK		1995	1995	NA	0.000	0.830	0.830					0.830	
7		342201	E	NOT	NOT	UNK		1995	1995	NA	0.000	1.000	1.000					1.000	
7		342204	A	NOT	NOT	UNK		1995	1995	NA	0.000	0.600	0.600					0.600	
7		342220	A	NOT	NOT	UNK		2004	2004	NA	0.000	0.700	0.700					0.700	
7		342220	B	NOT	NOT	UNK		1995	1995	NA	0.000	0.790	0.790					0.790	
7		342222	B	NOT	NOT	UNK		1995	1995	NA	0.000	0.600	0.600					0.600	
7		342310	A	NOT	NOT	UNK		1995	1995	NA	0.000	0.550	0.550					0.550	
7		342310	B	NOT	NOT	UNK		1995	1995	NA	0.000	0.300	0.300					0.300	
7		342310	C	NOT	NOT	UNK		1995	1995	NA	0.000	0.250	0.250					0.250	
7		342311	A	NOT	NOT	UNK		1995	1995	NA	0.000	0.500	0.500					0.500	
7		352228	A	NOT	NOT	UNK		2004	2004	NA	0.000	0.500	0.500					0.500	
7		352228	B	NOT	NOT	UNK		2004	2004	NA	0.000	0.450	0.450					0.450	
7		352228	C	NOT	NOT	UNK		2004	2004	NA	0.000	1.600	1.600					1.600	
7		352232	A	NOT	NOT	UNK		2004	2004	NA	0.000	0.750	0.750					0.750	
7		352232	B	NOT	NOT	UNK		2004	2004	NA	0.000	0.450	0.450					0.450	
7		352232	C	NOT	NOT	1973		1995	1995	NA	0.000	1.350	1.350					1.350	
7		352233	A	NOT	NOT	1990		1995	1995	NA	0.000	1.450	1.450					1.450	
7		352233	B	NOT	NOT	1986		1995	1995	NA	0.000	0.850	0.850					0.850	
7		352233	C	NOT	NOT	1990		1995	1995	NA	0.000	1.000	1.000					1.000	
7		352233	D	NOT	NOT	UNK		1995	1995	NA	0.000	0.700	0.700					0.700	
	North Coal TOTALS												110.741	44.944	0.000	12.109	27.748	25.940	110.741
6	Paint Emery Resource Mgmt	38	C	NFSR	NOT			2002	2003		0.000	1.500	1.500				1.500		
6	27-May-99	38	E	NFSR	NOT	1986		2010	2010		0.000	1.250	1.250				1.250		
6	(Re-mileposted 2002)	546		NFSR	NOT	1960		2002	2003		6.245	7.300	1.055				1.055		
6		546	A	NFSR							0.000	0.100	0.100	0.100					
6		896	A	NFSR	NOT			2002	2003		0.000	1.520	1.520				1.520		
6		896	B	NFSR	NOT			2002	2003		0.000	0.538	0.538				0.538		
6		896	C	NFSR	NOT	1963		2010	2010	✓	0.000	1.911	1.911				1.911		
6		896	C	NFSR	NOT	1963		2002	2003	✓	1.911	2.100	0.189				0.189		
6	(see Firefighter Project EA)	1048		NFSR	NOT	1948		2010	2010		2.420	9.804	7.384				7.384		
6		1048	A	NFSR	NOT			2002	2003		0.000	1.586	1.586				1.586		

ROAD DECOMMISSIONING PROJECTS

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6		1048	B	NFSR	NOT	1963		2010	2010		0.000	0.500	0.500					0.500	
6		1613		NFSR	NOT	1965	Y	1999	1999		0.000	0.900	0.900				0.900		
6	(see Firefighter Project EA)	1614		NFSR	x	x		x	x		0.000	0.000	0.000						
6		1614	A	NFSR	NOT	1962		2004	2004		0.000	0.700	0.700					0.700	
6	(see Firefighter Project EA)	1615		NFSR	x	x		x	x		0.000	3.610	0.000						
6		1618		NFSR	NOT			2002	2003		0.000	2.220	2.220				2.220		
6		1618	A	NFSR	NOT			2002	2003		0.000	0.725	0.725				0.725		
6		1619		NFSR	NOT			2002	2003		0.000	1.200	1.200					1.200	
6		1620		NFSR	NOT	1962	Y	1999	1999		0.050	1.500	1.450				1.450		
6		1622		NFSR	NOT	1961	Y	1999	1999		0.000	1.100	1.100				1.100		
6		1624		NFSR	NOT	73/87		2006	2007	✓	3.246	4.860	1.614				1.614		
6		1624	A	NFSR	NOT	1987		2006	2007	✓	0.000	1.850	1.850				1.850		
6		1624	B	NFSR	NOT	63/87		2006	2007	✓	0.000	1.360	1.360				1.360		
6		1624	C	NFSR	NOT	1987		2006	2007	✓	0.000	0.130	0.130				0.130		
6		1624	C	NFSR	NOT	1987	Y	1999	1999	✓	0.130	0.280	0.150				0.150		
6		1624	X	NFSR	NOT	1963		2010	2010		0.000	0.200	0.200				0.200		
6		1627		NFSR	NOT			2002	2003		0.000	0.223	0.223				0.223		
6		1629		NFSR	NOT			2002	2003		0.000	2.460	2.460				2.460		
6		1629	A	NFSR	NOT			2002	2003		0.000	0.700	0.700				0.700		
6		1629	B	NFSR	NOT			2002	2003		0.000	0.770	0.770				0.770		
6	Paint Emery Resource Mgmt	1631		NFSR	NOT			2010	2010	✓	1.000	6.740	5.740				5.740		
6		1632		NFSR	NOT	55-67		2010	2010		0.000	2.420	2.420				2.420		
6		1632		NFSR	NOT	67/69		2010	2010		3.350	5.400	2.050				2.050		
6		1654		NFSR	NOT	1965	Y	1999	1999		0.000	1.400	1.400				1.400		
6		1663		NFSR	NOT	1975		2009	2009		0.000	0.600	0.600				0.600		
6		2834		NFSR	NOT	1962		2009	2009	✓	0.000	2.545	2.545				2.545		
6		2837		NFSR	NOT	1961		2009	2009		0.000	1.500	1.500				1.500		
6		2841		NFSR	NOT	1960		2010	2010	✓	0.000	0.510	0.510				0.510		
6		2841		NFSR	NOT	1960	Y	1999	1999		0.510	2.080	1.570				1.570		
6		2841		NFSR	NOT	1960		2010	2010	✓	2.080	2.700	0.620				0.620		
6		2841	A	NFSR	NOT	1960	Y	1999	1999		0.000	1.300	1.300				1.300		
6		5305		NFSR	NOT	1961		2010	2010	✓	0.000	2.300	2.300				2.300		
6		5313		NFSR	NOT	1960	Y	1999	1999		0.000	1.870	1.870				1.870		
6		5317	B	NFSR	NOT	1960	Y	1999	1999		0.060	0.500	0.440				0.440		
6		5318		NFSR	NOT			2002	2003		0.000	1.500	1.500				1.500		
6		5319		NFSR	NOT			2002	2003		0.000	0.331	0.331				0.331		
6		5322		NFSR	NOT	1965	Y	1999	2000		0.000	1.000	1.000				1.000		
6		5322		NFSR	NOT	1965	Y	1999	1999		1.000	1.270	0.270				0.270		
6		5328		NFSR	NOT	60/91		2008	2008	✓	0.000	2.440	2.440				2.440		
6		5333	Y	NFSR	NOT	1967		2010	2010	✓	0.000	0.500	0.500					0.500	
6		5333	Z	NFSR	NOT	1967		2010	2010	✓	0.000	0.600	0.600					0.600	
6		5334		NFSR	NOT	63/69		2010	2010	✓	0.000	1.519	1.519				1.519		
6		5334	X	NFSR	NOT	1964		2010	2010	✓	0.000	0.400	0.400					0.400	
6	(see Firefighter Project EA)	5360		NFSR	x	x		x	x		0.000	0.620	0.000						
6		5360		NFSR				2002	2003		0.620	3.820	3.200				3.200		
6		5360	A	NFSR	NOT	1991	Y	1999	1999		0.000	0.260	0.260				0.260		
6		5360	B	NFSR	NOT	1991	Y	1999	1999		0.000	0.330	0.330				0.330		
6		5361		NFSR	NOT			2002	2003		0.000	0.170	0.170				0.170		
6		5361		NFSR	NOT	1979	Y	1999	1999		0.170	0.940	0.770				0.770		
6		5362		NFSR	NOT	1979	Y	1999	1999		0.000	0.350	0.350				0.350		
6		5364		NFSR	NOT	1979	Y	1999	1999		0.000	0.670	0.670				0.670		

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
6		5365		NFSR	NOT	1975		2008	2008	✓	0.000	0.450	0.450				0.450		
6		5366		NFSR	NOT	1975		2008	2008	✓	0.000	2.000	2.000				2.000		
6		5367		NFSR	NOT	1970		2008	2008	✓	0.000	1.300	1.300				1.300		
6		5368		NFSR	NOT	1970		2010	2010	✓	0.000	0.241	0.241				0.241		
6		9777		NFSR	NOT	61/65		2010	2010	✓	0.000	1.000	1.000				1.000		
6		9778		NFSR	NOT	1968		2010	2010		0.576	0.900	0.324				0.324		
6		9778		NFSR	NOT	1968	Y	1999	1999		0.900	1.810	0.910				0.910		
6	(see Paint Emery Decision)	9778		NFSR	x	x		x	x		1.810	2.500	0.000						
6		9778	X	NFSR	NOT	1976	Y	1999	1999		0.000	1.000	1.000				1.000		
6		9778	Y	NFSR	NOT	1976	Y	1999	1999		0.000	0.200	0.200				0.200		
6		9778	Z	NFSR	NOT	1976	Y	1999	1999		0.000	0.200	0.200				0.200		
6		9783		NFSR	NOT	61/89		2010	2010	✓	0.000	1.440	1.440				1.440		
6		9854		NFSR	NOT	1986		2010	2010		1.800	3.750	1.950				1.950		
6		9894		NFSR	NOT			2002	2003		0.000	3.300	3.300				3.300		
6		10104		NFSR	NOT	1960		2002	2003	✓	0.000	0.500	0.500				0.500		
6		10176		NFSR	NOT	1975		2009	2009		0.000	1.010	1.010				1.010		
6		10176		NFSR	NOT	1975	Y	1999	1999		1.010	1.490	0.480				0.480		
6		10176		NFSR	NOT	1975		2009	2009		1.490	1.700	0.210				0.210		
6	(see Firefighter Project EA)	10188	A	NFSR	x	x		x	x		0.000	0.000	0.000						
6		10326		NFSR	NOT	1970		2009	2009		0.000	1.000	1.000				1.000		
6		10326	X	NFSR	NOT	1970	Y	1999	1999		0.000	0.400	0.400				0.400		
6		10326	Y	NFSR	NOT	1970	Y	1999	1999		0.000	0.400	0.400				0.400		
6		10327		NFSR	NOT	1968		2010	2010	✓	0.000	1.500	1.500					1.500	
6		10328		NFSR	NOT	1968		2010	2010	✓	0.000	1.000	1.000				1.000		
6		10328	X	NFSR	NOT	1969		2010	2010	✓	0.000	0.400	0.400					0.400	
6	Paint Emery Resource Mgmt	11025		NFSR	NOT	1963	Y	1999	1999		0.000	1.900	1.900				1.900		
6		11025	A	NFSR	NOT	1985	Y	1999	1999		0.000	0.400	0.400				0.400		
6		11035		NFSR	NOT	1963		20080	2008	✓	0.000	1.250	1.250				1.250		
6		11036		NFSR	NOT	1991	Y	1999	1999		0.000	0.870	0.870				0.870		
6		11045		NFSR	NOT			2002	2003		0.000	0.800	0.800				0.800		
6		11070		NFSR	NOT			2002	2003		0.000	1.640	1.640				1.640		
6		11071		NFSR	NOT	1958	Y	1999	1999		1.200	1.910	0.710				0.710		
6		11072		NFSR	NOT	1958		2008	2008	✓	0.000	0.200	0.200				0.200		
6		11083		NFSR	NOT	1964		2010	2010		0.000	0.080	0.080				0.080		
6		11101		NFSR	NOT	1963		2010	2010		0.000	0.100	0.100				0.100		
6	(see Firefighter Project EA)	11140		NFSR	x	x		x	x		0.000	0.090	0.000				0.000		
6	(Original road #1048 changed 2002)	11140		NFSR	NOT	1948		2002	2003		0.090	1.590	1.500				1.500		
	Paint Emery Resource Mgmt																		
	TOTALS												105.125	0.100	0.000	0.000	99.225	5.800	105.125
1	Patrick Stoner (FONSI)																		
1	5-Aug-93	10297		NFSR	NFSR						0.000	0.420	0.420	0.420					
	Patrick Stoner (FONSI)																		
	TOTALS												0.420	0.420	0.000	0.000	0.000	0.000	0.420
4	President's Initiative	38	Y	NFSR	NOT	1970	Y	1999	2000	✓	0.000	0.800	0.800				0.800		
4	Spotted Bear	38	Z	NFSR	NOT	1970	Y	1999	2000	✓	0.000	0.500	0.500				0.500		
4	Letter to the File 11/5/99	549		NFSR	NOT	1972	Y	1999	1999	✓	9.690	12.900	3.210				3.210		
4		549	T	NFSR	NOT	1978	Y	1999	1999	✓	0.000	0.900	0.900				0.900		
4		549	U	NFSR	NOT	1978	Y	1999	1999	✓	0.000	0.900	0.900				0.900		

ROAD DECOMMISSIONING PROJECTS

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4		549	V	NFSR	NOT	1978	Y	1999	1999	✓	0.000	1.200	1.200				1.200		
4		549	W	NFSR	NOT	1980	Y	1999	1999	✓	0.000	1.400	1.400				1.400		
4		549	X	NFSR	NOT	1980	Y	1999	1999	✓	0.000	0.900	0.900				0.900		
4		549	Y	NFSR	NOT	1980	Y	1999	1999	✓	0.000	0.800	0.800				0.800		
4		549	Z	NFSR	NOT	1980	Y	1999	1999	✓	0.000	0.900	0.900				0.900		
4		1635		NFSR	NOT	1961	Y	1999	2000	✓	0.000	0.800	0.800				0.800		
4		5359		NFSR	NOT	1965	Y	1999	2000	✓	3.570	5.120	1.550				1.550		
4		10130		NFSR	NOT	1980	Y	1999	2000	✓	0.630	1.130	0.500				0.500		
4	President's Initiative	10131		NFSR	NOT	1980	Y	1999	2000	✓	0.000	0.260	0.260				0.260		
4	Spotted Bear	10132		NFSR	NOT	1961	Y	1999	2000	✓	0.000	0.500	0.500				0.500		
4	Letter to the File 11/5/99	11460		NFSR	NOT	1980	Y	1999	2000	✓	0.000	0.400	0.400				0.400		
4		11473		NFSR	NOT	1975	Y	1999	2000	✓	0.000	0.900	0.900				0.900		
6	President's Initiative	895	C	NFSR	NOT	1963	Y	1999	1999		2.570	3.000	0.430				0.430		
6	Hungry Horse	895	F	NFSR	NOT	1960	Y	1999	1999		6.863	8.000	1.137				1.137		
6	Letter to the File 11/4/99	895	I	NFSR	NOT	1987	Y	1999	1999		0.000	0.250	0.250				0.250		
6		895	K	NFSR	NOT	1963	Y	1999	1999		0.820	0.900	0.080				0.080		
6		895	P	NFSR	NOT	1961	Y	1999	1999		0.000	0.990	0.990				0.990		
6		1607		NFSR	NOT	1980	Y	1999	2000		2.700	5.100	2.400				2.400		
6		1607	A	NFSR	NOT	1985	Y	1999	2000		0.530	1.250	0.720				0.720		
6		1607	B	NFSR	NOT	1985	Y	1999	2000		0.000	0.300	0.300				0.300		
6	President's Initiative	1609		NFSR	NOT	1967	Y	1999	2000		3.460	3.850	0.390				0.390		
6	Hungry Horse	1611		NFSR	NOT	1988	Y	1999	2000		1.700	2.500	0.800				0.800		
6	Letter to the File 11/4/99	1623		NFSR		1961	Y	(1999)	(1999)		0.000	0.800							
6		1626	A	NFSR	NOT	1962	Y	1999	1999		0.000	1.000	1.000				1.000		
6		1661		NFSR	NOT	1980	Y	1999	1999	✓	0.600	1.880	1.280				1.280		
6		1661	X	NFSR	NOT	1980	Y	1999	1999	✓	0.000	0.230	0.230				0.230		
6		1661	Y	NFSR	NOT	1980	Y	1999	1999	✓	0.000	0.380	0.380				0.380		
6		1666		NFSR	NOT	1959	Y	1999	2000	✓	1.730	4.300	2.570				2.570		
6		1666	B	NFSR	NOT	1978	Y	1999	2000	✓	0.000	1.300	1.300				1.300		
6		2817	A	NFSR	NOT	1992	Y	1999	1999		0.360	2.560	2.200			2.200			
6		2817	B	NFSR	NOT	1992	Y	1999	1999		1.310	2.020	0.710			0.710			
6	President's Initiative	2889		NFSR	NOT	1985	Y	1999	1999		0.000	1.680	1.680			1.680			
6	Hungry Horse	5251		NFSR	NOT	1970	Y	1999	2000		0.300	1.000	0.700				0.700		
6	Letter to the File 11/4/99	5251	A	NFSR	NOT	1970	Y	1999	2000		0.720	1.000	0.280				0.280		
6		5323	A	NFSR	NOT	1968	Y	1999	1999		0.000	1.250	1.250				1.250		
6		9676		NFSR	NOT	1970	Y	1999	1999		0.000	3.200	3.200				3.200		
6		9797	A	NFSR	NOT	1985	Y	1999	2000		0.370	0.630	0.260				0.260		
6		9828		NFSR	NOT	1970	Y	1999	1999		1.370	1.440	0.070				0.070		
6		9830		NFSR	NOT	1978	Y	1999	1999		0.800	1.700	0.900				0.900		
6		9830	A	NFSR	NOT	1978	Y	1999	1999		0.000	0.320	0.320				0.320		
6		9832		NFSR	NOT	1980	Y	1999	1999		0.550	0.620	0.070				0.070		
6		9837		NFSR	NOT	1960	Y	1999	1999		0.000	1.000	1.000				1.000		
6		9841		NFSR	NOT	1978	Y	1999	1999		0.580	1.710	1.130			1.130			
6		9842		NFSR	NOT	1979	Y	1999	1999		0.350	1.000	0.650			0.650			
6		9843		NFSR	NOT	1979	Y	1999	1999		0.000	0.300	0.300			0.300			
6		9864		NFSR	NOT	1980	Y	1999	1999		1.440	1.700	0.260				0.260		
6		9869		NFSR	NOT	1979	Y	1999	1999		0.000	0.640	0.640				0.640		
6		9872		NFSR	NOT	1972	Y	1999	1999		0.000	0.470	0.470				0.470		
6		9873		NFSR	NOT	1979	Y	1999	1999		0.000	0.590	0.590				0.590		
6		10167		NFSR	NOT	1972	Y	1999	1999	✓	0.000	0.800	0.800				0.800		

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6		10168		NFSR	NOT	1973	Y	1999	1999	✓	0.000	0.900	0.900				0.900		
6		10169		NFSR	NOT	1973	Y	1999	1999	✓	0.000	1.400	1.400				1.400		
6		10170		NFSR	NOT	1974	Y	1999	1999	✓	0.000	2.200	2.200				2.200		
6		10170	A	NFSR	NOT	1974	Y	1999	1999	✓	0.000	0.400	0.400				0.400		
6		10294		NFSR	NOT	1986	Y	1999	1999		0.000	0.650	0.650				0.650		
6		10295		NFSR	NOT	1981	Y	1999	2000		0.000	0.320	0.320				0.320		
6		11004		NFSR	NOT	1980	Y	1999	1999		0.000	0.600	0.600				0.600		
6		11005		NFSR	NOT	1979	Y	1999	1999		0.000	0.500	0.500				0.500		
6		11026	A	NFSR	NOT	1988	Y	1999	2000		0.000	0.670	0.670				0.670		
6		11028		NFSR	NOT	1988	Y	1999	1999		0.610	1.410	0.800				0.800		
7	President's Initiative	803	K	NFSR	NOT	1970	Y	1999	1999		0.530	1.200	0.670				0.670		
7	Glacier View	1673		NFSR	NOT	1983	Y	1999	1999		0.600	0.900	0.300				0.300		
7	Letter to the File 11/4/99	1673	A	NFSR	NOT	1984	Y	1999	1999		0.000	0.150	0.150				0.150		
7		1673	B	NFSR	NOT	1984	Y	1999	1999		0.000	0.150	0.150				0.150		
7		1673	C	NFSR	NOT	1984	Y	1999	1999		0.000	0.050	0.050				0.050		
7		1675		NFSR	NOT	1961	Y	1999	1999		0.750	1.570	0.820				0.820		
7		1675	A	NFSR	NOT	1970	Y	1999	1999		0.170	1.500	1.330				1.330		
7		1692		NFSR	NOT	1970	Y	1999	1999		4.140	6.010	1.870			1.870			
7		5224	D	NFSR	NOT	1988	Y	1999	1999		0.890	1.590	0.700				0.700		
7		5290		NFSR	NOT	1985	Y	1999	1999		2.180	2.580	0.400				0.400		
7		5294		NFSR	NOT	1981	Y	1999	1999		0.000	1.290	1.290				1.290		
7		10870		NFSR	NOT	1965	Y	1999	1999		0.000	0.250	0.250				0.250		
	President's Initiative																		
	TOTALS												64.577	0.000	0.000	8.540	56.037	0.000	64.577
1	Road Management on PC Lands	11648		NFSR		1982					0.150	0.300	0.150	0.150					
1	Acquired with LWCF - 11/27/2009	11648	A	NFSR		1982					0.180	0.380	0.200	0.200					
	Rd Mgmt on PC Lands w/LWCF																		
	TOTALS												0.350	0.350	0.000	0.000	0.000	0.000	0.350
1	Road Management on PC Lands	9739		NFSR	NOT			2012	2012	✓	0.010	0.100	0.090					0.090	
		9739	Y	NFSR	NOT			2012	2012	✓	0.000	0.280	0.280					0.280	
1	Acquired with LWCF, Sections 9 & 10	11606		UND	NOT			2010	2011	NA	0.000	0.100	0.100					0.100	
1	T21N, R17W	11609		UND	NOT			2010	2011	NA	0.000	0.100	0.100					0.100	
1	27-Aug-10	11610		UND	NOT			2010	2011	NA	0.000	0.100	0.100					0.100	
1		11611		UND	NOT			2010	2011	NA	0.000	0.150	0.150					0.150	
	Rd Mgmt on PC Lands (LWCF 9&10)																		
	TOTALS												0.820	0.000	0.000	0.000	0.000	0.820	0.820
7	Robert-Wedge Post-Fire Project	648	A	NFSR	NOT	1965		2007	2007	✓	0.000	0.450	0.450					0.450	
7	12/4/2004	803	G	NFSR	NOT	1971		2007	2007	✓	0.000	0.300	0.300				0.300		
7		5225		NFSR	NOT	1960		2006	2006	✓	0.000	3.820	3.820				3.820		
7		5225		NFSR	NOT	1967		2005	2006	✓	3.820	5.600	1.780				1.780		
7		5295		NFSR	NOT	76/83		2007	2007	✓	0.000	2.810	2.810				2.810		
7	Robert-Wedge Post-Fire Project	5295	A	NFSR	NOT	1984		2007	2007	✓	0.000	1.000	1.000				1.000		
7	12/4/2004	5295	B	NFSR	NOT	1983		2007	2007	✓	0.000	1.890	1.890				1.890		
7		5295	C	NFSR	NOT	1984		2007	2007	✓	0.000	0.600	0.600					0.600	
7		10755		NFSR	NOT	1970		2008	2007	✓	0.000	1.900	1.900				1.900		
7		10756		NFSR	NOT	1970		2008	2007	✓	0.000	0.800	0.800				0.800		

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	Robert-Wedge Post-Fire Project																		
	TOTALS												15.350	0.000	0.000	0.000	14.300	1.050	15.350
4	Rock Creek Rehabilitation																		
	25-Aug-95																		
4	Contract #44-0385-5-0328	1612		NFSR	NOT	1961		1996	1996	✓	1.250	5.320	4.070				4.070		
4		1612	B	NFSR	NOT	1963		1996	1996	✓	0.000	0.260	0.260				0.260		
4		1612	C	NFSR	NOT	1964		1996	1996	✓	0.000	0.300	0.300				0.300		
	Rock Creek Rehabilitation																		
	TOTALS												4.630	0.000	0.000	0.000	4.630	0.000	4.630
4	Rock Creek P.R. Supplement																		
	6-Dec-95																		
4		1612		NFSR	NOT			2001	2001	✓	0.000	1.250	1.250				1.250		
	Rock Creek P.R. Supplement																		
	TOTALS												1.250	0.000	0.000	0.000	1.250	0.000	1.250
8	Sheppard Griffin Salvage																		
	And Rehabilitation																		
	20-Nov-96																		
8		1166		NFSR	NOT	72/82		2002	2003	✓	1.126	1.920	0.794				0.794		
8		2846		NFSR	NOT	1983		2009	2010	✓	1.200	3.620	2.420				2.420		
8		2896		NFSR	NOT	1969		1999	2000	✓	2.710	2.940	0.230				0.230		
8		2918		NFSR	NOT	1975		2010	2011	✓	0.000	2.450	2.450				2.450		
8		2918		NFSR	NOT	75/82		2002	2003	✓	2.450	4.100	1.650				1.650		
8		2923		NFSR	NOT	1960		2003	2004	✓	0.000	3.800	3.842				3.842		
8		2927		NFSR	NOT	1975		2011	2012	✓	1.400	2.000	0.600				0.600		
8		2927		NFSR	NOT	1981		2009	2010	✓	2.000	3.020	1.020				1.020		
8		2949	A	NFSR	NOT	1984		2003	2004	✓	0.000	1.530	1.553				1.553		
8		2951		NFSR	NOT	1978		2002	2003	✓	3.607	4.200	0.593				0.593		
8		2961		NFSR	NOT	1983		1975	2011	✓	0.000	1.010	1.010				1.010		
8		2961		NFSR	NOT	1983		2009	2010	✓	1.010	3.190	2.180				2.180		
8		2970		NFSR	NOT	80/82		2002	2003	✓	0.000	2.410	2.410				2.410		
8		2973		NFSR	NOT	63-98		2009	2010	✓	0.000	3.220	3.220				3.220		
8		2976		NFSR	NOT	1967		2009	2010	✓	0.000	1.200	1.200				1.200		
8		5306	A	NFSR	NOT	1982		1999	2000	✓	0.000	0.340	0.340				0.340		
8		5308		NFSR	NOT	1982		2002	2003	✓	0.000	1.360	1.360				1.360		
8		5331		NFSR	NOT	1975		1999	2000	✓	0.210	1.590	1.380				1.380		
8		5348		NFSR	NOT	1979		1999	2000	✓	0.000	0.800	0.800				0.800		
8		5357		NFSR	NOT	1973		1999	2000	✓	0.000	0.160	0.160				0.160		
8		9601		NFSR							0.000	0.352	0.352	0.352					
8	Sheppard Griffin Salvage	9601		NFSR	NOT	1983		2003	2004	✓	0.352	2.120	1.768				1.768		
8	And Rehabilitation	9607		NFSR	NOT	1982		2003	2004	✓	0.000	1.208	1.208				1.208		
8		9608		NFSR	NOT	1980		2007	2008	✓	0.000	0.810	0.810				0.810		
8		9639		NFSR	NOT	1980		2003	2004	✓	0.000	1.000	1.000				1.000		
8		9639	A	NFSR	NOT	1980		2003	2004	✓	0.000	0.600	0.600				0.600		
8		9640	A	NFSR	NOT	1989		2003	2004	✓	0.000	0.810	0.810				0.810		
8		9647		NFSR	NOT	1981		2003	2004	✓	0.000	1.403	1.403				1.403		
8		9782	E	NFSR	NOT	1983		2003	2004	✓	0.000	1.180	1.180				1.180		
8	Letter to the File 3/29/2011	9784	B	NFSR	NFSR						0.000	0.370							
8		9784	B	NFSR	NOT	1983		2007	2008	✓	0.370	1.840	1.470				1.470		

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
8	Letter to the File 3/29/2011	9784	D	NFSR	NFSR						0.000	0.600							
8		9887		NFSR	NOT	1983		2011	2012		0.000	4.010	4.010				4.010		
8		10106		NFSR	NOT	1983		2009	2010	✓	0.000	1.200	1.200				1.200		
8	Letter to the File 6/22/2011	10184		NFSR	NFSR						0.000	1.910							
8		10204		NFSR	NOT	1981		1999	2000	✓	0.000	1.750	1.750				1.750		
8		10205		NFSR	NOT	1982		2002	2003	✓	0.000	1.030	1.030				1.030		
		10206		NFSR	NOT	1981		2011	2012	✓	0.000	0.520	0.520				0.520		
8		10206		NFSR	NOT	1981		1999	2000	✓	0.520	1.490	0.970				0.970		
8		10207		NFSR	NOT	1981		1999	2000	✓	0.000	1.220	1.220				1.220		
8		10211		NFSR	NOT	1985		1999	2000	✓	0.000	0.700	0.700					0.700	
8		10230		NFSR	NOT	1982		1999	2000	✓	0.000	1.100	1.100				1.100		
8		11266		NFSR	NOT	1982		1999	2000	✓	1.090	2.120	1.030				1.030		
8		11267		NFSR	NOT	1982		1999	2000	✓	0.590	1.700	1.110				1.110		
	Sheppard Griffin Salvage																		
	TOTALS												54.453	0.352	0.000	0.000	53.401	0.700	54.453
4	Spotted Beetle	1115	A	NFSR	NOT	1964		2007	2007	✓	0.000	1.150	1.150					1.150	
4	29-Mar-02	1115	Y	NFSR	NOT	1964		2007	2007	✓	0.000	0.150	0.150					0.150	
4		1115	Z	NFSR	NOT	1964		2007	2007	✓	0.000	0.200	0.200					0.200	
4		2828		NFSR	NOT	1968		2004	2005	✓	0.321	4.680	4.359				4.359		
4		2828		NFSR	NOT	1968		2004	2004	✓	4.680	4.900	0.220					0.220	
4		2828	Y	NFSR	NOT	1968		2004	2004	✓	0.000	0.500	0.500					0.500	
4		2829		NFSR	NOT	1968		2008	2008	✓	5.397	7.660	2.263				2.263		
4		2829		NFSR	NOT	68/70		2004	2004	✓	7.660	7.850	0.190					0.190	
4		2831		NFSR	NOT	1961		2006	2007	✓	5.550	7.140	1.590				1.590		
4		2831	C	NFSR	NOT	1970		2006	2007	✓	0.000	2.500	2.500				2.500		
4		2831	Z	NFSR	NOT	1970		2005	2006	✓	0.000	0.100	0.100					0.100	
4		2847		NFSR	NOT	71/80		2006	2007	✓	0.000	6.600	6.600				6.600		
4		2847	A	NFSR	NOT	1991		2006	2007	✓	0.000	0.200	0.200				0.200		
4		2847	H	NFSR	NOT	1975		2006	2006	✓	0.000	0.100	0.100					0.100	
4		2847	K	NFSR	NOT	1980		2006	2006	✓	0.000	0.200	0.200					0.200	
4		2847	Y	NFSR	NOT	1981		2006	2006	✓	0.000	0.800	0.800					0.800	
4		9535		NFSR	NOT	1968		2004	2005	✓	0.000	0.578	0.578				0.578		
4		9734		NFSR	NOT	1961		2008	2008	✓	0.642	4.506	3.864				3.864		
4		9845		NFSR	NOT	1961		2008	2008	✓	0.000	1.000	1.000				1.000		
4		10103		NFSR	NOT	1969		2006	2007	✓	1.840	4.600	2.760				2.760		
4		10103	Y	NFSR	NOT	1975		2005	2006	✓	0.000	0.900	0.900					0.900	
4		10119		NFSR	NOT	1981		2004	2005	✓	3.174	4.060	0.886				0.886		
4		10130		NFSR	NOT	66,80		2008	2008	✓	0.000	0.630	0.630				0.630		
4		10183		NFSR	NOT	1966		2004	2005	✓	0.000	1.202	1.202				1.202		
4		10183	Y	NFSR	NOT	1967		2004	2004	✓	0.000	0.400	0.400					0.400	
4		10338		NFSR	NOT	1975		2006	2007	✓	0.000	1.335	1.335				1.335		
4		10339		NFSR	NOT	1966		2008	2008	✓	0.000	2.200	2.200				2.200		
4		11437		NFSR	NOT	1965		2006	2007	✓	0.000	2.500	2.500				2.500		
4		11447		NFSR	NOT	1991		2008	2008	✓	0.000	0.760	0.760				0.760		
4		11449		NFSR	NOT	1975		2006	2006	✓	0.000	0.500	0.500					0.500	
4		11452		NFSR	NOT	1961		2008	2008	✓	0.000	3.300	3.300				3.300		
4		11453		NFSR	NOT	1961		2005	2006	✓	0.612	2.200	1.588				1.588		
4		11454		NFSR	NOT	1980		2005	2006	✓	0.000	0.400	0.400					0.400	
4		11459		NFSR	NOT	1991		2006	2007	✓	0.000	2.220	2.220				2.220		
4		11467		NFSR	NOT	61/80		2005	2006	✓	0.000	1.300	1.300					1.300	

ROAD DECOMMISSIONING PROJECTS

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4		11472		NFSR	NOT	1962		2005	2006	✓	0.000	0.650	0.650					0.650	
4		11472	A	NFSR	NOT	1963		2005	2006	✓	0.000	0.150	0.150					0.150	
4		11496		NFSR	NOT	1965		2004	2005	✓	0.000	0.149	0.149				0.149		
	Spotted Beetle TOTALS												50.394	0.000	0.000	0.000	42.484	7.910	50.394
4	Sullivan Creek Road Repair																		
4	28-Sep-94	547		NFSR	NOT	1962		1995	1996	✓	5.600	6.780	1.180				1.180		
4	Contract #43-0385-4-0372	547		NFSR	NOT	1962		1995	1995	✓	6.780	8.640	1.860				1.860		
4	Contract #43-0385-4-0372	547	C	NFSR	NOT	1959		1995	1995	✓	0.000	3.000	3.000				3.000		
	Sullivan Creek Road Repair TOTALS												6.040	0.000	0.000	0.000	6.040	0.000	6.040
6	West Side Reservoir Post-Fire	895	A	NFSR	NOT	59/65		2010	2010	✓	3.820	6.700	2.880				2.880		
6	1/12/2005	895	D	NFSR	NOT	1971		2009	2010	✓	9.300	10.800	1.500				1.500		
6		895	D	NFSR	NOT	1971		2005	2006	✓	10.800	12.540	1.740				1.740		
6		1601		NFSR	NOT	1970		2008	2007	✓	0.000	0.430	0.430				0.430		
6		1601		NFSR	NOT	1970		2005	2006	✓	0.430	2.400	1.970				1.970		
6		1607	A	NFSR	NOT	1980		2012	2013		0.000	0.530	0.530					0.530	
6		1609	B	NFSR	NOT	1988		2008	2009	✓	0.000	1.610	1.610				1.610		
6		1610		NFSR	NOT	66/76		2008	2009	✓	0.800	2.100	1.300				1.300		
6		2806		NFSR	NOT	70/75		2008	2008	✓	1.820	5.600	3.780				3.780		
6		2807		NFSR	NOT	1965		2008	2008	✓	0.000	2.386	2.386				2.386		
6		2817	A	NFSR	NOT	61/68		2010	2010	✓	0.000	0.360	0.360				0.360		
6		2817	B	NFSR	NOT	68/92		2010	2010	✓	0.000	1.310	1.310				1.310		
6		2818		NFSR	NOT	70/92		2005	2006	✓	0.000	2.610	2.610				2.610		
6		5253		NFSR	NOT	1970		2008	2009	✓	0.000	1.000	1.000				1.000		
6		5255		NFSR	NOT	70/79		2008	2009	✓	0.000	1.270	1.270				1.270		
6		5323		NFSR	NOT	63/68		2010	2010	✓	0.000	1.580	1.580				1.580		
6		5345		NFSR	NOT	1966		2008	2008	✓	0.000	0.337	0.337				0.337		
6		9688		NFSR	NOT	1975		2008	2008	✓	0.000	0.500	0.500					0.500	
6		9690		NFSR	NOT	1981		2005	2006	✓	0.000	0.850	0.850				0.850		
6		9691		NFSR	NOT	81/87		2005	2006	✓	0.000	0.600	0.600				0.600		
6		9692		NFSR							0.000	0.230	0.230	0.230					
6		9794		NFSR	NOT	1962		2008	2008	✓	0.000	1.345	1.345				1.345		
6		9797		NFSR	NOT	1970		2009	2010	✓	2.100	2.950	0.850				0.850		
6		9797	A	NFSR	NOT	1985		2009	2010	✓	0.000	0.370	0.370				0.370		
6		9834		NFSR	NOT	1980		2005	2006	✓	0.000	0.300	0.300					0.300	
6		9836		NFSR	NOT	1978		2007	2008		0.000	1.300	1.300				1.300		
6		9836	A	NFSR	NOT	1978		2007	2008		0.000	0.800	0.800				0.800		
6		9838		NFSR	NOT	1969		2005	2006	✓	4.240	5.940	1.700				1.700		
6		9841		NFSR							0.000	0.180	0.180	0.180					
6		9841		NFSR	NOT	1970		2005	2006	✓	0.180	0.580	0.400				0.400		
6		9842		NFSR	NOT	1979		2007	2008		0.000	0.350	0.350					0.350	
6		9862		NFSR	NOT	1981		2010	2010	✓	0.000	1.140	1.140				1.140		
6		9864		NFSR	NOT	1980		2005	2006	✓	0.000	1.440	1.440				1.440		
6		9865		NFSR	NOT	1980		2005	2006	✓	0.000	0.490	0.490				0.490		
6		10171		NFSR	NOT	1974		2005	2006	✓	0.000	0.400	0.400				0.400		
6		10172		NFSR	NOT	1974		2005	2006	✓	0.000	0.500	0.500				0.500		
6		10173		NFSR	NOT	1992		2005	2006	✓	0.000	0.350	0.350				0.350		
6		10293		NFSR	NOT	76/81		2009	2010	✓	0.000	1.300	1.300				1.300		

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6		10293	A	NFSR	NOT	1981		2009	2010	✓	0.000	0.900	0.900				0.900		
6		10331		NFSR	NOT	1971		2005	2006	✓	0.000	0.800	0.800				0.800		
6		10341		NFSR	NOT	1970		2005	2006	✓	0.000	0.890	0.890				0.890		
6		10341	A	NFSR	NOT	1992		2005	2006	✓	0.000	0.360	0.360				0.360		
6		11026		NFSR	NOT	1988		2008	2009	✓	0.000	1.610	1.610				1.610		
6		11028		NFSR	NOT	1988		2008	2009	✓	0.000	0.610	0.610				0.610		
6		11051		NFSR	NOT	1992		2010	2010	✓	0.000	0.580	0.580				0.580		
6		11054		NFSR	NOT	1992		2007	2008		0.000	0.600	0.600				0.600		
6		11061		NFSR	NOT	1970		2007	2007	✓	0.000	0.830	0.830				0.830		
6		11061		NFSR	NOT	1970		2005	2006	✓	0.830	1.800	0.970				0.970		
	West Side Reservoir Post-Fire																		
	TOTALS												50.138	0.410	0.000	0.000	48.048	1.680	50.138
6	Wounded Buck Quarry																		
	16-Mar-99	5339	A	NFSR	NFSR														
	Wounded Buck Quarry																		
	TOTALS												0.000	0.000	0.000	0.000	0.000	0.000	0.000
	GRAND TOTALS			NOTE: When new projects are added, manually update the sum formula.									888.211	125.618	888.211	70.659	527.465	164.469	1776.422
				CUMULATIVE TOTALS FOR FISCAL AND CALENDAR YEARS															
	TOTALS PRIOR TO "1995" THAT ARE LISTED ON THIS SHEET																0.300	11.000	11.300
	miles accomplished 1/1 - 9/30/95														0.950		18.980	42.510	62.440
	FISCAL YEAR TOTALS "1995"												178.840	83.600	0.950		19.280	53.510	157.340
	miles accomplished 9/30 - 12/31/95														4.230		2.940	21.830	29.000
	CALENDAR YEAR TOTALS "1995"												178.840	54.600	5.180		22.220	75.340	157.340
	miles accomplished 1/1 - 9/30/96														27.280		0.000	1.600	28.880
	FISCAL YEAR TOTALS "1996"												326.110	171.410	32.460		22.220	76.940	303.030
	miles accomplished 9/30 - 12/31/96														0.000		0.000	11.500	11.500
	CALENDAR YEAR TOTALS "1996"												326.110	159.910	32.460		22.220	88.440	303.030
	miles accomplished 1/1 - 9/30/97														9.290		0.000	0.000	9.290
	FISCAL YEAR TOTALS "1997"												437.710	282.620	41.750		22.220	88.440	435.030
	miles accomplished 9/30 - 12/31/97														18.500		0.610	0.000	19.110
	CALENDAR YEAR TOTALS "1997"												438.320	264.120	60.250		22.830	88.440	435.640
	miles accomplished 1/1 - 9/30/98														17.410		0.950	0.420	18.780
	FISCAL YEAR TOTALS "1998"												457.650	257.240	77.660		23.780	88.860	447.540
	miles accomplished 9/30 - 12/31/98														0.000		0.000	0.000	0.000
	CALENDAR YEAR TOTALS "1998"												457.650	257.240	77.660		23.780	88.860	447.540
	miles accomplished 1/1 - 9/30/99														0.000	33.680	39.080	0.000	72.760
	FISCAL YEAR TOTALS "1999"												568.960	295.790	77.660	33.680	62.860	88.860	558.850
	miles accomplished 9/30 - 12/31/99															9.240	104.860	0.000	114.100
	CALENDAR YEAR TOTALS "1999"												678.480	378.980	0.000	42.920	167.720	88.860	678.480
	miles accomplished 1/1 - 9/30/00															22.230	14.310	0.700	37.240
	FISCAL YEAR TOTALS "2000"												680.520	343.780	0.000	65.150	182.030	89.560	680.520
	miles accomplished 9/30 - 12/31/00															0.000	0.000	0.000	0.000
	CALENDAR YEAR TOTALS "2000"												680.520	343.780	0.000	65.150	182.030	89.560	680.520
	miles accomplished 1/1 - 9/30/01															0.000	1.250	0.000	1.250
	FISCAL YEAR TOTALS "2001"												680.520	342.530	0.000	65.150	183.280	89.560	680.520
	miles accomplished 9/30 - 12/31/01															0.000	0.000	0.000	0.000

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	CALENDAR YEAR TOTALS "2001"												670.210	332.020	0.000	65.150	183.280	89.560	670.010
	miles accomplished 1/1 - 9/30/02															0.000	0.000	0.000	0.000
	FISCAL YEAR TOTALS "2002"												670.210	332.020	0.000	65.150	183.280	89.560	670.010
	miles accomplished 9/30 - 12/31/02															0.000	55.344	1.200	56.544
	CALENDAR YEAR TOTALS "2002"												808.492	413.958	0.000	65.150	238.624	90.760	808.492
	miles accomplished 1/1 - 9/30/03															-2.320	-0.620	14.110	11.170
	FISCAL YEAR TOTALS "2003"												804.542	403.888	0.000	62.830	238.004	104.870	809.592
	miles accomplished 9/30 - 12/31/03															0.000	25.255	0.000	25.255
	CALENDAR YEAR TOTALS "2003"												809.854	378.840	0.000	62.830	263.259	104.870	809.799
	miles accomplished 1/1 - 9/30/04															7.840	6.544	15.250	29.634
	FISCAL YEAR TOTALS "2004"												809.244	348.451	0.000	70.670	269.803	120.120	809.044
	miles accomplished 9/30 - 12/31/04															0.000	16.082	0.257	16.339
	CALENDAR YEAR TOTALS "2004"												810.183	333.251	0.000	70.670	285.885	120.377	810.183
	miles accomplished 1/1 - 9/30/05															0.000	0.000	0.700	0.700
	FISCAL YEAR TOTALS "2005"												810.183	332.141	0.000	70.670	285.885	121.077	809.773
	miles accomplished 9/30 - 12/31/05															0.000	20.398	6.990	27.388
	CALENDAR YEAR TOTALS "2005"												894.163	389.143	0.000	70.670	306.283	128.067	894.163
	miles accomplished 1/1 - 9/30/06															0.000	18.406	3.600	22.006
	FISCAL YEAR TOTALS "2006"												894.839	367.813	0.000	70.670	324.689	131.667	894.839
	miles accomplished 9/30 - 12/31/06															0.000	24.659	0.000	24.659
	CALENDAR YEAR TOTALS "2006"												895.128	343.443	0.000	70.670	349.348	131.667	895.128
	miles accomplished 1/1 - 9/30/07															0.000	18.910	8.220	27.130
	FISCAL YEAR TOTALS "2007"												895.128	316.313	0.000	70.670	368.258	139.887	895.128
	miles accomplished 9/30 - 12/31/07															0.000	11.990	2.970	14.960
	CALENDAR YEAR TOTALS "2007"												895.518	301.743	0.000	70.670	380.248	142.857	895.518
	miles accomplished 1/1 - 9/30/08															0.000	36.210	2.400	38.610
	FISCAL YEAR TOTALS "2008"												879.470	247.085	0.000	70.670	416.458	145.257	879.470
	miles accomplished 9/30 - 12/31/08															-0.011	9.845	0.000	9.834
	CALENDAR YEAR TOTALS "2008"												880.704	238.485	0.000	70.659	426.303	145.257	880.704
	miles accomplished 1/1 - 9/30/09															0.000	6.265	0.000	6.265
	FISCAL YEAR TOTALS "2009"												886.969	238.485	0.000	70.659	432.568	145.257	886.969
	miles accomplished 9/30 - 12/31/09															0.000	16.160	0.000	16.160
	CALENDAR YEAR TOTALS "2009"												870.958	206.314	0.000	70.659	448.728	145.257	870.958
	miles accomplished 1/1 - 9/30/10															0.000	48.642	6.200	54.842
	FISCAL YEAR TOTALS "2010"												881.366	161.880	0.000	70.659	497.370	151.457	881.366
	miles accomplished 9/30 - 12/31/10															0.000	0.000	0.000	0.000
	CALENDAR YEAR TOTALS "2010"												881.366	161.880	0.000	70.659	497.370	151.457	881.366
	miles accomplished 1/1 - 9/30/11															0.000	1.770	2.970	4.740
	FISCAL YEAR TOTALS "2011"												881.366	161.880	0.000	70.659	499.140	154.427	886.106
	miles accomplished 9/30 - 12/31/11															0.000	8.860	-0.750	8.110
	CALENDAR YEAR TOTALS "2011"												879.006	146.670	0.000	70.659	508.000	153.677	879.006
	miles accomplished 1/1 - 9/30/12															0.000	9.555	3.470	13.025
	FISCAL YEAR TOTALS "2012"												879.157	133.796	0.000	70.659	517.555	157.147	879.157
	miles accomplished 9/30 - 12/31/12															0.000	0.000	0.000	0.000
	CALENDAR YEAR TOTALS "2012"												879.157	133.796	0.000	70.659	517.555	157.147	879.157
	miles accomplished 1/1 - 9/30/13															0.000	0.850	2.600	3.450
	FISCAL YEAR TOTALS "2013"												879.157	141.733	0.000	70.659	518.405	159.747	890.544
	miles accomplished 9/30 - 12/31/13															0.000	0.000	0.530	0.530
	CALENDAR YEAR TOTALS "2013"												887.594	138.253	0.000	70.659	518.405	160.277	887.594
	miles accomplished 1/1 - 9/30/14															0.000	4.220	2.797	7.017
	FISCAL YEAR TOTALS "2014"												887.594	138.253	0.000	70.659	522.625	163.074	894.611

Maintained by Trisha Kassner

ROAD DECOMMISSIONING PROJECTS

DIST	Decision Name	Road No.	Spur	Beginning System	System Now	Year Const	Pres. Init. \$\$	Year Reclaim (CY)	Year Reclaim (FY)	AD-112 on file	Beg. M.P.	End M.P.	Total Length	Only Has Decision	Category 3 Roads Reclaimed & Left as System Roads, Still Monitor for A19	Category 1 System Roads Reclaimed and Moved to Historic But Still Monitor for A19	Category 2 System Roads Reclaimed and Moved to Historic = Revegetated - No Monitoring	Category 4 Moved to Historic, Naturally Revegetated, No Contract Work Needed, No Monitoring	TOTALS
	2009 (FY10) NOTE: Added Firefighter Project.																		
	2009 (FY10) NOTE: Paint Emery Project mileage updated due to ground survey: added 0.245 miles to road 2834.																		
	2009 (FY10) NOTE: West Side Reservoir mileage updated due to ground survey: added 0.10 of Decom. miles to road 9797.																		
	2010 (FY10) NOTE: Added Project - "Road Management on PC Lands Acquired with LWCF" - for total of +0.35 miles.																		
	2010 (FY10) NOTE: Road 11069 under Firefighter Project was incorrectly entered as decommission entire road, only 0.10 miles to be decommissioned adding 0.15 miles back onto system.																		
	2010 (FY10) NOTE: Road 9705 under Crane Mountain Salvage was verified as being only 0.729 miles long as opposed to 1.00 miles. 0.271 miles was dropped from having been decommissioned.																		
	2010 (FY10) NOTE: Road 1048 under Paint Emery was modified under the Firefighter Project resulting in leaving miles open on the north end and the south end (adjustment of -2.496 miles).																		
	2010 (FY10) NOTE: Road 9854 under Paint Emery was erroneously shown as being decommissioned beginning at MP 1.30 - the decision shows it beginning at MP 1.80 just beyond road 9854A (adjustment of -0.500 miles).																		
	2010 (FY10) NOTE: Road 9778 under Paint Emery was erroneously shown as being decommissioned beginning at MP 1.81 to the end (northern end). Decision was to waterproof and leave on system (adjustment of -0.69 miles).																		
	2010 (FY10) NOTE: Road 9778 under Paint Emery mileage changed from beginning at 0.55 to 0.576 to reflect ground conditions (adjustment of -0.026)																		
	2010 (FY10) NOTE: Road 11140 under Paint Emery was shown as being decommissioned beginning at MP 0.00 to 0.09. Firefighter Project decision is leave on system (adjustment of -0.09 miles).																		
	2010 (FY10) NOTE: Road 5334 under Paint Emery was shown as being decommissioned beginning at MP 0.00 to 1.50, actual ground miles was 0.00 to 1.519 (adjustment of +0.019 miles).																		
	2010 (FY10) NOTE: Added new Decision: Road Management on Plum Creek Land Acquired with WLCF, Sections 9 and 10; T21N, R17W (adjustment of +0.82 miles)																		
	2011 (FY11) NOTE: Road 10184 under Sheppard Griffin (originally planned to be decommissioned) is now being kept as NFSR (adjustment of -1.910 miles).																		
	2011 (FY11)NOTE: Roads 9784D & 9784B under Sheppard Griffin (originally planned to be decommissioned) are now waterproofed and being kept as NFSR (adjustment of -0.6 and -0.37 miles, respectively - for a total of -0.97 miles). As of 10/31/2011, we are still waiting on a letter to the file officially keeping these on the system.																		
	2011 (CY11)NOTE: Road 10206 under Sheppard Griffin from MP 0.00-0.520 was inadvertently left off of this spreadsheet. (added +0.520 miles)																		
	2012 (CY12) NOTE: MP on road 315E under Big Mtn changed from decision map of 0.43 (no MP provided) to accurate ground-measured MP of 0.311. (added +0.119 miles)																		
	2012 (CY12) NOTE: BMP on road 1962 under Moose Post-Fire Project changed from 1.010 to 0.978 to reflect accurate on-the-ground berm placement (added +0.032 miles).																		
	2013 (CY13) NOTE: Rd 11241 re-routed in 2011 under Lost Mountain Reconstruction; re-named OB section 'Lost Mtn Re-route' # 11241H, 0.120 mi. long; Status = DE & System = NOT. Unsure if this will affect decommission miles.																		
	2013 (FY14) NOTE: Glacier Loon Fuels Reduction Project Decision of 2/13/13 was added on 11/21/2013																		
	2014 (FY2015) NOTE: Type-o on mileage Rd 11648A in Glacier Loon: actual road mileage is 0.380, not 0.180. Entire road was decommissioned under no-work-needed (added +0.200 miles).																		
	2015 (CY2015) NOTE: Clarification on Road 2989 mileage from Good Cr. Resource Management; map was accurate, mileage was not (added +0.203 miles).																		



**United States Department of Agriculture
Forest Service**

**Glacier View Ranger District
Flathead National Forest
Flathead County, Montana**

July 2010

SHORTY and COAL CREEKS STREAM RESTORATION PROJECT

DECISION MEMO

I. DECISION TO BE IMPLEMENTED

The decision involves activities in two watersheds, Shorty Creek and Coal Creek, on the Glacier View Ranger District, Flathead National Forest. Shorty Creek is a third order stream within the Whale Creek drainage. It supports a population of bull trout and westslope cutthroat trout. The drainage is entirely within grizzly bear security core and Management Situation 1. An old road that has been bermed to the south at Link Lake trailhead (Road 589) extends for 7 miles to the north at Whale Creek Road 318 where it is also bermed. This road has been closed to motorized traffic since the early 1980's. Motorized traffic is occurring behind the south berm at the end of Road 589 for about 2 miles. This activity has prevented the establishment of alder and other vegetation that dominates the road bed to the north. North of this 2 mile section, down to the Shorty Creek and South Fork Shorty Creek confluence, foot traffic is nearly impossible on the road bed due to dense coverage of alder shrubs. Along the remaining section, from the confluence to the berm at the junction of the Whale Creek Road 318, there is an established horse trail on the old road bed although it is not a maintained trail.

Six culverts remain in the southern 2.5 miles of road that are undersized and pose a high risk of failure. If these culverts fail during a storm event, unnecessary sediment would be transported downstream jeopardizing spawning and rearing habitat for fish and impacting water quality. A TMDL was recently completed for Whale Creek in 2005 and this activity was identified to alleviate sediment conditions in Whale Creek. The culvert on Shorty Creek is large (8' diameter) and is at a low risk of failure; however there is no reason to retain it for management purposes.

Coal Creek is a third order stream that also supports bull trout and westslope cutthroat trout. Three actions are proposed in Coal Creek. 1) Road 10802 has naturally revegetated and only a small portion of its 4 mile length, but only a small portion lies within grizzly bear security core. Road 10802 (classified as naturally revegetated in the database) has been bermed for a decade and has been closed to motorized use. Fifteen culverts remain, many of them cross drains. Several of the culverts are undersized and pose a high risk of failure. All culverts are proposed to be removed. 2) An avalanche in 2009 partially removed a culvert on Road 5277 which made the last ¾ mile of road inaccessible. The culvert was removed in August 2009 and the stream

channel was restored to its natural width. Removal of one 24" culvert is proposed and berm installed at a better turnaround location. The road is currently gated year round. 3) Road 5279 is currently gated year round. There is one 24" culvert that is behind the gate. Removal of this culvert is proposed and berm installed.

These actions are being proposed to protect important bull trout spawning areas. If these culverts fail during a storm event, unnecessary sediment would be transported downstream jeopardizing spawning and rearing habitat for fish and impacting water quality. A TMDL was also completed for Coal Creek in 2005 and road waterproofing was identified to alleviate sediment conditions in Coal Creek.

Activities will occur between July 31 and September 1, 2010 and will not result in an increase in public use or user type. Culvert removal will take approximately 5 days in Shorty Creek and 5 days in Coal Creek.

II. PURPOSE

The purpose of the project is to restore stream channels to their proper widths at locations where culverts have previously failed and/or to remove culverts to prevent future failures along four roads that have been long abandoned.

III. PUBLIC INVOLVEMENT

Fisheries and wildlife biologists from the Montana Department of Fish, Wildlife, and Parks and U.S. Fish and Wildlife Service have been consulted and concurred with the benefits involved in this decision.

IV. REASONS FOR CATEGORICALLY EXCLUDING THE PROPOSED ACTION

A. Category of Exclusion

Decisions may be categorically excluded from documentation in an environmental impact statement (EIS) or environmental assessment (EA) when they are within one of the categories identified by the Chief to the Forest Service in Forest Service Handbook (FSH) 1909.15, Section 30.3, proposed actions may be categorically excluded from further analysis and documentation, if there are no extraordinary circumstances related to the proposed action and if the proposed action:

- "Is within one of the categories in the Department of Agriculture (USDA) NEPA policies and procedures in 7 CFR Part 1b" *or*
- "Is within a category listed in sec. 31.1b or 31.2."

This project may be categorically excluded from documentation in an EIS or EA as it is a routine activity within a category of exclusion and there are no extraordinary circumstances related to the decision that may result in a significant individual or cumulative effect on the quality of the human environment.

The proposed action falls within a category of actions listed in Forest Service Handbook 1909.15, 31.1b, Category 4: "Repair and maintenance of roads, trails, and landline boundaries."

The proposed action is for the purpose of putting long abandoned roads into a self-maintaining state where maintenance of road culverts is no longer needed. Additionally, the project falls into a category of actions under 31.2(7) "modification of maintenance of stream or lake aquatic habitat improvement structures using native material or normal practices" since stream channels will be restored to their natural stream width.

B. Relationship to Extraordinary Circumstances

Clarification of extraordinary circumstances was made by the Forest Service through an interim directive that was published in the Federal Register on August 23, 2002 and then subsequently in 2004 as Forest Service Handbook direction (see FSH 1909.15, Section 30.3). The following is a list of resource conditions that should be considered in determining whether extraordinary circumstances related to the proposed action warrant further analysis and documentation in an EA or EIS. The mere presence of one or more of these resource conditions does not preclude use of a categorical exclusion. It is the degree of the potential effect of a proposed action on these resource conditions that determines whether extraordinary circumstances exist.

A. Federally listed species proposed for Federal listing or proposed critical habitat, or Forest Service sensitive species

Threatened, endangered, and proposed species are managed under the authority of the Federal Endangered Species Act (PL 93-205, as amended) and the National Forest Management Act (PL 94-588). Under provisions of the Endangered Species Act (ESA), Federal agencies shall use their authorities to carry out programs for the conservation of listed species, and shall insure any action authorized, funded, or implemented by the agency is not likely to: (1) adversely affect listed species or designated critical habitat; (2) jeopardize the continued existence of proposed species; or (3) adversely modify proposed critical habitat (16 USC 1536).

Biological Assessments conducted for this project analyzed the potential effects of the proposed federal action on all threatened, endangered, and proposed species known or suspected to occur in the proposed action influence area. The project areas lie within an area designated as lynx critical habitat and may, affect but will not likely adversely affect critical habitat. The projects may affect but not likely to adversely affect lynx.

The projects lie within areas of MS-1 grizzly bear habitat. A biologist determined that the Shorty and Coal Creek projects may affect but will likely not adversely affect the grizzly bear as a result of proposed motorized use in grizzly security core and sent a biological assessment to the US Fish and Wildlife Service (USFWS) for informal consultation. The USFWS concurred with this determination on June 2010 with the following determination:

"Disturbance to grizzly bears is possible but would be very short-term and will not occur during the spring period, April 1 through July 1, when grizzly bear habitat is most limited. Activities in both subunits would only occur between July 31 and September 1. During this period, grizzly bears typically use mid to higher elevation sites that provide huckleberry shrub fields. This habitat type is more abundant than spring habitat, in the NCDE. Some activity will occur within grizzly bear security core. However, even if the affected segments were considered 'open roads' during activity, both subunits would continue to meet or exceed open road density and security core standards based on amendment 19 (A19). Also, the duration would be very short, no more than 10 days in Shorty Creek and 5 days in Coal Creek. Vehicle use of the area would be minimal - consisting of an excavator, and all activities would occur on or immediately adjacent to the existing road. No public use of these roads would occur. This type and level of short-term disturbance in these subunits is unlikely to have significant impacts on grizzly bears. Upon completion of activities, both open

road density and security core would return to pre-project numbers. Total road densities would not change during activity or post-project. Upon project completion, the on-the-ground effectiveness of existing road closures to provide secure habitat for grizzly bears would be increased."

The botanist determined that for threatened and endangered plant species the project will have *"No effect"* on the "threatened" water howellia and Spalding's catchfly, its habitat, or potential habitat for these species (refer to documentation in the project record).

This project fits within the conditions allowable under the *2008 Programmatic Biological Assessment (BA) of Road Related Actions on Western Montana's Federal Lands that are Likely to Adversely Affect Bull Trout (Salvelinus confluentus)* prepared by the U.S. Forest Service (USFS) and Bureau of Land Management (BLM) for road management actions on the Beaverhead-Deerlodge, Bitterroot, Flathead, Helena, Kootenai, and Lolo National Forests (refer to the BA in the project record).

The fisheries biologist determined that there will be *"a Likely to Adversely Effect"* on the threatened bull trout because of sediment delivered to the stream channel while removing culverts and is covered by the programmatic BO by the U.S. Fish and Wildlife Service (USFWS) for road related actions for bul trout.

Sensitive species are managed under Forest Service policy (Forest Service Manual [FSM] 2670). Policy directives (FSM 2672.4) state that all planned activities should be reviewed for possible effects on sensitive species. Sensitive species are to receive special management emphasis to ensure their viability and to preclude trends that could threaten the species with extinction resulting in federal listing under the Endangered Species Act (FSM 2672.1).

The Biological Evaluation (BE) prepared for "sensitive" wildlife species determined that the road decommissioning will have *"No impact"* on the following species: yellow-billed cuckoo, gray wolf, bald eagle, peregrine falcon, flammulated owl, harlequin duck, common loon, black-backed woodpecker, northern leopard frog, Townsend's big-eared bat, long-legged myotis, long-eared myotis, northern bog lemming, fisher, wolverine, northern leopard frog, and neotropical migratory birds. For the western toad, the biologist determined that it is possible that the riparian area and the streams themselves provide habitat for boreal toads. Therefore, it is possible that the proposed project *"May impact some individual boreal toads but the project is unlikely to cause a decline in population viability or lead to federal listing of this species or its habitat"* (refer to the BE in the project record).

The project will have *"No effect"* on the Regional Forester's sensitive plants listed in with habitat affinities for aquatic, fens and fen margins, other wetlands, wet coniferous forest, subalpine and alpine, upland coniferous forest; grasslands and forest openings; and moist cliffs, seeps, and talus slopes due to the lack of known occurrences or potential habitat within the project area (refer to documentation in the project record). The project may also affect individuals and habitat, but will not likely contribute to a trend towards federal listing or cause a loss of viability for all Regional Forester's sensitive plants with habitat affinities for riparian habitat guilds. This determination is based on the presence of some potential habitat for this habitat group within and near project area (refer to documentation in the project record).

The fisheries biologist determined for the "sensitive" westslope cutthroat trout the effects of the road decommissioning "*May adversely affect individuals but will not lead towards a trend of Federal listing*" (refer to documentation in the project record). This project will result in an increase of sedimentation that will affect juvenile cutthroat. This effect will be short term but will result in a long term benefit by reducing sediment. The removal of culverts will also result in long term benefits by minimizing the risk of potential future failure.

B. Flood plains, wetlands, or municipal watersheds:

This project is not located in a municipal watershed or wetland. The project does take place in the flood plain of Shorty and Coal creeks; however, the magnitudes of the effects are low due to a temporary increase of sediment from the culvert removals while the objective is to ultimately improve habitat conditions, not impact them. Wetlands will not be impacted.

C. Congressionally designated areas, such as wilderness, wilderness study areas, or national recreational areas

Project activities do not occur in any Congressionally designated areas.

D. Inventoried roadless areas

Project activities do not occur in an inventoried roadless area.

E. Research Natural Areas

Project activities do not occur in a research natural area.

F. American Indians and Alaska Native religious or cultural sites, archaeological sites, or historic properties or areas

No known historic or cultural sites have been identified within the project boundary by the forest archeologist and (refer to reports in the project record).

As a result of the above discussion and supporting project record documentation, I find that the degree of effect on extraordinary circumstances does not warrant preparation of an environmental assessment or environmental impact statement.

V. FINDINGS REQUIRED BY OTHER LAWS

The Flathead Land and Resource Management Plan (Forest Plan) establishes management direction for the Flathead National Forest. This management direction is achieved through the establishment of Forest goals and objectives, standards, and guidelines, and Management Area goals and accompanying standards and guidelines. Project implementation consistent with this direction is the process in which desired conditions described by the Forest Plan are achieved. The National Forest Management Act requires that all resource plans are to be consistent with the Forest Plan (16 USC 1604(i)).

The Forest Plan management area for this area is MA 12 and MA17 which includes riparian

areas consisting of aquatic, riparian, and a portion of terrestrial ecosystems along most perennial streams, lakes, ponds, marshlands, bogs, and some important seasonal flow streams. Disturbance activities will be occurring with these riparian areas; however, these activities are intended to provide long term benefit for aquatic habitat. Additionally, the project will reestablish perennial stream flow and remove a fish barrier culvert.

The proposed action is consistent with Flathead Land and Resource Management Plan (LRMP) direction related to Best Management Practices for road maintenance shown of pages II-40 thru II-45 which were designed to protect the quality of the water resource. The proposed action is consistent with Flathead LRMP direction for road maintenance described on page II-54.

I find that after reviewing Forest Plan direction, my decision is consistent with its goals, standards, and objectives.

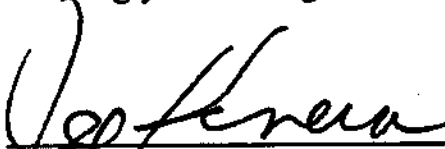
This decision is not expected to negatively affect the civil rights of consumers, minority groups, women, or Indian tribes. Subsistence activities will not be disproportionately reduced for any of the identified groups. The Flathead Indian Reservation is 80 miles from the project area, and the project area does not provide resources that cannot also be found in the surrounding area or in closer proximity to the reservation. This decision is not expected to negatively affect wildlife that may be used for subsistence. No environmental health hazards are expected to result from implementation of the decision. This project should not disproportionately affect one income group over another. This project is in compliance with Executive Order 12898, which requires Federal actions to address environmental justice in minority and low-income populations. The USDA is an equal opportunity provider and employer.

To the best of my knowledge, this decision complies with all other applicable laws, regulations, and policies such as the National Forest Management Act, National Environmental Policy Act, the Clean Water and Air Acts, Endangered Species Act, and the Equal Employment Opportunity Act.

VI. IMPLEMENTATION

This decision is not subject to administrative appeal pursuant to 36 CFR 215.12(f). Implementation of this decision will begin in August 2010 during low flow periods and be completed prior to September 1, 2010 to avoid impacts to spawning bull trout.

Detailed records of the environmental analysis are available for public review at the Hungry Horse Ranger Station, 10 Hungry Horse Drive (P.O. Box 190340), Hungry Horse, Montana 59919. For more information on this stream restoration decision, contact Pat Van Eimeren, at the Hungry Horse Ranger Station (406) 387-3863.


JIMMY J. DEHERRERA

District Ranger
Glacier View and Hungry Horse Ranger Districts

7/27/10
Date

BIOLOGICAL ASSESSMENT FOR TERRESTRIAL WILDLIFE SPECIES SHORTY AND COAL CREEK STREAM RESTORATION PROJECT FLATHEAD NATIONAL FOREST

I. INTRODUCTION

The purpose of this Biological Assessment is to review the possible effects of the proposed federal action on threatened, endangered, and proposed species and their habitats. Threatened, endangered, and proposed species are managed under the authority of the Federal Endangered Species Act (PL 93-205, as amended) and the National Forest Management Act (PL 94-588). Under provisions of Section 7 (a) (2) of the Endangered Species Act of 1973 as amended, federal agencies shall use their authorities to carry out programs for the conservation of listed species, and shall insure any action authorized, funded, or implemented by the agency is not likely to: (1) adversely affect listed species or designated critical habitat; (2) jeopardize the continued existence of proposed species; or (3) adversely modify critical habitat (16 USC 1536).

This Biological Assessment analyzes the potential effects of the proposed federal action on all threatened, endangered, and proposed species known or suspected to occur in the proposed action influence area (Table 1). This species list was confirmed from the Montana Field Office of the US Fish and Wildlife Service on November 2, 2009. Life history information on these species can be found in the reference document "The Distribution, Life History, and Recovery Objectives For Region One Threatened, Endangered, and Proposed Terrestrial Wildlife Species" (USDA Forest Service 2001) and is incorporated by reference in this Biological Assessment.

Table 1. Threatened, Endangered, and Proposed Terrestrial Wildlife Species Known or Suspected to Occur within the Influence Area of the Proposed Action.

Species	Status	Occurrence
Canada Lynx (<i>Lynx canadensis</i>)	Threatened	Resident
Grizzly Bear (<i>Ursus arctos</i>)	Threatened	Resident

Determination of Effects

Implementation of the proposed Federal action: 1) "may affect - is not likely to adversely affect" grizzly bears, 2) "may affect, but is not likely to adversely affect" Canada lynx, and 3) "may affect, but is not likely to adversely affect" Canada lynx critical habitat.

Consultation Requirements

In accordance with the Endangered Species Act (ESA), its implementation regulations (50 CFR 402.13), and FSM 2671.4, the Flathead National Forest is required to request written concurrence or consultation from the United States Fish and Wildlife Service (FWS) with respect to determinations of potential effects on Canada lynx, Canada lynx critical habitat, and grizzly bears.

Need For Re-Assessment Based On Changed Conditions

The Biological Assessment findings are based on the best current data and scientific information available. A revised Biological Assessment must be prepared if: (1) new information reveals affects, which may impact threatened, endangered, and proposed species or their habitats in a manner or to an extent not considered in this assessment; (2) the proposed action is subsequently modified in a manner that causes an affect, which was not considered in this assessment; or (3) a new species is listed or habitat identified, which may be affected by the action.

II. PROPOSED ACTION

The purpose of the project is to restore segments of the Shorty Creek and Coal Creek stream channels to their proper width at locations where culverts have previously failed and to remove culverts to prevent future failures along a road that has been long abandoned. If these culverts fail during a storm event, unnecessary sediment would be transported downstream. Culvert removal is needed to: 1) maintain water quality and 2) prevent sediment from being transported downstream, jeopardizing important spawning and rearing habitat for Threatened bull trout as well as cutthroat trout.

Shorty Creek

Shorty Creek is a third order stream within the Whale Creek drainage—a stream that flows into the North Fork Flathead River. The project not only includes culvert removal and streambed restoration, but would also fortify closure devices on a restricted road where illegal motorized use is occurring.

The culverts are accessed by Road #589, which is approximately 7 miles in length. The south end of Road 589 is bermed at the Link Lake Trailhead and the north end is bermed at its junction with Whale Creek Road 318. A total of eight culverts are planned for removal in the upper 1 ½ miles of the South Fork of Shorty Creek. One culvert is planned for removal in the lower 2 ½ miles of Shorty Creek (Map 1). Six of these culverts are undersized and pose a high risk of failure. If these culverts fail during a storm event, unnecessary sediment would be transported downstream, jeopardizing spawning and rearing habitat for fish and impacting water quality. A TMDL was recently completed for Whale Creek in 2005 and the proposed culvert removal was identified to alleviate detrimental sediment conditions in Whale Creek.



Figure 1 – Example of proposed culvert removal and stream restoration in Shorty Creek.

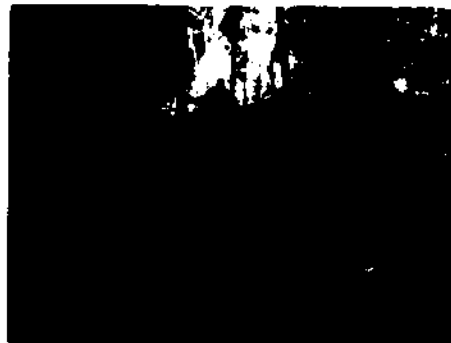


Figure 2 – Culvert to be removed from Shorty Creek/ S. Fk. Shorty Cr.

Culvert removal would occur between July 31 and September 1, 2010. The excavator would access culverts in the upper end of the South Fork of Shorty Creek from the Link Lake Trailhead. The excavator would access culverts in the north end of Shorty Creek from the Whale Creek Road. This would result in trampling of brush on Road #589, leaving stubs from broken off shrubs and small trees sticking up on two sections of the roadbed (Map 1). Stream restoration and replacement of road closures would take a maximum of 5 days in each location. The excavator would be used to remove culverts, restore the stream channel, and re-close each end of Road #589 with numerous berms, logs, rocks, and brush once stream work is completed. A flatbed truck would be used to haul away old culverts once they are dug out to open roads by the excavator.

Coal Creek

A TMDL was completed for Coal Creek in 2005 and road waterproofing was identified to alleviate sediment conditions in Coal Creek. All fifteen culverts remaining on three closed roads in the Coal Creek drainage are proposed for removal: 1) Road 10802, 2) Road 5277 and 3) Road 5279. Several of the culverts are undersized and pose a high risk of failure.

Road 10802 - has been bermed for a decade and has been closed to motorized use. It is classified as naturally revegetated in the database. A small portion of its 4-mile length lies within grizzly security core. Thirteen remaining culverts would be removed, followed by replacement of existing berms.

Road 5277- is currently gated year round. An avalanche in 2009 partially removed a culvert on Road 5277, making the last ¾ mile of road inaccessible. This culvert was removed in August 2009 and the stream channel was restored to its natural width. There is one more 24" culvert behind the gate. Removal of this culvert is proposed, followed by installation of a berm at a better turnaround location.

Road 5279 - is currently gated year round. There is one 24" culvert behind the gate. Removal of this culvert, followed by installation of a berm, is proposed.

Culvert removal would take approximately 5 days, occurring between July 31 and September 1, 2010. Roads would be signed as closed to the public while the excavator is removing culverts, so temporary use of Roads #5277 and 5279 would meet administrative use requirements (USDA Forest Service 1995 as amended).

III. SPECIES ASSESSMENT

Grizzly Bear

Environmental Baseline- Population and Habitat Status

The proposed project is within the 5.7 million acre Northern Continental Divide Ecosystem (NCDE). The NCDE is thought to contain the largest population of grizzly bears in the lower 48 states. A USGS

population estimate based on DNA sampling (Kendall 2009) estimated that the minimum number of grizzly bears in the NCDE was 765.2 with a 95% CI of 715 to 831 bears. This method of estimating the population is more accurate than methods used in the 1993 Recovery Plan. Estimates of numbers of resident bears are not specifically available at the subunit level.

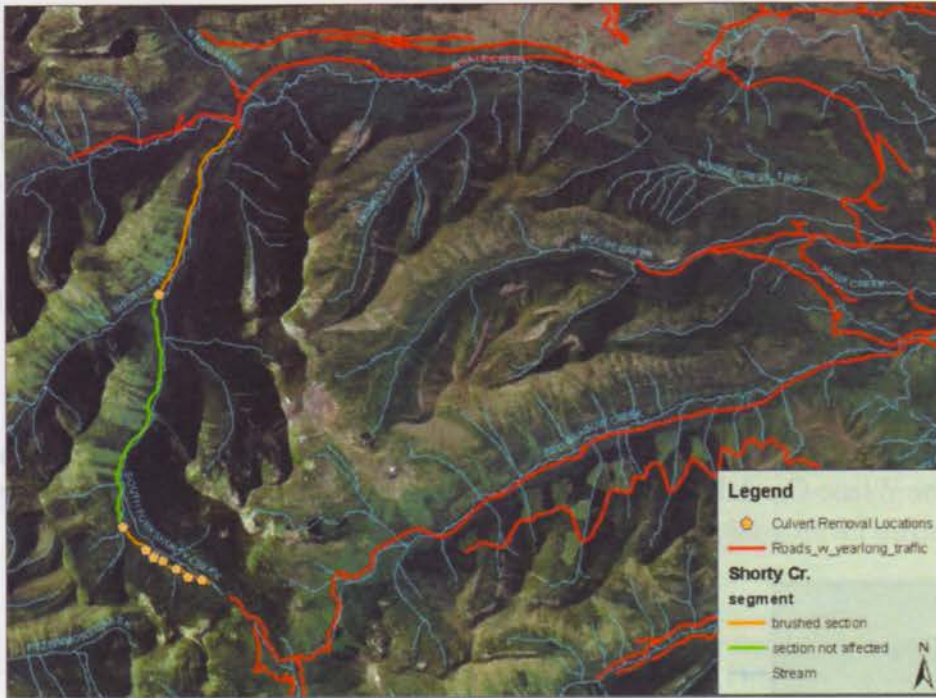
The proposed projects lie within the Upper Whale Shorty and Coal/South Coal grizzly bear subunits located in the Upper North Fork Flathead River Bear Management Unit (BMU) (Maps 1 and 2). Proposed activities that could directly or indirectly affect grizzly bears are contained within these subunits. Each subunit is large enough to include the home range of a female grizzly bear and to represent the effects of proposed activities across the landscape. The Grizzly Bear Recovery Plan (1993) provides recovery goals and objectives for the grizzly bear. The subunits are designated as grizzly management situation 1 (MS-1)(Table 2) habitat. Grizzly use is well known in the project analysis areas. The Flathead Forest Plan (pages II-38 to II-51 and amendments) provides management direction, standards and guidelines for project planning.

Table 2 Grizzly Bear Management Situation 1 Description (IGBC 1986)

Situation 1	
Population and Habitat Conditions	
The area contains grizzly population centers (areas key to the survival of grizzly where seasonal or year-long grizzly activity, under natural, free-ranging conditions is common) and habitat components needed for the survival and recovery of the species or a segment of its population. The probability is very great that major Federal activities or programs may affect (have direct or indirect relationships to the conservation and recovery of) the grizzly.	
Management Direction	
Grizzly habitat maintenance and improvement (improvement does not apply to National Park Service), and grizzly-human conflict minimization will receive the highest management priority. Management decisions will favor the needs of the grizzly bear when grizzly habitat and other land use values compete. Land uses which can affect grizzlies and/or their habitat will be made compatible with grizzly needs or such uses will be disallowed or eliminated. Grizzly-human conflicts would be resolved in favor of grizzlies unless the bear involved is determined to be a nuisance. Nuisance bears may be controlled through either relocation or removal but only if such control would result in a more natural free-ranging grizzly population and all reasonable measures have been taken to protect the bear and/or its habitat (including area closures and/or activity curtailments).	

Table 3. Grizzly Bear Population and Habitat Status

Bear Management Unit	Subunit	Subunit Acres	Bear Mgmt Area	Habitat	Mortality
Upper North Fork Flathead	Upper Whale Shorty Creek	33,857	MS-1	Year-round habitat	No known mortalities since 1982
Upper North Fork Flathead	Coal/South Coal	25,277	MS-1	Year-round habitat	1 adult, legal harvest hunting, 1981



Map 1 – Upper Whale Shorty Grizzly Bear Subunit and Proposed Culvert Removal Sites



Map 2 – Coal & South Coal Grizzly Bear Subunit and Proposed Culvert Removal

A19 Standards on Road Access- Shorty Creek

The Upper Whale Shorty subunit meets A19 standards (USDA Forest Service 1995 as amended) with an open route density of 12%, a total route density of 10%, and security core of 86% (Table 4) (1 March 2009 A19 Report).

The proposed project is entirely within grizzly bear security core. Road #589 has been closed to motorized traffic with numerous berms since the early 1980's, but illegal use by off-road vehicles is occurring on a ½ to 1 ½ mile section of the road at the south end of Road #589 (Figure 3). Deep snow covers brush on this section of the roadway in winter and snow machine use also occurs on the road. North of this section, downstream to the Shorty Creek and South Fork Shorty Creek confluence, foot traffic is nearly impossible on the road bed due to dense coverage of alder shrubs (Figure 4). Along the remaining section of Road 589, from the Shorty Creek/South Fork Shorty Creek confluence downstream to the berm at the junction of the Whale Creek Road #318, there is an established horse trail through the alder on the old road bed.



Figure 3 – Illegal ATV use on upper end of Shorty Creek

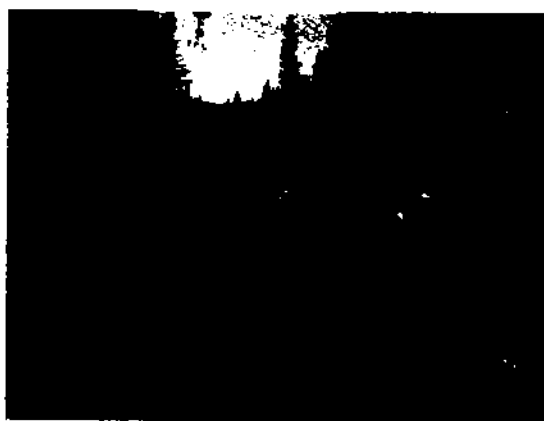


Figure 4 – Lower End of Shorty Creek Road #589

Table 4 – A19 Effects: Shorty Cr.

A19 Factor	Current and After Stream Restoration	During Stream Restoration	A19 Standard
Open Road Density (ORD)	12	15	19% or less
Total Road Density (TRD)	10	10	19% or less
% Security Core	86	81	68% or more

A19 Standards on Road Access- Coal Creek

Map 2 displays the road status within the Coal & South Coal subunit. The subunit currently meets A19 standards for open road density (19% standard) and core (68% standard), but not for total motorized access density (19% standard). (1 March 2009 A19 Report).

Table 5 – A19 Effects: Coal Cr.

A19 Factor	Current and After Stream Restoration	During Stream Restoration	A19 Standard
Open Road Density (ORD)	15	15	19% or less
Total Road Density (TRD)	24	24	19% or less
% Security Core	71	68	68% or more

The Coal & South Coal subunit has a Total Motorized Access Density (TMAD) of 24%, so motorized administrative use is restricted in this subunit. As stated in the Biological Assessment (BA) for the A19 Revised Implementation Schedule (2009), all motorized use requests will be scrutinized and approval will be made directly by the District Ranger or another Forest Line Officer. Motorized administrative use would be limited to specific activities, including watershed improvement projects. The proposed project qualifies as an acceptable administrative use.

Direct and Indirect Effects Analysis – Shorty Cr.

- In order to access culverts for removal, an excavator would trample alder and small trees on two sections of the old roadbed totaling approximately 4 miles. Although the road would be reclaimed, sections of the roadbed would have less cover for a period of 3-4 years, until trampled alder grows back to its present height and density. Stems of shrubs and trees (resulting from trampling) would stick up on the road surface, making travel difficult. Cover is good in areas adjacent to the roadbed.
- Excavator use on Road #589 (which is in security core habitat), could result in short-term, temporary disturbance/displacement of grizzlies. This effect would be of very short duration (less than 10 days) and would occur during August, a time period when available bear habitat is abundant within the subunit. The proposed activity would not cause increased disturbance or displacement during the spring or fall hunting seasons.
- The subunit currently meets all A19 standards and would still meet A19 standards during culvert removal (Table 4). Once road segments are closed, the Upper Whale Shorty subunit would return to the current situation.
- The middle section of Road #589, approximately 3 miles in length, would not be used in order to maintain dense cover which makes human travel very difficult, maintaining grizzly bear security.
- Once culverts have been removed and the road is reclosed, the proposed project would help reduce illegal, motorized off-road vehicle use on the upper ½ to 1 1/2 miles of Shorty Creek Road #589, allowing it to become brushed in and providing more secure habitat for grizzly bears in the long term.

Direct and Indirect Effects - Coal Cr.

- The road segments proposed for culvert removal are not currently brushed in with vegetation, so cover removal is not an issue.
- Motorized use, including excavator use on Road #10802 (which is in security core habitat), could result in short-term, temporary disturbance/displacement of grizzlies. This effect would be of very short duration (less than 5 days) and would occur during August, a time period when available bear habitat is abundant within the subunit. The proposed activity would not cause increased disturbance or displacement during the spring or fall hunting seasons.

- Although the subunit does not currently meet A19 standards for *total* road density, the subunit does meet standards for *security core* and *open* road density and would continue to do so during the short duration of proposed activities (Table 5).

Direct and Indirect Effects Common to Shorty and Coal Creek

- The proposed project does not increase the potential for bears to become habituated or conditioned to human-related foods (i.e. livestock feed, garbage). Any seeding or shrub planting used to stabilize stream banks would be done in a manner that will not tend to attract grizzly bears or increase the likelihood of grizzly-human interactions.
- The contract would include a clause providing for the cancellation, suspension, or temporary cessation of activities if needed to resolve a grizzly-human conflict situation.
- The proposed project does not involve any road or trail construction, nor would it lead to a permanent increase in motorized access. Removal of culverts now would mean that future entries to maintain "road drainage" would not be needed.

Cumulative Effects Analysis - ESA

The culvert removal sites are surrounded by Flathead National Forest lands so there are no cumulative effects due to actions on state or private lands within the grizzly subunits. There are no Forest Service timber sales or related activities planned in this LAU in the next three years.

Determination of Effects

The proposed project "may affect - is not likely to adversely affect" grizzly bears. This determination is based upon the following rationale:

- 1) Motorized equipment would cause disturbance and potential displacement in core grizzly habitat, but it would be of insignificant intensity and duration (Project Record Exhibit 1).
- 2) The Coal & South Coal grizzly subunit meets minimum A19 standards for open road density and security core. The project would increase the on-the-ground effectiveness of existing road closures.
- 3) The Upper Whale Shorty Creek subunit greatly exceeds all minimum A19 standards before, during, and following the proposed project. The project would increase the on-the-ground effectiveness of existing road closures.

Recommendations for Removing, Avoiding, or Compensating for Adverse Effects

The project design incorporates measures to reduce effects to grizzly bear. No additional mitigation is recommended. The project would increase the effectiveness of existing road closures and eliminate the need for future culvert maintenance, resulting in a high level of habitat security and favoring the needs of the grizzly bear in the long-term.

In addition to removing culverts and replacing existing berms in Shorty Creek, the excavator would place large rocks/logs/debris on the first 600 feet of Road #589 roadbed (to the north from the Link Lake Trailhead and to the south from the Whale Creek road). After removing culverts on the upper end of Road #589, numerous berms would be constructed as the excavator works its way out. These measures should help to prevent existing, illegal motorized use. With effective barriers in place, the roadbed is expected to become brushed in again within 3-4 years. The excavator will not trample vegetation in the middle section of Road #589 (Map 1) in order to help maintain grizzly habitat security.

The project would be completed within a 5 day timeframe in one subunit and within a 10 day timeframe in another. Operations would occur during August of one year, in order to minimize disturbance and displacement of grizzly bears. Excavator use on Roads# 5277 and # 5279 would be administrative access behind existing gates. Removal of culverts and replacement of gates with berms would increase the effectiveness of two road closures. Road #589 and #10802 would be signed as closed to the public while the excavator is removing culverts.

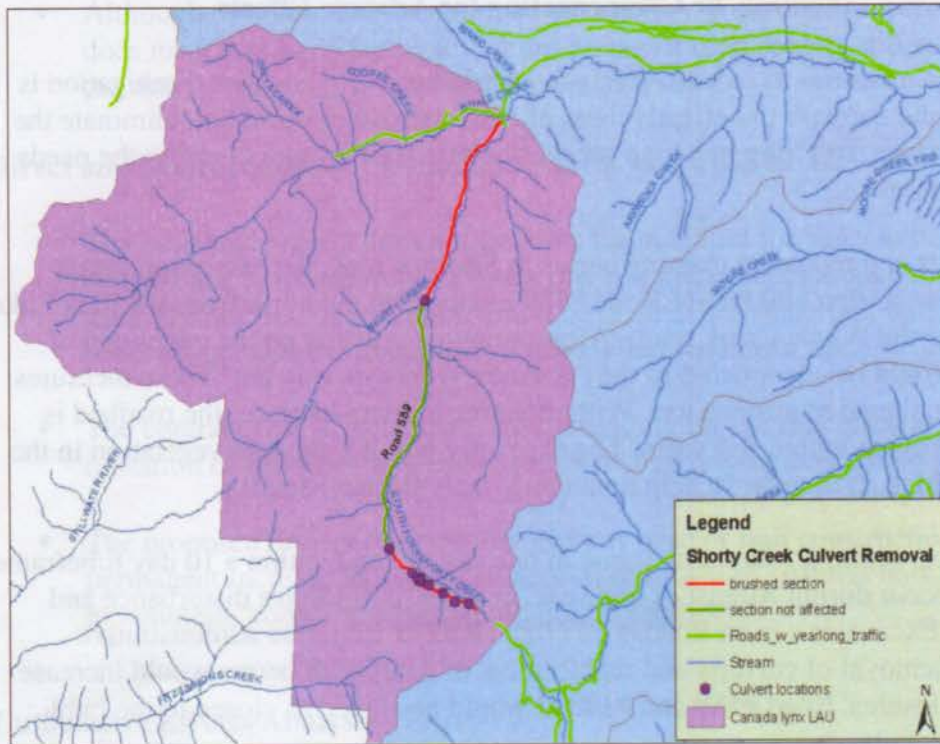
Canada lynx

Environmental Baseline- Population and Habitat Status

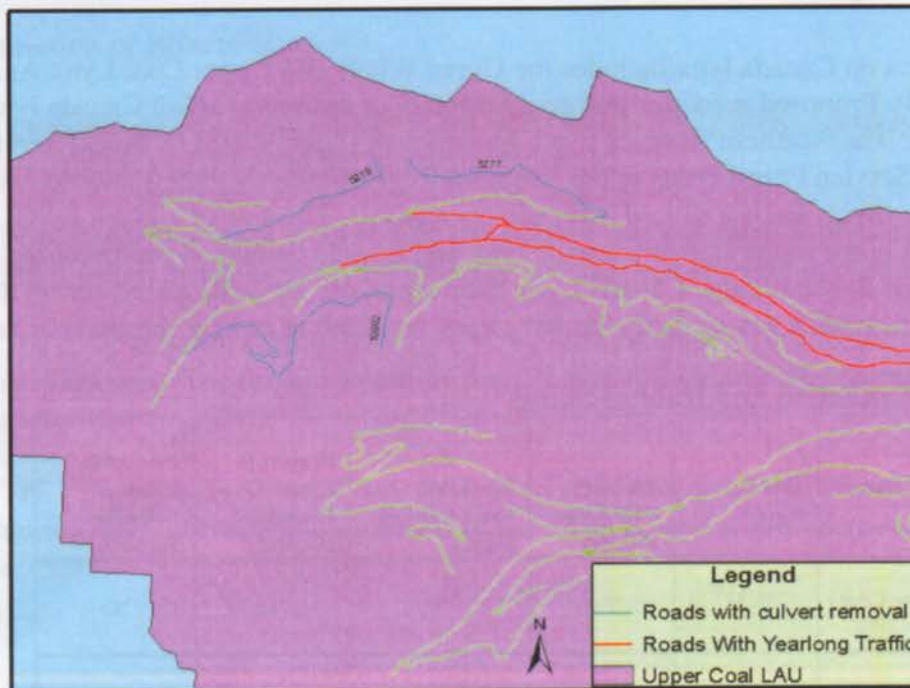
The analysis area for effects on Canada lynx includes the Upper Whale and Upper Coal Lynx Analysis Units (LAUs)(Maps 3 & 4). Proposed activities that could directly or indirectly affect Canada lynx are contained within this area. The Northern Rockies Lynx Amendment (NRLA, USDA Forest Service 2007) amended 18 Forest Service Forest Plans in the Northern Region, including the Flathead National Forest's Plan. The NRLA directs the use of LAUs for effects analysis. The size of a given LAU represents the approximate home range size of a female lynx and is large enough to represent the effects of proposed activities across the landscape. Canada Lynx habitat and use are widespread across the Flathead National Forest. Canada Lynx or their sign have been recorded in or near the analysis area.

Table 6 - Canada Lynx Population and Habitat Status

Canada Lynx Activity	LAU Name	LAU Acres	Project in FNF Lynx Habitat	Project in Lynx Critical Habitat	Project in Lynx Foraging Habitat	Project in Lynx Denning Habitat
Lynx have been reported in and near the Project Area.	Upper Coal	28,327	Yes	Yes	No	No
Lynx have been reported in and near the Project Area.	Upper Whale		Yes	Yes	Yes	No



Map 3 - Upper Whale Lynx Analysis Unit and Proposed Culvert Removal Sites



Map 4 - Coal Creek LAU and Proposed Culvert Removal Sites

Table 7 - Canada Lynx Critical Habitat Primary Constituent Element (PCE) excerpted from the Federal Register, Vol. 74, No. 36, February 25, 2009 (50 CFR Part 17).

Canada Lynx Critical Habitat PCE

Boreal forest landscapes supporting a mosaic of differing successional forest stages and containing:

- a. Presence of snowshoe hares and their preferred habitat conditions, which include dense understories of young trees, shrubs or overhanging boughs that protrude above the snow, and mature multistoried stands with conifer boughs touching the snow surface.
- b. Winter snow conditions that are generally deep and fluffy for extended periods of time.
- c. Sites for denning that have abundant coarse woody debris, such as downed trees and root wads.
- d. Matrix habitat (e.g., hardwood forest, dry forest, non-forest, or other habitat types that do not support snowshoe hares) that occurs between patches of boreal forest in close juxtaposition (at the scale of a lynx home range) such that lynx are likely to travel through such habitat while accessing patches of boreal forest within a home range.

The proposed culvert removal sites are within Unit 3 of designated lynx critical habitat and are surrounded by habitat that contains physical and biological elements essential for the conservation of the species, including its Primary Constituent Elements (Table 7) (USFWS 2009). Culvert removal sites range in elevation from approximately 4800-6000' in an area that provides deep, fluffy snow conditions in winter (PCE1b). Portions of the roadbeds with culvert removal would qualify as PCE 1a, snowshoe hare habitat. The site does not have rootwads or accumulations of down logs needed for denning (PCE1c). Portions of the roadbeds do not provide snowshoe hare habitat and would be classified as matrix habitat, PCE1d.

The Proposed culvert removal sites are located in lynx habitat mapped by the Flathead National Forest. On March 23, 2007, the U.S. Fish and Wildlife Service (USFWS) issued a Biological Opinion on the effects of the NRLA, also known as the NRLMD (U.S. Fish and Wildlife Service 2007b). The Biological Opinion was identified as the first-tier of a consultation framework, with subsequent projects that may affect lynx as implemented under the amended Forest Plans being the second tier of consultation.

Direct and Indirect Effects Analysis

- The proposed project in Shorty Creek would result in trampling of alder shrubs that provide feeding habitat for snowshoe hares (mostly stand initiation summer habitat), on approximately 4 miles of old road bed (Figure 4). Alder shrub stems, interspersed with scattered spruce and sub-alpine fir saplings, would be broken off and trampled when the excavator walks in on closed road segments, resulting in temporary loss of potential hare feeding habitat. Shrubs would begin to re-sprout the following spring and could be expected to reach their previous height and density within 3-4 years. Small spruce occurs mainly along the side of the roadbed and is beyond the path of the excavator in most road sections. The amount of shrub and small tree removal would be incidental (up to 4 acres out of 23,910 acres in the LAU; approximately .01%) (PCE1a). The middle section of Road #589 (Map 2), approximately 3 miles in length, would not be disturbed and so hare feeding habitat would be maintained in this section. Following stream restoration, the excavator would construct or reconstruct numerous berms at each end of the road and rocks/logs/brush would be placed on the first 600' of the closed roadbed to facilitate regrowth of vegetation.

- Winter activities that result in snow compaction would not occur as a result of proposed activities (PCE1b), although the area does have ongoing snowmobile use in winter.
- Removal of culverts and brush trampling on the old roadbed would not affect lynx denning habitat (PCE1c).
- The project would not affect the ability of lynx to travel through matrix habitat, would not affect habitat connectivity, and would not result in permanent destruction of lynx or snowshoe hare habitat. (PCE1d).

Cumulative Effects Analysis- ESA

There is no State or private land in the project vicinity. Other than ongoing maintenance, no other Forest Service activities are planned in these LAUs.

Determination of Effects

The proposed project "may affect, but is not likely to adversely affect" Canada lynx. The project complies with NLRMD standards and guidelines. The proposed project "may affect, but is not likely to adversely affect" Canada lynx critical habitat. This determination is based upon a short term loss of an insignificant amount (up to 4 acres or less than .01% of the affected LAU) of snowshoe hare feeding habitat on a closed road within the Upper Whale LAU. No permanent degradation or loss of habitat would occur. No conversion of the boreal forest would occur and activities would not create barriers that impede movement of lynx.

Recommendations for Removing, Avoiding, or Compensating Adverse Effects

The project design incorporates measures to reduce effects to lynx. Vegetation trampling will be to the minimal extent necessary to accomplish the project. No additional mitigation is recommended.

CONSULTATION

The Flathead National Forest will request concurrence on its determination for grizzly bear and will request concurrence on its determinations for Canada lynx and lynx critical habitat.

Prepared By:

_____ /RK/

Date: May 3, 2010

Reed Kuennen

Wildlife Biologist

Hungry Horse/Glacier View/Spotted Bear Ranger Districts

Flathead National Forest

Literature Cited

- Kendall et al 2009, K., J. Stetz, J. Boulanger, A. Macleod, D. Paetkau, G. White, Demography and genetic structure of a recovering grizzly bear population (Journal of Wildlife Management 73(1):3-17; 2009).
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- USDA Forest Service. 2001. Distribution, life history, and recovery objectives for region one terrestrial wildlife species. USDA Forest Service, Northern Region. Missoula, MT. July, 2001. 24 pp.
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- USDI Fish and Wildlife Service. 2009a. Threatened, endangered, and candidate species for the Flathead National Forest (11/02/2009). Ecological Services, Montana Field Office 585 Shepard Way, Helena, MT 59601. Web page: http://montanafieldoffice.fws.gov/Endangered_Species/Listed_Species/Forests.html
- USDI Fish and Wildlife Service. 2009b. Endangered and Threatened Wildlife and Plants: Revised Designation of Critical Habitat for the Contiguous United States Distinct Population Segment of the Canada Lynx; Final Rule. 50 CFR Part 17. Federal Register 74(36):8616-8618, 8661-8662, and 8687. February 25, 2009.

United States Department of the Interior



FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES
MONTANA FIELD OFFICE
585 SHEPARD WAY
HELENA, MONTANA 59601
PHONE (406) 449-5225, FAX (406) 449-5339

File: M19 Flathead National Forest (I)

June 21, 2010

Chip Weber, Forest Supervisor
Flathead National Forest
650 Wolfpack Way
Kalispell, MT 59901

Dear Mr. Weber:

This is in response to your May 7, 2010 request for U.S. Fish and Wildlife Service (Service) review of the biological assessment for federally listed threatened and endangered species regarding the effects of the proposed Shorty and Coal Creek Stream Restoration Project. Your request was received on May 13, 2010. The project is located in the North Fork of the Flathead River, on the Glacier View Ranger District of the Flathead National Forest (Forest), Montana.

The proposed action is to restore segments of the Shorty Creek and Coal Creek stream channels to their proper width at locations where culverts have previously failed and to remove culverts to prevent future failures along a road that has been long abandoned. The Shorty Creek portion of the project will involve the removal of nine culverts. Culvert removal would occur between July 31 and September 1, 2010 and would take a maximum of 10 days to complete. The Coal Creek portion of the project will involve the removal of 15 culverts remaining on three closed roads. Culvert removal would occur between July 31 and September 1, 2010 and would take a maximum of 5 days to complete.

The Service has reviewed the biological assessment and concurs with the determinations that the proposed action is not likely to adversely affect the threatened grizzly bear (*Ursus arctos horribilis*), the threatened Canada lynx (*Lynx canadensis*) or designated Canada lynx critical habitat. Therefore, pursuant to 50 CFR 402.13 (a), formal consultation on these species and critical habitat is not required.

The Service bases its concurrence on the information and analysis in the biological assessment prepared by Reed Kuennen, District Biologist. Shorty Creek occurs in the Upper Whale Shorty grizzly bear subunit and Coal Creek occurs in the Coal/South Coal grizzly bear subunit within the NCDE grizzly bear recovery zone. Disturbance to grizzly bears is possible but would be very short-term and will not occur during the spring period, April 1 through July 1, when grizzly bear habitat is most limited. Activities in both subunits would only occur between July 31 and September 1. During this period, grizzly bears typically use mid to higher elevation sites that provide berry shrub fields. This habitat type is more abundant than spring habitat, in the NCDE. Some activity will occur within grizzly bear security core. Use of these road segments within

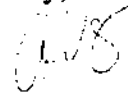
security core would result in a temporary increase in open road density and a slight decrease in the effectiveness of security core. Although the effectiveness of some areas of security core habitat in the subunits would be compromised for a very short period, 81 percent of the Upper Whale Shorty subunit and 68 percent of the Coal & South Coal subunit would continue to provide effective security core habitat during project activities. Upon completion of culvert removal activities, access management would return to pre-project conditions. Also, the duration of activity in core would be very short, no more than 10 days in Shorty Creek and 5 days in Coal Creek. Vehicle use of the area would be minimal, consisting of an excavator, and all activities would occur on or immediately adjacent to the existing road. No public use of these roads would occur. Upon completion of activities, both open road density and security core would return to pre-project numbers. Total road densities would not change during activity or post-project. Upon project completion, the on-the-ground effectiveness of existing road closures to provide secure habitat for grizzly bears would be increased.

The project is located within the Upper Whale and Upper Coal lynx analysis units in areas also designated as critical habitat for Canada lynx. Disturbance to lynx is possible but would be short-term. A small amount (approximately 4 acres) of lynx foraging habitat (PCE1a) would be impacted due to trampling of vegetation that provides feeding habitat for snowshoe hare. Most of this is in stand initiation phase and provides only summer habitat for hares, which is not considered limited. The action would not affect snow conditions (PCE1b) or lynx denning habitat (PCE1c). The project would not affect the ability of lynx to travel through matrix habitat (PCE1d), would not affect habitat connectivity, and would not result in permanent destruction of lynx or snowshoe hare habitat. The proposed action is consistent with all applicable standards and guidelines of the Northern Rockies Lynx Management Direction.

Therefore, we agree with the conclusions in the biological assessment that project-related impacts to grizzly bears, Canada lynx and designated critical habitat for Canada lynx would be insignificant. If the final proposal is changed so as to have effects on threatened or endangered species other than those described in the biological assessment, a revised biological assessment will be necessary. The Service will then issue a letter of concurrence/non-concurrence on the revised biological assessment.

We appreciate your efforts to ensure the conservation of threatened and endangered species as part of your responsibilities under the Endangered Species Act, as amended. If you have questions or comments related to this issue, please contact Katrina Dixon or me at 406-449-5225.

Sincerely,



for:
R. Mark Wilson
Field Supervisor

Krueger, Ron -FS

From: Draggoo, Michele -FS
Sent: Thursday, May 23, 2013 4:18 PM
To: Krueger, Ron -FS
Subject: FW: Shorty & Coal Creeks Stream Restoration Project - ROADS

Here is the message....come talk with me some time.

From: Van Eimeren, Pat A -FS
Sent: Wednesday, February 15, 2012 8:49 AM
To: Ake, Kathy -FS; Ganiere, John -FS; Kassner, Trisha L -FS; Stevens, Richard I -FS; Draggoo, Michele -FS; DeHerrera, Jimmy -FS
Cc: Carlin, Rob -FS
Subject: RE: Shorty & Coal Creeks Stream Restoration Project - ROADS

good news! Thanks, Kathy.

Pat Van Eimeren

Fisheries Biologist
 Flathead National Forest
 10 Hungry Horse Drive
 Hungry Horse, MT 59919
 (406) 387-3863
 Fax- (406) 387-3889



From: Ake, Kathy -FS
Sent: Tuesday, February 14, 2012 3:48 PM
To: Ganiere, John -FS; Kassner, Trisha L -FS; Stevens, Richard I -FS; Draggoo, Michele -FS; Van Eimeren, Pat A -FS; DeHerrera, Jimmy -FS
Cc: Ake, Kathy -FS; Carlin, Rob -FS
Subject: Shorty & Coal Creeks Stream Restoration Project - ROADS

All,

RE: Planned road management in Coal Creek drainage from the Shorty & Coal Creeks Stream Restoration Project.

Based upon a conversation with Rick this morning, this is my understanding of what the road management changes will be under this decision (at least for the roads in Coal Creek).

1) RD #5279 will have a berm at the beginning of the road, and will be made IMPASSABLE to motorized traffic. I don't have the specifics of what will be done to make the road impassable, but per Rick, that will be done. I suspect either "entrance obliterated" or "veg - live". Road remains on the system.

#5277 will have a berm at approximately mp 1.60, just before the junction with RD# 5277A at mp 1.66. Per Pat, there is a good spot for a turnaround just before the junction. This road will also be made IMPASSABLE. Again, I don't have the specifics of what will be done to make the road impassable, but per Rick, that will be done. I suspect either "entrance obliterated" or "veg - live". Road remains on the system.

3) RD #5277A will be made impassable as well due to the work on RD# 5277. Road remains on the system.

4) RD# 10802. Road is currently revegetated and impassable. After the culverts are pulled and work completed, this road will be made impassable again. Either "entrance obliterated" or "veg - live". Road remains on the system.

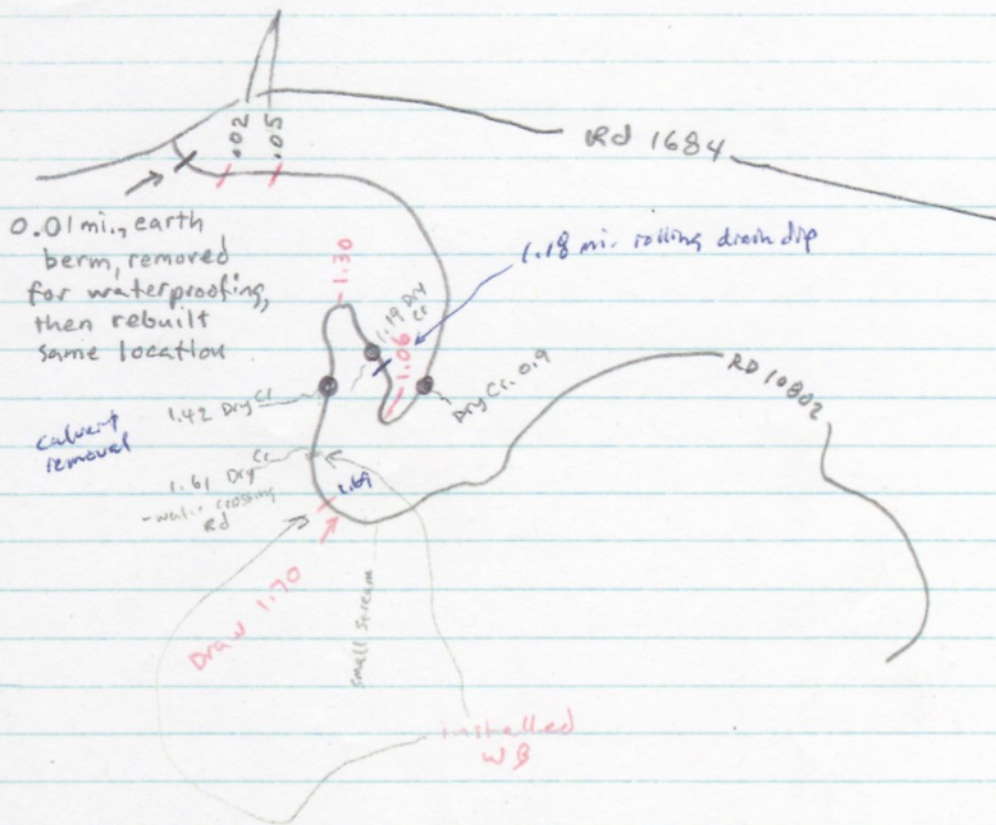
The work is to be completed this calendar year, 2012. Implementing these decisions will make the Coal & South Coal subunit fully meet A19 with 15% ORD, 19% TRD, and 74% CORE.

Kathy Ake
GIS Specialist, Flathead NF
650 Wolfpack Way, Kalispell, MT 59901
406-758-5358 kake@fs.fed.us

Water proofing Rd 10802

N + VanEimeran KH 1-M-16
John Littlefield
10-2012

0.02 mi. - Rebuilt rolling drain dip
0.05 mi. - built new rolling drain dip



See Photos
See Forms
See Road Logs

0.0 mi. Begin Project, intersec. Rd 1684 and 10802
0.01 mi. Earth berm 50T3
0.02 mi. Rebuilt rolling drain dip 100 + 5

0.09 mi. Pull 36" CMP - restore stream ... 4 + 75
1.06 mi. switch back
1.18 mi. Rolling drain d.p.
1.19 mi. Pull 36" CMP - restore stream ...
1.30 mi. switch back
1.42 mi. Pull 36" CMP - restore stream - ~

1.61 mi. Install water bar
1.69 mi. Install water bar
1.70 mi. Draw

November 30, 2016

Via Certified Mail, Return Receipt Requested

Secretary Sally Jewell
U.S. Department of the Interior
1849 C Street, N.W.
Washington, D.C. 20240

Daniel Ashe, Director
U.S. Fish and Wildlife Service
1849 C. Street N.W., Room 3331
Washington, D.C. 20240

Chief Tom Tidwell
U.S. Forest Service
1400 Independence Ave., S.W.
Washington, D.C. 20250

Supervisor Chip Weber
Flathead National Forest
650 Wolfpack Way
Kalispell, MT 59901

Sixty-Day Notice of Intent to Sue

Dear Secretary Jewell, Chief Tidwell, Director Ashe, and Supervisor Weber:

In accordance with the sixty-day notice requirement of the Endangered Species Act (“ESA”), 16 U.S.C. § 1540(g), you are hereby notified that the following organizations intend to bring a civil action against the U.S. Forest Service and the officers and supervisors to whom this letter is directed (collectively the “Forest Service”), and the U.S. Fish and Wildlife Service (“FWS”) for violating Section 7 of the ESA, 16 U.S.C. § 1536. This letter also identifies violations of the Clean Water Act (“CWA”) and the National Forest Management Act (“NFMA”). Because the claims under the CWA and NFMA are actionable pursuant to the Administrative Procedure Act (“APA”), no formal 60-day notice is necessary.¹

The name, address, telephone number and email address of the organizations giving notice are:

WildEarth Guardians
Marla Fox, Rewilding Attorney
107 SE Washington, Suite 490
Portland, OR 97206
Ph: (651) 434-7737
Email: mfox@wildearthguardians.org

Swan View Coalition
Keith Hammer, President
3165 Foothill Road
Kalispell, MT 59901
Ph: (406) 755-1379
Email: keith@swanview.org

¹ See *Oregon Natural Resources Council v. U.S. Forest Service*, 834 F.2d 842, 851-852 (9th Cir. 1987) (concluding judicial review of the requirement for federal agencies to comply with state water quality standards, 33 U.S.C. § 1323(a), is available under the APA, not the CWA’s citizen suit, and therefore not subject to the CWA’s 60-day notice requirements).

Friends of the Wild Swan
Arlene Montgomery, Program Director
P.O. Box 103
Bigfork, MT 59911
Ph: (406) 886-2011
Email: arlene@wildswan.org

As described herein, the Forest Service has violated various laws by failing to remove all stream-aligned culverts from Raghorn Road 10802. The Forest Service and FWS have violated the ESA by failing to reinitiate Section 7 consultation with the FWS concerning the effects of the Forest Service's actions on grizzly bear (*Ursus arctos*), Canada lynx (*Lynx canadensis*), lynx critical habitat, bull trout (*Salvelinus confluentus*), and bull trout critical habitat in light of new information and changed circumstances that have arisen since informal consultation was completed in 2010. 50 C.F.R. § 402.16. The Forest Service and FWS also violated the ESA by failing to ensure the Forest Service's actions are not likely to jeopardize the continued existence of grizzly bear, Canada lynx, and bull trout, or result in the destruction or adverse modification of lynx critical habitat or bull trout critical habitat. *See* 16 U.S.C. § 1536(a)(2). The Forest Service has violated the CWA by failing to ensure compliance with Montana's water quality standards. *See* 33 U.S.C. § 1323. And the Forest Service has violated NFMA by failing to remove all stream-aligned culverts from Raghorn Road 10802, contrary to the requirements of Amendment 19 to the Flathead's Forest Plan. *See* 16 U.S.C. § 1604(i).

The intent of this notice letter is to spur remedial action. Remedying the violations described in this notice letter by, for example, removing culverts remaining on Raghorn Road 10802 or re-initiating and completing lawful consultation, will avoid any need for litigation. We will file suit after the 60-day period has run unless the violations described in this notice are remedied.

LEGAL BACKGROUND

Endangered Species Act

Section 2(c) of the ESA establishes that it is "the policy of Congress that all Federal . . . agencies shall seek to conserve endangered species and threatened species and shall utilize their authorities in furtherance of the purposes of" the ESA. 16 U.S.C. § 1531(c)(1). The purpose of the ESA is to "provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved, [and] to provide a program for the conservation of such endangered and threatened species . . ." 16 U.S.C. § 1531(b).

To implement this policy, Section 7(a)(2) of the ESA requires that each federal agency consult with FWS² to ensure that any action authorized, funded, or carried out by such agency is not likely to (1) jeopardize the continued existence of any threatened or endangered species or (2) result in the destruction or adverse modification of the critical habitat of such species. *See* 16 U.S.C. § 1536(a)(2).

The ESA's consultation requirement applies "to all actions in which there is discretionary Federal involvement or control." 50 C.F.R. § 402.03. Agency actions requiring consultation are broadly

² The grizzly bear, Canada lynx, and bull trout are species under FWS's jurisdiction and were listed under the ESA subject to that jurisdiction.

defined by regulation to mean “all activities or programs of any kind authorized, funded, or carried out, in whole or in part, by Federal agencies” and includes “actions directly or indirectly causing modifications to the land, water, or air.” 50 C.F.R. § 402.02. Forest Plans, programmatic amendments and interim management plans all constitute ongoing agency action requiring consultation. *E.g., Cottonwood Environmental Law Center v. U.S. Forest Service*, 789 F.3d 1075 (9th Cir. 2015); *Lane County Audobon Soc’y v. Jamison*, 958 F.2d 290 (9th Cir. 1992).

If listed species may be present in the area of agency action, the action agency must prepare a Biological Assessment (“BA”) to determine whether the listed species may be affected by the proposed action. *See* 16 U.S.C. § 1536(c)(1); 50 C.F.R. § 402.12. If the agency determines that its proposed action “may affect” any listed species, the agency must engage in “formal consultation” with the FWS. 50 C.F.R. § 402.14; *see also* 51 Fed. Reg. 19,926, 19,949 (June 3, 1986) (explaining that “may affect” broadly includes “[a]ny possible effect, whether beneficial, benign, adverse, or of an undetermined character”).

If the action agency concludes in a BA that the activity is not likely to adversely affect the listed species or adversely modify its critical habitat, and the FWS concurs with that conclusion in a Letter of Concurrence, then the consultation is complete. 50 C.F.R. §§ 402.12, 402.14(b). If, however, the action agency determines that the activity is likely to adversely affect the listed species or its critical habitat, then the FWS completes a “biological opinion” (“BiOp”) to determine whether the activity will jeopardize the species or result in destruction or adverse modification of critical habitat. *Id.* § 402.14. If the agencies determine that an action will jeopardize the species or adversely modify critical habitat, they may propose reasonable and prudent alternative actions intended to avoid such results. 16 U.S.C. § 1536(b)(3)(A); 50 C.F.R. § 402.14(g)(5).

However, an agency’s Section 7 duties do not end with the issuance of a BA or BiOp. The action agency “cannot abrogate its responsibility to ensure that its actions will not jeopardize a listed species; its decision to rely on a FWS biological opinion must not have been arbitrary or capricious.” *Pyramid Lake Paiute Tribe of Indians v. U.S. Dep’t of Navy*, 898 F.2d 1410, 1415 (9th Cir. 1990). *See also Defenders of Wildlife v. EPA*, 420 F.3d 946, 976 (9th Cir. 2005) (rev’d on other grounds). “The duty to reinitiate consultation lies with both the action agency and the consulting agency.” *Salmon Spawning & Recovery Alliance v. Gutierrez*, 545 F.3d 1220, 1229 (9th Cir. 2008) (citing 50 C.F.R. § 402.16).

Further, once consultation is complete, the agencies have a duty to ensure that it remains valid. *See Cottonwood Environmental Law Center v. U.S. Forest Service*, 789 F.3d 1075, 1084-88 (9th Cir. 2015). To this end, an agency must re-initiate consultation if certain “triggers” occur. 50 C.F.R. § 402.16. The ESA’s implementing regulations require the Forest Service and FWS to re-initiate consultation where discretionary Federal involvement or control over the action has been retained or is authorized by law and:

- (a) If the amount or extent of taking specified in the incidental take statement is exceeded;
- (b) If new information reveals effects of the action that may affect listed species or critical habitat in a manner or to an extent not previously considered;
- (c) If the identified action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in the biological opinion; or

(d) If a new species is listed or critical habitat designated that may be affected by the identified action.

50 C.F.R. § 402.16.

After consultation is initiated or reinitiated, ESA Section 7(d) prohibits the agency or any permittee from “mak[ing] any irreversible or irretrievable commitment of resources” toward a project that would “foreclos[e] the formulation or implementation of any reasonable and prudent alternative measures . . . ” 16 U.S.C. § 1536(d). The 7(d) prohibition “is in force during the consultation process and continues until the requirements of section 7(a)(2) are satisfied.” 50 C.F.R. § 402.09.

Clean Water Act

The CWA establishes a comprehensive program “to restore and maintain the chemical, physical, and biological integrity of the Nation’s waters” by reducing and eventually eliminating the discharge of pollutants into those waters. 33 U.S.C. § 1251(a). The CWA program includes a regulatory scheme of permits, technology controls, and water quality-based pollution controls.

States are responsible for developing water quality standards to protect the desired conditions of each waterway within a state’s regulatory jurisdiction. 33 U.S.C. § 1313(c). A water quality standard includes three elements: (1) one or more designated uses, such as fish propagation; (2) numeric and narrative criteria specifying the water quality condition necessary to protect the designated uses; and (3) an antidegradation policy that ensures that uses are protected and that high quality waters will be maintained and protected. 33 U.S.C. §§ 1313(c)(2), 1313(d)(4)(B); 40 C.F.R. §§ 131.6, 131.10-12. Waters that do not meet water quality standards are deemed “water quality-limited” and placed on the CWA’s § 303(d) list. States must develop total maximum daily loads (“TMDLs”) for all § 303(d)-listed waterbodies to bring them back into compliance with applicable water quality standards.

Montana’s antidegradation policy provides that:

(1) Existing uses of state waters and the level of water quality to protect those uses must be maintained and protected. (2) Unless authorized by the department . . . or exempted from review under 75-5-317, the quality of high-quality waters must be maintained.

MCA 75-5-303 (2015). Activities exempt from review because of their low potential for harm include “activities that are nonpoint sources of pollution initiated after April 29, 1993, when reasonable land, soil, and water conservation practices are applied and existing and anticipated beneficial uses will be fully protected.” MCA 75-5-317(2)(b).

All federal agencies must comply with state water quality standards, including a state’s antidegradation policy. 33 U.S.C. § 1323(a), *Idaho Sporting Congress v. Thomas*, 137 F.3d 1146 (9th Cir. 1998).

National Forest Management Act

The Flathead Land and Resource Management Plan (Forest Plan) establishes management direction for the Flathead National Forest through goals, objectives, standards and guidelines. Under NFMA,

all site-specific plans must be consistent with the governing Forest Plan. 16 U.S.C. § 1604(i); *Native Ecosystems Council v. U.S. Forest Service*, 418 F.3d 953 (9th Cir. 2005).

The Forest Service implemented Amendment 19 to the Flathead Forest Plan to set enforceable standards to minimize negative impacts to grizzly bears from roads. Pursuant to Amendment 19, the Forest Service must reclaim a road before excluding that road from Total Motorized Road Density calculations. Stream-aligned culverts that flow at least seasonally must be removed for a road to be considered “reclaimed” and not included in calculations of Total Motorized Route Density. The Forest Service recognizes that under the current Flathead Forest Plan it must “reclaim” a road in addition to decommissioning it to reduce route densities, meaning all stream-aligned culverts must be removed. *See, e.g.*, USDA, Draft Environmental Impact Statement (May 2016), Glossary-26 – 27 (explaining that to decommission a road to meet Amendment 19 road density standards, the road must be reclaimed first).

FACTUAL BACKGROUND

Impacts from Roads

The best available science shows that roads cause significant adverse impacts to National Forest resources. A 2014 literature review from The Wilderness Society surveys the extensive and best available scientific literature—including the Forest Service’s General Technical Report synthesizing the scientific information on forest roads (Gucinski 2001)—on a wide range of road-related impacts to ecosystem processes and integrity on National Forest lands. *See* The Wilderness Society, *Transportation Infrastructure and Access on National Forests and Grasslands: A Literature Review* (May 2014) (Attachment C1). Erosion, compaction, and other alterations in forest geomorphology and hydrology associated with roads seriously impair water quality and aquatic species viability. Roads disturb and fragment wildlife habitat, altering species distribution, interfering with critical life functions such as feeding, breeding, and nesting, and resulting in loss of biodiversity. Roads facilitate increased human intrusion into sensitive areas, resulting in poaching of rare plants and animals, human-ignited wildfires, introduction of exotic species, and damage to archaeological resources.

Roads can harm grizzly bears through avoidance, habitat loss and fragmentation, changes in grizzly bear behavior, and direct mortality from collisions. Large expanses of un-fragmented habitat are important for feeding, breeding, sheltering, traveling, and other essential behavioral patterns. Grizzly bears tend to avoid humans and roads, leading grizzly bears to either avoid essential habitat along roads or put them at a greater risk of exposure to human-caused mortality if they do not avoid roads. Grizzly bears have been shown to avoid roads and habitat surrounding roads, even despite low levels of human use. (Mattson et al. 1987, McLellan and Shackleton 1988, Aune and Kasworm 1989, Kasworm and Manley 1990, Mace and Manley 1993, Mace et al. 1996). Management of roads in grizzly bear recovery zones is one of the most important factors in grizzly bear habitat conservation.

Roads often contribute to degraded baseline conditions in watersheds containing bull trout. Roads are a primary source of sediment impacts to developed watersheds. Accumulation of fine sediment is detrimental to bull trout habitat. Lee et al. (1997) found a pattern of decreasing strong populations of bull trout with increasing road density. Sediment delivered to streams is greatest in riparian areas where roads cross the streams. Fords and approaches to the crossings deliver sediment directly to streams. Culverts can produce a large amount of sediment if the culvert plugs and fails. Plus roads

and trails paralleling streams can interfere with large wood reaching the stream and cause increased erosion and decreased stream bank condition.

Prior Forest Service Actions Affecting Road 10802

Raghorn Road 10802 was constructed in 1983 for \$262,022 as “new construction” as part of the Coal Ridge Timber Sale. *See* Forest Service, Final Inspection Report (Sept. 2, 1983). It was assigned the system number 10802, but is later referred to as a “long-abandoned road.”

In 1992, the North Coal Salvage Timber Sale included roadwork on roads 317B, 1684, 5205, 5277, and 10802. *See* North Coal Salvage Timber Sale Decision Notice and Finding of No Significant Impact (Sept. 25, 1992), page 4 (identifying road maintenance on 10802). This decision was based on a 1992 biological assessment (BA). *See* Flathead National Forest, Biological Assessment for Federally Listed Endangered, Threatened, and Proposed Wildlife Species: North Coal Salvage Timber Sale (Aug. 31, 1992) (hereafter, 1992 BA) (assessing impacts to grizzly, gray wolf, bald eagle, and peregrine falcon).

After the Forest Service expanded the scope of work in 1994, FWS asked the Forest Service to revise its decision to include a host of road decommissioning in the area based on emerging science. FWS insisted on substantial road closures and reclamation to respond to emerging grizzly bear research and work at the IGBC level that was also being written into Amendment 19 to the Flathead’s Forest Plan. This required erosion control work, closures, culvert removals, and culvert reinforcements on about 27 roads in Coal Creek and a couple of neighboring (non-tributary) watersheds.

In response, the Forest Service forwarded to the Fish and Wildlife Service a supplemental analysis and a revised BA assessing impacts to grizzly bears from the North Coal Salvage Timber Sale. *See* Flathead National Forest, Supplement to the Biological Assessment: Grizzly Bear Security and Road Density Analysis, North Coal Salvage Timber Sale (April 19, 1994) (hereafter, 1994 BA) (analyzing road densities and road management to reclaim roads to improve grizzly bear habitat security in, *inter alia*, Coal Creek); Flathead National Forest, Revised Biological Assessment for Federally Listed Endangered, Threatened and Proposed Wildlife Species: North Coal Salvage Timber Sale (April 19, 1994) (hereafter, Revised 1992 BA) (identifying revisions to the 1992 BA).

The 1994 BA assessed the grizzly-roads-security issue using a new GIS “moving window” technology analysis. It added that after the timber sale, the road closure signs on road 10802 would be replaced with a berm and the road would be *reclaimed* to discourage access and to reclaim grizzly bear habitat security. Revised 1992 BA, page 9 (noting as to Road 10802: “After the sale, the signs will be replaced with berms and the roads *reclaimed* to discourage access (Appendix A of Supplement).”) (emphasis added).³ The road reclaiming activities were anticipated to provide secure grizzly habitat. 1994 BA at 9. For road 10802, reclamation included installing berms at the end of the sale, installing water bars, seeding grass, pulling or reinforcing culverts for up to 3 years, and pulling bans in the roads. Revised 1992 BA at Appendix A, page 2. The FWS issued a 1994 one-page letter

³ *See also id.* at 12 (explaining “[t]he proposed road *reclaiming* in BMAs C7, C8 and C9 will restore security and make habitat available after the sale is completed.”) (emphasis added); *id.* at 17 (stating “[a]fter sale activities, road closures and *reclaiming* will be implemented according to Appendix A: Road Reclaiming Plan in the Supplement to this BA.”) (emphasis added).

of concurrence, concluding, “the Service does not anticipate incidental take of listed species as a result of the proposed project. The road management direction provided through the timber sale greatly improves habitat security conditions for grizzly bears throughout the analysis area.” *See* May 5, 1994 Letter from Kemper M. McMaster, Field Supervisor, to Joel Holtrop, Forest Supervisor.

A 1995 Forest Service road and culvert inspection log for Road 10802 concludes that the road was drivable to milepost (MP) 2.25 and walkable for another 1.17 miles. *See* Mike Diemert, Sediment Source Inventory Worksheet (July 11, 1995). It notes numerous corrugated metal pipes that had plugged inlets, some failure, and one major cut slope slump at MP 2.25. It states the road will require major rehabilitation work to put it to sleep, and that the road is under a previous salvage timber sale so some rehab work may be completed.

2010 Shorty & Coal Creek Restoration Project

In 2010, the Forest Service proposed the Shorty and Coal Creeks Stream Restoration Project to restore stream channels to their proper widths at locations where culverts had previously failed, and to remove culverts to prevent future failures along four abandoned roads. *See* Shorty and Coal Creeks Stream Restoration Project Decision Memo (July 2010) (hereafter, 2010 Decision Memo). The Forest Service determined that 15 culverts remain open on Road 10802. *Id.* at 1. It stated that “[s]everal of the culverts are undersized and pose a high risk of failure.” *Id.* The Forest Service proposed to removal all culverts on Road 10802. Subtracting the one culvert each removed from roads 5277 and 5279 under the Shorty Coal Decision, this means 13 culverts were to be removed from 10802.

Impacts from 2010 Project on Grizzly, Canada Lynx, Bull Trout, and Westslope Cutthroat Trout

In support of its 2010 decision, the Forest Service prepared a BA assessing impacts to grizzly bear and Canada lynx. *See* Biological Assessment for Terrestrial Wildlife Species: Shorty and Coal Creek Stream Restoration Project, Flathead National Forest (May 3, 2010) (hereafter, 2010 BA). Part of the restoration project was in the Coal/South Coal grizzly bear subunit of the Upper North Fork Flathead River Bear Management Unit. *Id.* at 4 (noting that “[g]rizzly use is well known in the project analysis areas.”). It was also in the Upper Coal Lynx Analysis Unit. *Id.* at 9 (adding that “Canada Lynx or their sign have been recorded in or near the analysis area.”). The BA states part of the project’s purpose is “to remove culverts to prevent future failures along a road that has been long abandoned.” *Id.* at 2. This included removing 13 culverts from Raghorn Road 10802. *Id.* at 3 (noting that “[s]everal of the culverts are undersized and pose a high risk of failure.”). The Forest Service determined the restoration project may affect but was not likely to adversely affect grizzly bear, Canada lynx, or lynx critical habitat. 2010 BA at 1.

For grizzly bear, this determination was based in part on the conclusion that the project “would increase the on-the-ground effectiveness of existing road closures.” *Id.* at 8. The Forest Service stated the Coal and South Coal subunit currently meets Amendment 19 standards for open road density and core, but not for total motorized access density. *Id.* at 6-7 (stating a Total Motorized Access Density of 24%). It noted that increased effectiveness of existing road closures and elimination of future culvert maintenance needs would result “in a high habitat security and favor[] the needs of grizzly bear in the long term.” *Id.* at 9. The document states the Forest Service must prepare a revised BA if, *inter alia*, new information reveals affects in a manner or to an extent not considered in the 2010 BA, or the proposed action is subsequently modified in a manner that causes

an affect that was not considered in the 2010 BA. *Id.* at 2.

For Canada lynx and its critical habitat, the Forest Service based its determination on standards and guidelines of the FWS's 2007 Biological Opinion on the effects of the NRLA (also known as the NRLMD), to which it tiered its analysis. *Id.* at 11-12.

FWS prepared a 2010 concurrence letter that concluded implementation of the Shorty and Coal Creek Stream Restoration Project was not likely to adversely affect the threatened grizzly bear, threatened Canada lynx, or designated Canada lynx habitat and that therefore formal consultation was not required. *See* Fish and Wildlife Service Letter to Chip Weber, Forest Supervisor, File: M19 Flathead National Forest (June 21, 2010), page 1 (hereafter, 2010 FWS Concurrence). It based its determination on the information and analysis in the BA, including the "removal of 15 culverts remaining on three closed roads." *Id.* FWS based its concurrence with the Forest Service's effects determinations on the information and analysis in the 2010 BA. *Id.* FWS stated that "[i]f the final proposal is changed so as to have effects on threatened or endangered species other than those described in the biological assessment, a revised biological assessment will be necessary." *Id.* at 2.

As for impacts to bull trout, the Forest Service determined that the restoration project fit within the conditions allowable under existing ESA consultations. 2010 Decision Notice at 4. *See* Biological Assessment of Road Related Actions on Western Montana's Federal Lands that are Likely to Adversely Affect Bull Trout, National Forests and Bureau of Land Management in Western Montana (March 14, 2007) (hereafter, 2007 Bull Trout Programmatic BA); Biological Opinion of the Effects to Bull Trout and Bull Trout Critical Habitat from Road Management Activities On National Forest System and Bureau of Land Management Lands in Western Montana, U.S. Fish and Wildlife Service (April 29 2008) (hereafter, 2008 Bull Trout Programmatic BiOp). The consultation documents require all covered activities to meet the associated bull trout biological opinion. 2007 Bull Trout Programmatic BA at 3; 2008 Bull Trout Programmatic BiOp at 11. For gated and bermed roads, all stream-crossing structures must be removed or inspected annually. 2007 Bull Trout Programmatic BA at 19; 2008 Bull Trout Programmatic BiOp at 17-18, 25, 58-59, 71 (Terms and Conditions, 2). For stored or decommissioned roads, all stream-crossing structures must be removed. 2007 Bull Trout Programmatic BA at 18-22; 2008 Bull Trout Programmatic BiOp at 19-20, 59-60.

The 2008 BiOp states that reinitiation is required if any of the four factors listed at 50 C.F.R, § 402.16⁴ occur. *See* 2008 Bull Trout Programmatic BiOp at 73-74. Several of those factors are met here. First, in 2010 FWS designated new bull trout critical habitat that was not considered in the 2008 Bull Trout Programmatic BiOp. Second, the Forest Service's failure to remove the culverts identified in its 2010 decision is a change to the identified action as well as new information that may affect bull trout and its designated critical habitat. Finally, based on information available to us, there have been no recorded inspections of the stream-aligned culverts on Raghorn Road since 2012. *See* Dec. 29, 2015 FOIA Request from Swan View Coalition to Chip Weber, Flathead Forest Supervisor (requesting information about how the Flathead National Forest has or has not removed stream-aligned culverts or monitored those culverts, including documents related to Raghorn Road #10802) (Attachment F); *and* Jan. 28, 2016 FOIA Response from Chip Weber, Flathead Forest Supervisor (referring to the Shorty Creek and Coal Creeks Stream Restoration DN, consultation documents,

⁴ See above, legal background.

culvert inspections, and an email from K. Ake) (Attachment G). This is also a change to the identified action and constitutes new information.

The agency noted that its fisheries biologist determined the project is likely to adversely effect bull trout due to sediment delivered to stream channels while removing culverts, but that these impacts would be covered by the Programmatic BO by the FWS for road related actions for bull trout. 2010 Decision Notice at 4. The Forest Service explained the 2010 actions were proposed to protect important bull trout spawning areas. *Id.* at 2 (noting that “[i]f these culverts fail during a storm event, unnecessary sediment would be transported downstream jeopardizing spawning and rearing habitat for fish and impacting water quality.”). The agency expected culvert removal to take approximately 5 days in Coal Creek, between July 31 and September 1, 2010. *Id.* at 2.

In October of 2010, after the Forest Service had finalized its decision on the Shorty and Coal Creek Restoration Project, FWS designated Coal Creek as bull trout critical habitat in its Bull Trout critical habitat rule. 75 Fed. Reg. 63,898, 64,061-64,067 (Unit 31, Clark Fork River Basin). The Forest Service did not reinitiate consultation for the Shorty and Coal Creek Restoration Project following the October 2010 designation of bull trout critical habitat, despite work remaining to be completed on Coal Creek (i.e., remaining culverts on Raghorn Road #10802).

Westslope cutthroat trout also inhabit the Coal Creek watershed. Westslope cutthroat trout was designated a species of concern by Montana Fish, Wildlife and Parks due to a decline in populations relative to historic conditions. The Forest Service determined the restoration project may affect but will not lead towards a trend of Federal listing for westslope cutthroat trout. 2010 Decision Notice at 5. The agency based its determination on the fact that the project will increase sedimentation in the short term but will result in a long term benefit by reducing sediment, and because culvert removal will minimize the risk of potential future failure. *Id.*

Subsequent Forest Service Actions Affecting Road 10802

In October of 2012, John Littlefield of the Forest Service completed what appears to be a survey of Raghorn Road 10802. *See* Attachments D and E. The notes identify the removal of three 36-inch culverts and installation of water bars. *See* Attachment D. This is consistent with our observations in 2016. *See* Attachment A.

The 2016 Flathead National Forest decommissioning spreadsheet lists Road 10802 as still needing work. *See, e.g.,* Flathead National Forest, Road Decommissioning Projects spreadsheet maintained by Trisha Kassner (Feb. 18, 2016) (Attachment H), page 11. At present, Raghorn Road 10802 is an impassable road that the Forest Service does not include in its calculations for Total Motorized Route Density on the Flathead.

Changes to Identified Action & Significant New Information

Failure to Remove All Culverts

The Forest Service never removed all of the culverts identified in its 2010 decision for the Shorty and Coal Creek Restoration Project. The Forest Service relied on the proposed culvert removals to determine the restoration project may affect but will likely not adversely affect grizzly bear. FWS also relied on the culvert removal for its concurrence with that determination. 2010 FWS

Concurrence at 2 (“Upon project completion, the on-the-ground effectiveness of existing road closures to provide secure habitat for grizzly bears would be increased.”). Likewise, the Forest Service relied on the same information to reach its determination that the restoration project may affect but will not likely adversely affect Canada lynx and designated lynx critical habitat. The FWS also relied on that information in its concurrence with that determination. *See also* 2010 Decision Notice at 2 (noting “[f]isheries and wildlife biologists from the Montana Department of Fish, Wildlife, and Parks and U.S. Fish and Wildlife Service have been consulted and concurred with the benefits involved in this decision.”). The Forest Service also relied on the culvert removals in its determination that the project fit under the 2008 Programmatic Biological Assessment of Road Related Actions likely to affect bull trout.

The failure to remove all culverts from Raghorn Road 10802 is a change to the identified action that may affect grizzly bear, Canada lynx, lynx critical habitat, bull trout, and bull trout critical habitat in a manner not considered in the 2010 BA. The failure to remove all culverts from Raghorn Road 10802 is also new information revealing effects of the project that may affect listed species or its critical habitat in a manner or to an extent not previously considered. The Forest Service and FWS have not reinitiated consultation. Failing to reinitiate consultation despite this change to the identified action and significant new information violates ESA regulation 50 C.F.R. § 402.16.

Climate Change Science

New studies regarding the impacts of climate change reveal that the culverts remaining on Raghorn Road 10802 may affect bull trout and its designated critical habitat in a manner or to an extent not previously considered, and therefore constitute another reason the Forest Service must reinitiate consultation with FWS to assess impacts of the project on bull trout and designated bull trout critical habitat. New information shows that climate change is affecting bull trout and its critical habitat by warming stream temperatures, altering stream hydrology, and changing the frequency, magnitude, and extent of climate-induced events like floods, droughts, and wildfires. These new studies document the larger role of climate change in affecting the status of bull trout throughout their range:

- 1) Luce, C. H, J. T. Abatzoglou, and Z. A. Holden. 2013. The Missing Mountain Water: Slower Westerlies Decrease Orographic Enhancement in the Pacific Northwest USA. *Science* 342: 1360-1364 (Attachment I) (documenting declining trends in streamflow timing and volume attributed to orographic precipitation enhancement, in addition to increased temperatures).
- 2) Isaak, D. J., *et al.* 2016. Slow climate velocities of mountain streams portend their role as refugia for cold-water biodiversity. *Proc Natl Acad Sci*, DOI: 10.1073/pnas.1522429113 (Attachment J) (showing temperature resistance of mountain streams and highlighting their importance in buffering cold-water species from climate change).
- 3) Beechie, T., *et al.* 2013. Restoring salmon habitat for a changing climate. *River Res. Applic.* 29: 939-960, DOI: 10.1002/rra.2590 (Attachment K) (concluding restoring floodplain connectivity, restoring stream flow regimes, and re-aggrading incised channels are most likely to ameliorate stream flow and temperature changes and increase habitat diversity and population resilience of salmon, in contrast to restoration actions focused on in-stream rehabilitation).

The Forest Service's own Climate Shield website provides a wealth of new information identifying colder, high-elevation streams that serve as a refugia for native bull trout with the goal of improving the odds of preserving native trout populations:

- 4) U.S. Forest Service Rocky Mountain Research Station, Climate Shield Cold-Water Refuge Streams for Native Trout, *available at* <http://www.fs.fed.us/rm/boise/AWAE/projects/ClimateShield.html> (last accessed June 23, 2016).

The Forest Service predicts cold-water refuge streams will play an important role in the future protection of bull trout in light of anticipated climate change-related temperature increases. Coal Creek and its receiving waters may be a cold-water refuge stream for bull trout, and may be impacted by the culverts remaining on Raghorn Road 10802 in a way or to an extent not previously considered.

In addition, new methods of documenting bull trout, new documentation, and new studies on management and restoration efforts indicate the culverts remaining on Raghorn Road 10802 may affect the species to a greater extent than previously considered:

- 5) Benjamin, J.R., *et al.* 2016. Thermal Regimes, Nonnative Trout, and Their Influences on Native Bull Trout in the Upper Klamath River Basin, Oregon. Transactions of the American Fisheries Society 145:6, 1318-1330, DOI: 10.1080/00028487.2016.1219677 (Attachment L) (explaining the importance of using multiple descriptors of thermal regimes to understand the distribution and occurrence of fishes, including bull trout).
- 6) Auerbach, N. A., K. A. Wilson, A. I. T. Tulloch, J. R. Rhodes, J. O. Hanson, and H. P. Possingham. 2015. Effects of threat management interactions on conservation priorities. Conservation Biology 29:1626-1635 (Attachment M) (concluding species conservation management that does not consider interactions between actions may result in misplaced investments or misguided expectations of the effort to mitigate threats to species).
- 7) Barnas, K. A., *et al.* 2015. Is habitat restoration targeting relevant ecological needs for endangered species? Using Pacific Salmon as a case study. Ecosphere 6(7), art 110 (Attachment N) (identifying improvements for habitat management to improve efficiencies in matching identified needs for conserving a species with explicit management actions).
- 8) Meyer, K.A. *et al.* 2014. Bull trout trends in abundance and probabilities of persistence in Idaho. North American Journal of Fisheries Management 34:202-214 (Attachment O) (describing bull trout population trends and probability of persistence in Idaho).
- 9) Wilcox, T. M. *et al.* 2014. A blocking primer increases specificity in environmental DNA detection of bull trout (*Salvelinus confluentus*). Conservation Genetics Resources 6:283-284 (Attachment P) (newly developed environmental DNA survey methods are improving agencies' ability to assess bull trout distribution and identify watersheds where bull trout are at risk of extirpation).

This wealth of significant new information reveals the culverts remaining on Raghorn Road 10802 may affect bull trout and its designated critical habitat in a manner not previously considered. The

more recent studies were not available when the Forest Service finalized its 2010 Shorty and Coal Creek Restoration Project, or when the Forest Service completed its 2008 Programmatic BA assessing the impact of road activities on bull trout. Climate change effects were not considered as a factor affecting bull trout at the time of listing in 1999. U.S. Fish and Wildlife Service, Recovery Plan for the Coterminous United States Population of Bull Trout (*Salvelinus confluentus*) (Sept. 2015), page iv. Failing to reinitiate consultation despite this new information violates ESA regulation 50 C.F.R. § 402.16.

Water Quality in Coal Creek

The 2004 water quality and Total Maximum Daily Load assessment for Coal Creek determined the fishery beneficial use was impaired by sedimentation associated with historic logging practices and the forest road network, among other causes. U.S. EPA, Water Quality Assessment and TMDLs for the Flathead River Headwaters Planning Area, Montana (Dec. 31, 2004), page 147. It identified as examples of road sediment sources: plugged culverts at risk of failure, sediment slumps, and active streams eroding the road prism. It identified 96.3 miles of forest road in the Coal Creek watershed, only 34 miles of which were up to full Forest Service BMP standards. *Id.* at 148-149, *see also* Attachment B at 3 (maps). Montana DEQ's water quality standards attainment record for Coal Creek, Assessment Unit MT76Q002_070, states "[t]here has been a sharp, significant ($P < 0.001$) decline in bull trout since 1990" and that "[t]here are indications of sedimentation problems in the watershed, primarily from silviculture and roads." *See* Attachment C2, page 9.

In 2010 the Forest Service recognized that culvert removal on roads including Raghorn Road 10802 "is needed to: 1) maintain water quality and 2) prevent sediment from being transported downstream, jeopardizing important spawning and rearing habitat for Threatened bull trout as well as cutthroat trout." 2010 BA at 2. The Forest Service noted "[i]f these culverts fail during a storm event, unnecessary sediment would be transported downstream." *Id.*

Montana's water use classification for Coal Creek is B-1, meaning its waters "... are to be maintained suitable for drinking, culinary, and food processing purposes, after conventional treatment; bathing, swimming, and recreation; growth and propagation of salmonid fishes and associated aquatic life, water fowl and furbearers; and agricultural and industrial water supply." ARM 17.30.623. The applicable water quality standard states "No increases are allowed above naturally occurring concentrations of sediment or suspended sediment (except as permitted in 75-5-318, MCA), settleable solids, oils, or floating solids, which will or are likely to create a nuisance or render the waters harmful, detrimental, or injurious to public health, recreation, safety, welfare, livestock, wild animals, birds, fish, or other wildlife." *Id.* Compliance with this narrative water quality standard in Coal Creek is achieved through attainment of TMDL targets or other appropriate water quality measures that represent current available science.

By failing to remove the culverts on Raghorn Road 10802, the Forest Service is failing to achieve TMDL targets and failing to put in place water quality measures based on current available science.

ESA VIOLATIONS

For the following reasons, the Forest Service has violated and remains in ongoing violation of the ESA. The 60-day notice requirement is intended to provide you an opportunity to correct the actions in violation of the ESA.

1. Failure to complete adequate and lawful consultation in violation of section 7(d).

The Forest Service is in violation of section 7(d) of the ESA by deciding not to remove all culverts from Raghorn Road 10802 without adequate and lawful consultation. Such actions constitute an “irreversible and irretrievable commitment of resources” and warrant an injunction ordering the removal of the culverts. *See* 16 U.S.C. § 1536(d).

The parties giving notice will seek an order to remove the culverts remaining on Raghorn Road 10802, consistent with the agency’s 2010 Decision Notice, and a declaration that the Forest Service is in violation of law, unless the Forest Service and FWS remove the culverts or reinitiate consultation on these actions. Further, reinitiation of consultation is not sufficient to cure these violations of the ESA. Rather, the Forest Service and FWS must complete the Section 7 consultation process after reinitiation has occurred.

2. Failure to reinitiate consultation under the ESA due to change to the identified action and new information as a result of not completing the restoration project as proposed.

The Forest Service and FWS have a duty to reinitiate consultation over the impacts of the Shorty and Coal Creek Restoration Project on grizzly bear, Canada lynx, designated lynx critical habitat, bull trout, and designated bull trout critical habitat because the identified action has been modified in a manner that causes an effect to these listed species and critical habitat that was not considered in the original consultation. In the alternative, the Forest Service and FWS have a duty to reinitiate consultation over the impacts of the Shorty and Coal Creek Restoration Project on grizzly bear, Canada lynx, designated lynx critical habitat, bull trout, and designated bull trout critical habitat because the failure to remove all culverts on Raghorn Road 10802 constitutes new information since the 2010 consultation.

The failure to complete culvert removal has added stress and impaired habitat for these species to an extent not considered in the 2008 Programmatic BA, 2010 BA, or FWS’s 2010 concurrence. These factors affect grizzly bear, Canada lynx, designated lynx critical habitat, bull trout, and designated bull trout critical habitat in a manner not previously considered, triggering the need to reinitiate consultation. Failure to reinitiate section 7 consultation despite significant new information is a significant violation of the ESA. 50 C.F.R. § 402.16; *Cottonwood Environmental Law Center v. U.S. Forest Serv.*, 789 F.3d 1075 (9th Cir. 2015).

3. Failure to reinitiate consultation under the ESA due to new information about climate change and impacts to bull trout and its designated critical habitat.

The Forest Service and FWS have violated section 7 of the ESA by failing to reinitiate section 7 consultation new information revealing the culverts remaining on Raghorn Road 10802 may affect bull trout and its critical habitat in a way or to an extent not previously considered. These are significant violations of the ESA. 50 C.F.R. § 402.16; *Cottonwood Environmental Law Center v. U.S. Forest Serv.*, 789 F.3d 1075 (9th Cir. 2015).

4. Failure to reinitiate consultation despite designation of bull trout critical habitat.

The Forest Service and FWS have violated the ESA and its implementing regulations, 50 C.F.R. §

402.16, by failing to reinitiate section 7 consultation regarding the effects of the restoration project on bull trout and bull trout critical habitat, after FWS designated bull trout critical habitat in the project area. *See* Attachment B at 4 (map of critical habitat designation, including Coal Creek). This is a significant violation of the ESA. *Cottonwood Environmental Law Center v. U.S. Forest Serv.*, 789 F.3d 1075 (9th Cir. 2015).

Potential ESA “No Effect” Determination

Based on information available to us, the agency did not make any further determinations regarding the affects of the Shorty and Coal Creek Stream Restoration Project on grizzly bear, Canada lynx, designated Canada lynx critical habitat, bull trout, or designated bull trout critical habitat. If the Forest Service did make a “no effect” determination, based on the information set forth herein, that determination would be arbitrary and capricious, and contrary to law.

CWA VIOLATIONS

By failing to remove the culverts as proposed, the Forest Service failed to apply reasonable land, soil and water conservation practices in violation of Montana state water quality standards. This is a violation of the CWA, 33 U.S.C. § 1323.

NFMA VIOLATIONS

By failing to remove culverts on Raghorn Road 10802, the Forest Service has failed to fully reclaim and decommission this impassible, closed road, pursuant to Amendment 19. This road is being improperly omitted from calculations of Total Motorized Route Density. As of July 2016, 10 culverts that are stream-aligned and flow at least seasonally exist on Raghorn Road 10802. *See* Attachment A. Amendment 19 requires these culverts be removed for this road to be considered “reclaimed” and not included in calculations of Total Motorized Route Density. There are also 16 Class C culverts on Raghorn Road 10802. *See* Attachment A. Therefore the Forest Service has not “reworked to eliminate ditch water flow without the aid of cross drain culverts” as required by Amendment 19 for a reclaimed road.

CONCLUSION

We appreciate your consideration of the ESA, CWA, and NFMA violations outlined in this notice letter and hope that you will take action to resolve them. Following sixty days after this notice the listed organizations may seek injunctive, declaratory, and other relief. To avoid litigation, the Forest Service should complete culvert removal on Raghorn Road 10802 or reinitiate and complete consultation with FWS over the impacts of its actions. Please contact one of the parties providing notice to discuss effective remedies and actions.

Sincerely,

Marla Fox, Rewilding Attorney
WildEarth Guardians
mfox@wildearthguardians.org

cc: Loretta E. Lynch, U.S. Attorney General

FID	RD ID	NAME	BMP	EMP	LENGTH	InvNotes	StrmAli
0	10753	LOWER WOLF	1.5	3	1.5	WEPP survey completed as part of Crystal Cedar, multiple landslides	no
1	1670A	DRY KNOB A	0	0.5	0.5	Panel group 2, no stream aligned cmps remain	no
2	11024	JIMMIE RIDGE	0.06	0.85	0.788	2008 cmp monitoring	no
3	10919	UPPER CANYON	0	0.1	0.1	unable to locate prism, likely obliterated	no
4	895B	LOST JOHNNY	5.38	5.5	0.125	no stream aligned cmp	no
5	9716	LOWER STOPHER	0	2.84	2.84	poorly aligned and undersized cmp in Stopher Creek inventoried in 2017	yes
6	9716B	STOPHER GOFOR	0	0.82	0.82	one stream aligned cmp on ephemeral stream with partially blocked inlet and crushed outlet	yes
7	5246	YEW FLATS	0	0.4	0.4	no stream aligned cmps	no
8	9503	ANNA CREEK	1.3	1.87	0.57	no stream aligned cmps	no
9	1650	LINDGERGH BLOWDOWN	0	0.4	0.4	no stream aligned cmp	no
10	549L	BUNKER CREEK L	0	0.7	0.7	Inventoried as part of BAER assessment	no
11	5279	COAL DUST ONE	0	1.72	1.72	Panel Group 2 5 stream aligned cmps some with alignment issues. see cmp monitoring data	yes
12	10916	DEEP HELL	0	0.2	0.2	Panel group 2, no stream aligned cmps remain	no
13	568E	SPOTTED BEAR RIVER E	0	0.05	0.05	no stream aligned cmp	no
14	9831	OTILA BASIN	1.35	2	0.65	HH files	no
15	1684	COAL CREEK CONNECTO	6.9	7.5	0.6	Panel Group 2, 2 stream aligned cmps. see survey point data for more information	yes
16	11024	JIMMIE RIDGE	0.85	2	1.15	2008 cmp monitoring	no
17	2820X	MIDDLE FORK X	0	0.2	0.2	no inv. call based on hs character and obs of rd 2820	no
18	549Q	BUNKER CREEK Q	0	0.2	0.2		no
19	10802	RAGHORN	0	3.69	3.69	Panel Group 2, culverts to be removed in 2017	yes
20	895L	WEST SIDE SOUTH FORK	0	0.8	0.8	2008 cmp monitoring	no
21	2801Y	CONNOR Y	0	1.1	1.1	not inventoried due to safety and logistics 2017	
22	1675A	MAHONEY	0	0.17	0.17	one stream aligned cmp near end of road	yes
23	549S	BUNKER CREEK S	0	0.9	0.9		no
24	10753	LOWER WOLF	0	1.5	1.5	WEPP surveys compl as part of Crystal Cedar, no strm aligned cmps, landslide	no
25	1636A	PETERS CREEK	0	0.45	0.451	no stream aligned cmps	no
26	9799	CZAR CREEK ONE	0	0.48	0.484	no stream aligned cmp	no
27	2860	LOST JOHNNY RIDGE	0	4.8	4.8	multiple stream aligned cmps and water on road	yes
28	2820Z	MIDDLE FORK Z	0	0.3	0.3	no stream aligned cmps	no
29	1670B	DRY KNOB B	0	0.2	0.2	Panel group 2, no stream aligned cmps remain	no
30	5251B	GRAVES POINT B	0	0.45	0.45	no stream aligned cmp	no
31	5307A	SOUTH SIDE WHALE CRE	0	0.4	0.4	Panel Group 1	no
32	9019S	MEADOW 1	0	0.94	0.943	no stream aligned cmp	no
33	1149S	QUINTONKON CORRALS	0	0.06	0.06	no stream aligned cmp	no
34	549P	BUNKER CREEK P	0	0.4	0.4		no

FID	RD ID	NAME	BMP	EMP	LENGTH	InvNotes	StrmAli
35	5317A	SPRING MEADOW BASIN	0	0.2	0.2	no stream aligned cmps	no
36	10818	DEEP HELLROARING CRE	2.15	2.3	0.15	panel group 2	no
37	2820A	LATE CREEK	0	0.7	0.7		no
38	5234	CENTER MOUNTAIN MO	0	1.8	1.8	non priority BT watershed but to be completed with Panel Group 1	no
39	5277	COAL DUST TWO	2.3	3.67	1.37	Panel Group 2, no remaining stream aligned cmps	no
40	9792	ELK SIDEHILL	0	0.8	0.8	one stream aligned cmp with flow around pipe.	yes
41	9693	SOUTH KNieff	0	0.25	0.25	no stream aligned cmps	no
42	2801	SOUTH FORK CONNOR	2.74	3.6	0.86	no stream aligned cmp	no
43	9698	UPPER PEARL	0	0.44	0.44	hh files if decomed	no
44	549N	BUNKER CREEK N	0	0.2	0.2	Inventoried as part of BAER assessment	no
45	90196	MEADOW 2	0	0.35	0.35	no stream aligned cmp	no
46	1670C	DRY KNOB C	0	0.1	0.1	Panel group 2, no stream aligned cmps remain	no
47	9716	LOWER STOPHER	2.84	3.1	0.26	wepp inventory from 2015 Bug Creek field work	yes
48	70722	(DSL) MORAN JEEP ROAL	2.09	2.4	0.31	non BT priority watershed but completed with Panel Group 1	no
49	648D	BIG CREEK D	0	0.5	0.5	Panel group 2, no stream aligned cmps remain	no
50	568D	SPOTTED BEAR RIVER D	0	0.06	0.06	no stream aligned cmp	no
51	9767A	RIVER BEND	0.99	1.6	0.61	3 ditch relief cmps	no
52	2820Y	MIDDLE FORK Y	0	1.5	1.5	no stream aligned cmps	no
53	2817C	DOE CREEK CLAYTON CR	0	0.6	0.6	no stream aligned cmps, ditch relief cmps functioning in place	no
54	5275	WEST DEPUY CREEK	0	0.37	0.37	Panel group 2, no stream aligned cmps remain	no
55	549R	BUNKER CREEK R	0	0.6	0.6		no
56	5271C	DEPUY CREEK CONNECTI	0	1.1	1.1	2 strm aligned with significant ditch water, one cmp is only 18"	yes
57	10626	NORTH FORK PARKER	0	1.95	1.95	stream aligned cmps ruled out with inventory associated with Bug Creek WEPP	no
58	317	COAL CREEK HALLOWAT	16.2	18.5	2.32	Panel Group 2, 1 strm aligned cmp bottomless arch fully functional	yes
59	11497	UNCLE SMILEY	0	0.07	0.07	no stream aligned cmp	no
60	2820U	MIDDLE FORK U	0	1.6	1.6		no
61	90962	SV 4	0.27	0.3	0.028	no stream aligned cmp marc ruby inventory	no
62	1675	HAWK CREEK	0	0.75	0.75	non priority BT watershed but completed with Panel Group 1	no
63	5251B	GRAVES POINT B	0.45	1.28	0.833	no stream aligned cmp	no
64	9694	UPPER SOUTH KNieff	0	0.22	0.22	HH files	no
65	10754	UPPER WOLF	0	3.07	3.068	WEPP comp as part of Crystal Cedar, no strm aligned cmps, landslides, heavily vegetated	no
66	2820W	MIDDLE FORK W	0	0.6	0.6	no inv. call based on hs character and obs of rd 2820	no
67	2820V	MIDDLE FORK V	0	0.8	0.8	no inv. call based on hs character and obs of rd 2820	no
68	549M	BUNKER CREEK M	0	0.7	0.7	Inventoried as part of BAER assessment	no
69	1604	SOUTH COAL RIDGE	0.7	2.7	2	Panel Group 2, no strm aligned cmps remain	no

FID	RD ID	NAME	BMP	EMP	LENGTH	InvNotes	StrmAli
70	10818	DEEP HELLROARING CRE	0	2.15	2.15	Panel group 2, no stream aligned cmps remain	no
71	5277A	COAL DUST TWO A	0	0.28	0.28	Panel Group 2, no remaining stream aligned cmps	no
72	5277	COAL DUST TWO	1.92	2.3	0.38	Panel Group 2, ditch relief cmp not stream aligned	no
73	10802	RAGHORN	0	3.69	3.69	Panel Group 2, Raghorn Road, all stream aligned cmps being removed in 2017	yes
74	1670	DRY KNOB	0	1.2	1.2	Panel group 2, no stream aligned cmps remain	no
75	9822	CZAR FLATS	0	0.92	0.915	no stream aligned cmp	no
76	9716	LOWER STOPHER	0	2.84	2.84	one stream aligned cmp	yes
77	9716B	STOPHER GOFOR	0	0.82	0.82	excavated stream crossing	no

KH Coal Dust one 1/28/12
Sent to Trish
1-16-13 w/photo
RK

FNF
MAINTENANCE WORK ORDER

PROJECT NAME Coal Creek Water proofing DATE 7/15/2012

ROAD MAINTENANCE

ROAD NUMBER 5279

BEGINNING MILEPOST 0.19 mile

ENDING MILEPOST _____

OR LENGTH IN FEET _____ AT MP _____

BRIDGE MAINTENANCE

FEATURE NAME _____

TYPE OF STRUCTURE _____ ID# _____

LOCATION _____

WORKER NAME John Littlefield - Pat VanEimeran HOURS _____

WORKER NAME _____ HOURS _____

WORKER NAME _____ HOURS _____

MAINTENANCE CODE CMRD 10

DETAILED DESCRIPTION OF WORK PERFORMED (include detail list of parts used):

Road water proofing pulled this culvert and created an impenetrable barrier - needs to be reflected on A-19 maps / Infra ...

- See attached photo

24" dia

Colvert

on 5299

impassable