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UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF MONTANA
MISSOULA DIVISION

SWAN VIEW COALITION and FRIENDS OF THE WILD SWAN, Plaintiffs, vs. DEBRA HAALAND, Secretary of the Interior; MARTHA WILLIAMS, Director of the U.S. Fish and Wildlife Service; U.S. FISH AND WILDLIFE SERVICE; RANDY MOORE, Chief of the U.S. Forest Service; KURTIS STEELE, Forest Supervisor, Flathead National Forest; and U.S. FOREST SERVICE, Defendants.	Case No. CV 22-96-M-DLC-KLD **NOTICE OF ERRATA**

Plaintiffs Swan View Coalition and Friends of the Wild Swan hereby give notice of an error contained in the Second Declaration of Keith Hammer filed in this case on August 2, 2023 (Document 38-1). The Second Declaration of Keith Hammer erroneously included the wrong document as Exhibit 5. The correct Exhibit 5 is attached.

Respectfully submitted this 7th day of August, 2023.

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CERTIFICATE OF SERVICE

I hereby certify that on August 7th, 2023, I filed the foregoing with the Clerk of the Court using the CM/ECF system, which will cause a copy to be served on all counsel of record.

/s/ Timothy J. Preso
Timothy J. Preso

Exhibit 5

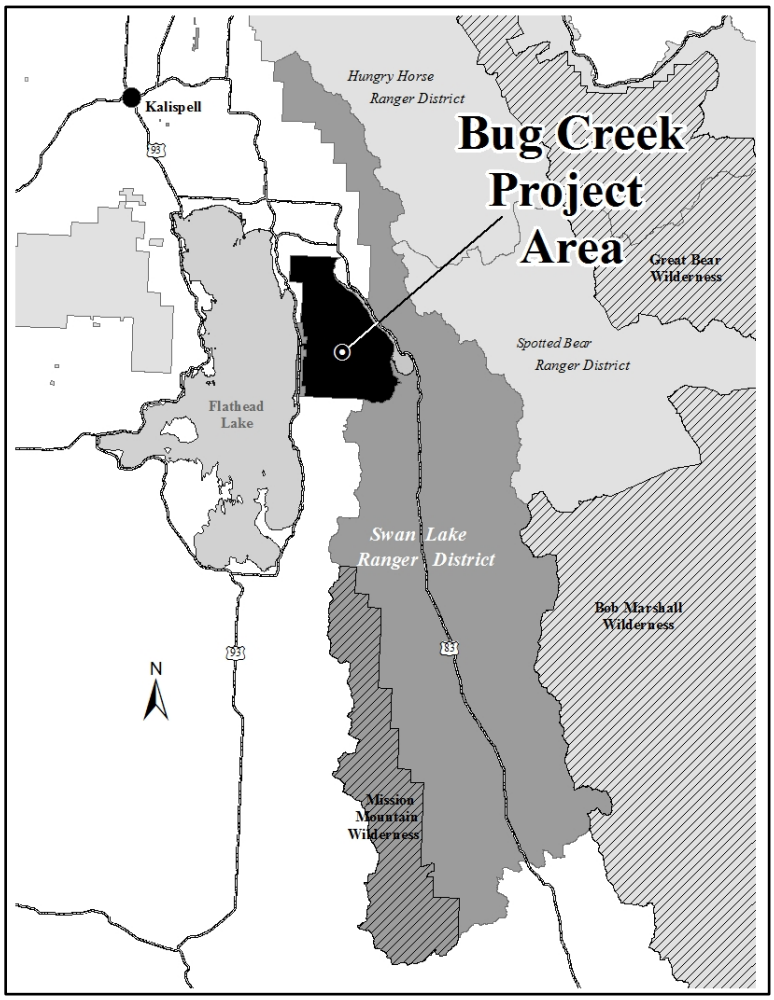
BUG CREEK INTEGRATED RESOURCE MANAGEMENT PROJECT

Purpose, Need for Action, and Proposed Activities

PROJECT AREA

The Bug Creek Project Area lies on the east and west sides of Crane Mountain between Flathead Lake and Swan Lake, on the Swan Lake Ranger District, Flathead National Forest. The Bug Creek Project is located two miles southeast of Bigfork and one mile south of Ferndale Road, east of Flathead Lake, west of Highway 83, and northwest of Swan River State Forest. The Bug Creek Project Area (36,740 acres) includes 3777 acres of private land, and 409 acres of State of Montana lands. Elevations within the Project Area range from 2920 feet to 6080 feet. There are 22,760 acres of Wildland Urban Interface (WUI) in the project area, of which 18,471 acres are on Forest Service land.

FIGURE 1. VICINITY MAP OF THE BUG CREEK PROJECT AREA



Another concern in the Crane Mountain Area is the increased unauthorized motorized use which has led to increased road and trail violations, creation of new single and two track roads in pursuit of firewood, game, and off-highway vehicle activities. The violations have created both resource damage and social conflicts with the motorized and non-motorized trails being accessed from the Estes Lake Trail. The Estes Lake Trail currently has conflicting direction on what uses are allowed: the majority of the trail located on Forest Service administered land is open to motorized use; however the portion of the trail located nearest Estes Lake on State administered land is closed to motorized use. Another component of this proposal would correct the conflicting management direction for the Estes Lake Trail.

PROPOSED ACTIONS

A team of Resource Specialists developed a strategy designed to address the Purpose and Need for Action**.** The proposal includes management activities on National Forest lands within the Project Area.

TRANSPORTATION PROPOSALS SEPARATE FROM VEGETATION MANAGEMENT PROPOSALS

Approximately 83.9 miles of road were approved to be decommissioned from the Crane Mountain salvage decision (1996); however, 59.8 miles were not implemented. This project proposes to add the roads back on to the road system from decommissioning in the Crane Mountain salvage decision (Table 2 and Appendix A).

Additionally, 1.0 mile of road is proposed for decommissioning and 22.6 miles of road is proposed for ISS not associated with the 1996 Crane decision. Two barriers will be replaced with gates on NFSR's 9713 and 9714 to maintain drive through access for wildland fire suppression and general forest management access within the project area. These transportation proposals are defined below and displayed in Table 2.

- Road Decommissioning: Decommissioning removes roads from the landscape that are no longer needed for current or future resource management, pose a threat to water quality, or reduce wildlife security. Methods for decommissioning include either full re-contouring to restore the original ground slope, or where recontouring is not appropriate due to topography, the road surface would be scarified to reduce detrimental soil compaction. Furthermore, work involves, removing all stream-aligned and cross-drain culverts and drainage structures, installing water bars, seeding and fertilizing disturbed soil, and/or blocking the entrance and abandoning the road to allow re-vegetation. The resulting long-term reduction in the impacts produced by these roads would benefit streams and wildlife in the analysis area. Road decommissioning would lower total motorized route density.

- Intermittent Stored Service (ISS)/Impassable: The road is impassable and in a condition that does not need any maintenance. These roads will have all stream aligned culverts removed. Ditch relief pipes and/or water bars will be left in order to allow water to move across the landscape without threatening the road. Roads will not be counted in total motorized route density and the first 50 to 300 feet will be treated to make the road inaccessible to wheeled motorized vehicles. Roads may become impassable as a result of a variety of means, including but not limited to one or more of the following: natural vegetation growth, road entrance obliteration, scarified ground, fallen trees, boulders, culvert or bridge removal, etc. Roads will remain on the inventoried road system. Placing roads into ISS / Impassable, rather than decommissioning, allows the watershed and wildlife risks posed by roads to be minimized, while maintaining the road on the NFS road system for future use. These roads are not likely to be used for resource management activities within

the next 10 to 20 years and are being placed into ISS to provide secure wildlife habitat and reduced road maintenance costs. ISS roads would not be returned to the productive land base.

TABLE 2. TRANSPORTATION PROPOSALS (SEPARATE FROM VEGETATION MANAGEMENT PROPOSALS)

Transportation Proposals from 1996 Crane Decision	Miles
Add NFSR 498 to System Seasonally Open	7.0
Add NFSR 10617 to System Closed Yearlong Gate	2.1
Add to System Closed Yearlong Barriers	17.0
Add to System Intermittent Stored Service (ISS)/Impassable	32.8
Decommissioning	1.0
Transportation Proposals Not Associated with 1996 Crane Decision	
Intermittent Stored Service (ISS)/Impassable	22.6
Decommissioning	1.0

RECREATION

The proposed trail system would create and add approximately 15 miles of non-motorized trails to the National Forest Trail System for management and maintenance. The trail system would be located in the northern portion of the project area west of NFSR 498 and would incorporate both existing and new trail segments into the design. Please refer to Map 2 for locations of this proposed system. As stated above, adding these trails to the system would assist in responsible resource management and provide opportunities for management through partnership agreements to maintain these trails to Forest Service Standards. All trails would be maintained in compliance with the Trails Management Handbook, Forest Service Handbook (FSH) 2309.18.

The other recreation related proposed action is to change the Estes Lake Trail (1.6 miles) from being open to motorized and non-motorized use to being open only to non-motorized use. This would correct the conflicting management direction for this trail and minimize user conflict.

VEGETATION MANAGEMENT

The proposed action was designed to improve forest stand vegetative structure and species composition. A comparison of current stand structure and composition to the desired future conditions for each stand determined the proposed silvicultural treatments (Table 3 and Appendix B). Tree retention would emphasize hardwoods and the largest dominant and co-dominant root-firm trees, which are typically western larch, ponderosa pine and western white pine. Trees retained after treatments would be dispersed over the entire harvest unit as much as possible. The proposed action would minimize impacts to riparian areas.