Appendix A. California red-legged frog critical habitat and status of fisher on Plumas National Forest

California red-legged frog critical habitat (*Rana draytonii*) units BUT-1 (Hughes Place Pond) and YUB-1 (Little Oregon Creek) are outside the action area and will not be impacted by direct, indirect or cumulative impacts of the proposed action.

Plumas National Forest is outside the current distribution of fisher (*Martes pennanti*, Figure 1 in Spencer *et al* 2015). Fisher occurs in two distinct populations in California separated by approximately 400 kilometers, one population in the north coastal and Klamath region (including a recently translocated population in the southern Cascades and northern Sierra Nevada) and one in the southern Sierra Nevada. Genetic differentiation between northern and southern fisher populations suggests the species' distributional gap was quite wide in the past; however, the gap has obviously been narrower at times based on trapping records from the 1940's (Price 1894, Grinnell *et al* 1937, Chow 2009, Knaus *et al* 2011, Tucker *et al* 2012). Numerous years of survey effort have failed to detect fisher in the area between Mt. Shasta and Yosemite National Park (Zielinski *et al* 2005), and there have been no detections or confirmed sightings of (non-translocated) fisher within this 400 kilometer distributional gap along the northern Sierra Nevada since 1990 (USDA Forest Service 2004).

Forty fishers were translocated from the Klamath region into the fisher's distribution gap during 2009-2011 (Stirling Management Area owned by Sierra Pacific Industries in Butte and Tehama counties, Facka and Powell 2010, Powell *et al* 2017). Home range establishment and reproduction have been documented in this translocated population, and total of 220 different individuals (122 females and 98 males) were captured between November 2009 and December 2017 (Powell *et al* 2017). As of 2017, most locations of fishers, including most den locations, have occurred within the Stirling boundaries; however, some females have denned in trees on both the Lassen and Plumas National Forests (<1-kilometer from the Stirling border on Plumas National Forest, Powell *et al* 2017).

A large network of camera stations managed by USDA Forest Service, California Department of Fish & Wildlife, Sierra Pacific Industries, Collin Pines, and research partners has consistently confirmed fisher presence within the Stirling Management Area, with the population potentially expanding to the north (Figure 3, Draft Outline for Fisher programmatic Biological Assessment, after Facka *et al* 2018). Two female fisher have denned on the Plumas National Forest, one in 2011 (T23N, R5E, S2) and another in 2013 (T23N, R4E, S12), within one kilometer of the Stirling border, along the North Fork of the Feather River, Mt Hough Ranger District (Swiers 2013, personal communication). The female that bred on Mt Hough in 2013 has since died. Two male fisher carrying a VHF-transmitter each made separate and short-term forays onto Plumas National Forest, with both individuals returning to the Stirling Management Area (Swiers 2013, personal communication). One female born on Stirling, and initially captured in 2012, established a home range in the Rock Creek area which borders both the Lassen and Plumas National Forests (Powell *et al* 2017). Besides translocated fisher, there are two verified historic fisher observations on Plumas National Forest. Both records are 1940's trapping records, one

from the central portion of Plumas National Forest and the other along the eastern side of the Sierra Nevada.

A small portion of Plumas National Forest, along the west side of the North Fork of the Feather River, is assumed to be occupied by fisher (Figure 1, Mt Hough and Feather River Ranger Districts). **Assumed occupied fisher habitat is not within the proposed over snow vehicle designation on Plumas National Forest (outside of action area).** Should fisher colonize Plumas National Forest in the future, the Forest Service would request re-initiation of consultation and implement forest carnivore mitigations as outlined in project mitigations to address carnivore minimization criteria for cross-country areas and trails (Appendix D and E). Discovery of a fisher den site would result in temporary closure of the surrounding area. Fisher den sites would receive a 700-acre buffer consisting of the highest quality habitat (CWHR size class 4 or greater and canopy cover greater than 60 percent) in a compact arrangement surrounding verified fisher birthing and kit rearing dens in the largest, most contiguous blocks available. Fisher den site buffers would be protected from disturbance with a limited operating period as long as habitat remains suitable or until another Regionally-approved management strategy is implemented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife.

Current spatial and temporal extent of fisher habitat use in this area is unknown. Denning occurred in 2011 and 2013, but individual's that forayed further onto the Forest, beyond occupied habitat, quickly returned to private lands adjacent to the Forest. Although potentially suitable habitat for fisher occurs on Plumas National Forest outside of occupied habitat (i.e., California Wildlife Habitat Relationships 5D, 5M, 4D, 4M), the remainder of the Forest is outside the distribution of fisher and is assumed to be unoccupied based on multiple years of (ongoing) landscape-level camera surveys failing to detect fisher, spatial ecology exhibited by transmitter-tagged individuals, and lack of occupancy during the last 70 years. Further, the Camp fire burned in-and-around occupied fisher habitat on the Forest during 2018, with unknown impacts to habitat suitability.

Plumas National Forest has partnered with Fish and Wildlife Service, California Department of Fish and Wildlife, and local stakeholders to develop a fisher monitoring strategy to detect potential dispersal from the Stirling Management Area onto the Forest. A fisher monitoring zone was delineated on Plumas National Forest lands surrounding occupied habitat (Figure 1). The Forest will conduct annual camera monitoring throughout the zone beginning 2020 (including hair-snares) to document carnivore presence. Using monitoring results and information from the Stirling Population, monitoring zone boundary and survey site priorities will be evaluated annually to increase probability of documenting fisher dispersal beyond occupied habitat, should it occur.

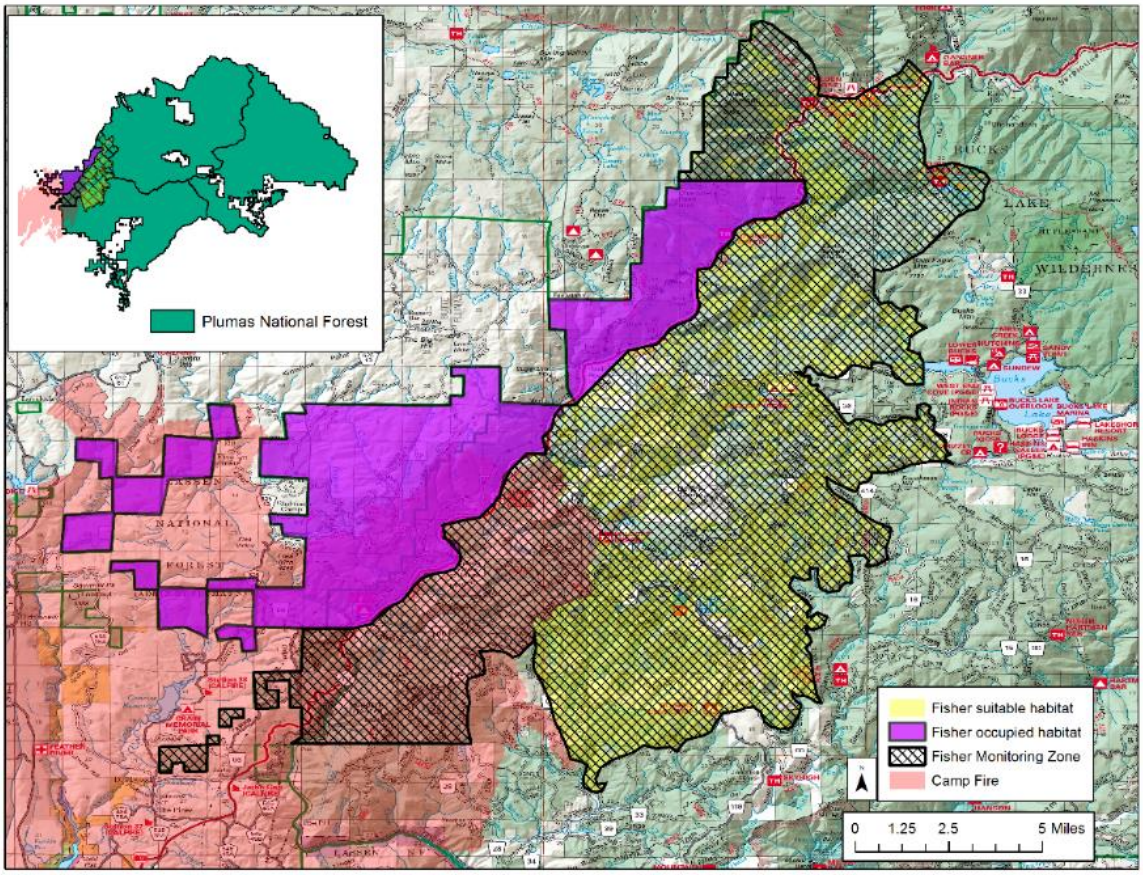

Figure 1. Occupied and suitable fisher habitat and fisher monitoring zone on Plumas National Forest in relation to the Camp fire perimeter.

Appendix B. Regulatory Framework

Laws, Executive Orders, regulations, policies, Forest Service National and Regional Manuals and Handbooks, Forest Plan direction, and State laws.

Current Management Direction

Current management direction on desired future conditions for endangered, threatened, proposed, or candidate species on the Plumas National Forest can be found in the following documents, filed at the Supervisors Office:

- Forest Service Manual and Handbooks (FSM/FSH 2670).
- National Forest Management Act (NFMA).
- Federal Endangered Species Act (ESA).
- Biological Opinion on Nine Forest Programs on Nine National Forests in the Sierra Nevada of California for the Endangered Sierra Nevada Yellow-legged Frog, Endangered Northern Distinct Population Segment of the Mountain Yellow-legged frog, and Threatened Yosemite Toad.
- National Environmental Policy Act (NEPA).

- Plumas National Forest Land and Resource Management Plan (USFS 1988) as amended. The Plumas National Forest Land and Resource Management Plan includes various amendments, of which the Sierra Nevada Forest Plan Amendment Final Environmental Impact Statement (USFS 2001) and the Sierra Nevada Forest Plan Amendment Final Supplemental Environmental Impact Statement (USFS 2004) included substantial changes to management for the protection of wildlife. Detailed information including specific standards and guidelines for species management can be found in USFS (2004).
- Species specific Recovery Plans which establish population goals for recovery of those species.
- Species management plans.
- Species management guides or conservation strategies.
- Regional Forester policy and management direction.

General Forest Service direction for threatened and endangered species is summarized below (from FSM 2670.31):

- Place top priority on conservation and recovery of endangered, threatened, and proposed species and their habitats through relevant National Forest System, State and Private Forestry, and Research activities and programs.
- Establish through the Forest planning process objectives for habitat management and/or recovery of populations, in cooperation with States, the USFWS, and other Federal agencies.
- Through the biological evaluation process, review actions and programs authorized, funded, or carried out by the Forest Service to determine their potential for effect on threatened and endangered species and species proposed for listing.
- Avoid all adverse impacts on threatened and endangered species and their habitat except when it is possible to compensate adverse effects totally through alternatives identified in a biological opinion rendered by the USFWS, or when the USFWS biological opinion recognizes an incidental taking. Avoid adverse impacts on species proposed for listing during the conference period and while their Federal status is being determined.
- Initiate consultation or conference with the USFWS when the Forest Service determines that proposed activities may have an adverse effect on threatened, endangered, or proposed species or when Forest Service projects are for the specific benefit of a threatened or endangered species.
- Identify and prescribe measures to prevent adverse modification or destruction of critical habitat and other habitats essential for the conservation of endangered, threatened, and proposed species. Protect individual organisms or populations from harm or harassment as appropriate.

Federal Laws

Wilderness Act of 1964, as amended in 1978 (16 U.S.C. 1131-1136)

The Wilderness Act specifies congressional policy to secure for the American people an enduring resource of wilderness for the enjoyment of present and future generations. It defines wildernesses as areas untrammeled by people that offer outstanding opportunities for solitude and directs agencies to manage wilderness to preserve natural ecological conditions (section 2320.6). With certain exceptions, the Act prohibits motorized equipment, structures, installations, roads, commercial enterprises, aircraft landings, and mechanical transport. The Act permits mining on valid claims, access to private lands, fire control, insect and disease control, grazing, water resource structures (upon the approval of the President), and visitor use.

Wilderness is a unique and vital resource. In addition to offering primitive recreation opportunities, it is valuable for its scientific and educational uses, as a benchmark for ecological studies, and for the preservation of historical and natural features.

Manage the wilderness resource to ensure its character and values are dominant and enduring. Its management must be consistent over time and between areas to ensure its present and future availability and enjoyment as wilderness. Manage wilderness to ensure that human influence does not impede the free play of natural forces or interfere with natural successions in the ecosystems and to ensure that each wilderness offers outstanding opportunities for solitude or a primitive and unconfined type of recreation. Manage wilderness as one resource rather than a series of separate resources.

Wild and Scenic Rivers Act of 1968 (16 U.S.C. 1271-1287)

This Act establishes the National Wild and Scenic Rivers System, designates the rivers included in the system, establishes policy for managing designated rivers, and prescribes a process for designating additions to the system.

Applicable Wild and Scenic River plans for the Plumas National Forest include the River Plan Middle Fork of the Feather River (1970), Middle Fork Feather Wild and Scenic River Operation and Maintenance Management Plan (1977), and Recreation Management Plan Middle Fork Feather River Wild and Scenic River Recreation Zone (1978).

National Forest Management Act of 1976 (90 Stat. 2949; 16 U.S.C. 1608)

Specifically for off-highway vehicle management, the National Forest Management Act (NFMA) requires that this use be planned and implemented to protect land and other resources, promote public safety, and minimize conflicts with other uses of the National Forest System (NFS) lands. NFMA also requires that a broad spectrum of forest and rangeland-related outdoor recreation opportunities be provided that respond to current and anticipated user demands.

The National Forest Management Act and regulations require that the economic impacts of decisions or plans affecting the management of renewable resources are analyzed and that the economic stability of communities whose economies are dependent on national forest lands is considered. This analysis meets the requirements of the NFMA by specifically considering the economic impacts of the implementation of the OSV use designation project and its impacts on local communities and minority populations.

Section 8(b) of the National Forest Management Act states, “any road constructed on land of the National Forest System in connection with a timber contract or other lease shall be designed with the goal of reestablishing vegetation cover on the roadway and areas where vegetation cover has been disturbed by the construction of the road, within ten years after the termination of the contract, permit, or lease.” This section of the act further states, “Such action shall be taken unless it is determined that the road is needed for use as a part of the National Forest Transportation System.”

This legal direction states that lands no longer needed for, and dedicated to, transportation or access uses should be returned to a vegetated state. Implicit in this legal direction is Forest Service responsibility to recover soil productivity on these lands, to the extent that vegetation can be re-established. Type and degree of soil recovery necessary for re-establishment of vegetation would depend on site-specific conditions and land management objectives for that area.

Section 8(c) of this act states “Roads constructed on National Forest System lands shall be designed to standards appropriate for the intended uses, considering safety, cost of transportation, and impacts on land resources.”

The National Forest Management Act prevents watershed conditions from being irreversibly damaged and protects streams and wetlands from detrimental impacts. Land productivity must be preserved. Fish habitat must support a minimum number of reproductive individuals and be well distributed to allow interaction between populations.

Multiple Use and Sustained Yield Act

The Multiple Use and Sustained Yield Act requires that economic impacts are considered when establishing management plans or decisions that may affect the management of renewable forest and rangeland resources. This report meets the requirements of this law by addressing the economic impacts of OSV use designation on the local economy.

National Environmental Policy Act of 1969

This project was developed using the principal elements from the National Environmental Policy Act (NEPA) of 1969 and the regulations for implementing the procedural provisions of the NEPA from the Council on Environmental Quality (40 CFR Parts 1500-1508) and Regulation 36 CFR Part 220. Part of the function of the Federal government in protecting the environment is to "preserve important historic, cultural, and natural aspects of our national heritage."

The National Environmental Policy Act (NEPA) requires that economic and social impacts of Federal actions be considered as part of the environmental analysis. This specialist report includes analysis on social and economic issues identified during the scoping process to meet the terms of NEPA and regulations.

National Forest Roads and Trails Act of 1964, as amended in 1968 (Public Law 90-543, 16 U.S.C. 532-538, U.S.C. 1241-1249)

This act established the National Trails System and authorizes planning, right-of-way acquisition, and construction of trails established by Congress or the Secretary of Agriculture. Prohibition regulations at 36 CFR 261.20, prohibits use of a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization. The Pacific Crest National Scenic Trail Comprehensive Plan applies as well.

Section 1 of the National Forest Roads and Trails Act states, "Congress hereby finds and declares that the construction and maintenance of an adequate system of roads and trails within and near the national forests and other lands administered by the Forest Service is essential." This system of roads is needed "to provide for intensive use, protection, development, and management of these lands under principles of multiple use and sustained yield of products and services." (16 U.S.C. 532)

Section 2 of this act states, "The Secretary is authorized, under such regulations as he may prescribe, subject to provisions of this Act, to grant permanent or temporary easements for specified periods or otherwise for road rights-of-way (1) over national forest lands administered by the Forest Service." (16 U.S.C. 533)

Implicit in this legal direction is Forest Service authority to withdraw lands from vegetation production and related soil productivity on the national forest for dedication to road and trail corridors for transportation and access uses.

This act authorizes road and trail systems for the national forests. It also authorizes granting of easements across NFS lands, construction and financing of maximum economy roads (FSM 7705), and imposition of requirements on road users for maintaining and reconstructing roads, including cooperative deposits for that work.

Annual Department of the Interior, Environment, and Related Agencies Appropriations Act

This act appropriates funds for the Forest Service's road and trail programs.

Organic Administration Act of 1897 (16 U.S.C. 473-475, 477-482, 551)

This act authorizes the regulation of national forests and states that one of the purposes for which the national forests were established was to provide for favorable conditions of water flow.

The Federal Water Pollution Control Act (Clean Water Act, CWA), as amended

The Federal Water Pollution Control Act (Clean Water Act) intends to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Required are: (1) compliance with state and other Federal pollution control rules to the same extent as non-governmental entities, (2) in-stream water quality criteria needed to support designated uses, (3) control of nonpoint source water pollution by using conservation or "best management practices," (4) permits to control discharge of pollutants into waters of the United States. Compliance with the Clean Water Act by national forests in California is achieved under state law.

The Safe Drinking Water Act, as amended in 1996

The Safe Drinking Water Act provides the states with more resources and authority to enact the Safe Drinking Water Act of 1977. This amendment directs the states to identify source areas for public water supplies that serve at least 25 people or 15 connections at least 60 days a year.

Endangered Species Act of 1973

The Federal Endangered Species Act (ESA) requires that any action authorized by a Federal agency not be likely to jeopardize the continued existence of a threatened or endangered (i.e., listed) species, or result in the destruction or adverse modification of critical habitat for these species (16 USC 1531 et seq.). Section 7 of the ESA, as amended, requires the responsible Federal agency to consult the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service concerning listed species under their jurisdiction. It is Forest Service policy to analyze impacts to listed species and ensure management activities are not likely to jeopardize the continued existence of a listed species, or result in the destruction or adverse modification of critical habitat for these species. A biological assessment will be prepared for the selected alternative.

The purpose of the Endangered Species Act (ESA) is to provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved and to provide for the conservation of such endangered species and threatened species. The ESA directs Federal agencies to ensure that actions authorized, funded, or carried out by these agencies are not likely to jeopardize the continued existence of threatened or endangered species, or result in the destruction or adverse modification of their critical habitats (ESA Section 7(a)(2)).

Bald and Golden Eagle Protection Act of 1940, as amended

Prohibits, except under certain specified conditions, the taking (pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb[1]), possession and commerce of such birds.

---

[1] Disturb means to agitate or bother a bald or golden eagle to a degree that causes, based on the best scientific information available, (1) injury, to an eagle, (2) a decrease in its productivity, by substantially interfering with

Federal Clean Air Act of 1963, as amended

Congress passed the Federal Clean Air Act and amended the act in 1970, 1977, and 1990. The purpose of the act is to protect and enhance air quality while ensuring the protection of public health and welfare. The 1970 amendments established National Ambient Air Quality Standards, which must be met by most state and Federal agencies, including the Forest Service.

States are given the primary responsibility for air quality management. Section 110 of the Clean Air Act requires states to develop state implementation plans that identify how the State will attain and maintain National Ambient Air Quality Standards (NAAQS. The Clean Air Act requires that Forest Service actions have "no adverse effect" on air resources by meeting the NAAQS and non-degradation standards for Class 1 areas. Managers are further directed to improve existing substandard conditions and reverse negative trends where practicable. The NAAQS and California Ambient Air Quality Standards (CAAQS) for pollutants as set by the Clean Air Act and California Air Resources Board are available online at the California Air Resources Board webpage.[2]

The Federal Clean Air Act of 1977 declared a national goal to remedy existing visibility impairment and prevent future haze caused by man-made air pollution at selected national parks and wilderness areas of the United States, known as Class 1 Areas. California has 29 mandatory Class 1 Areas managed by either the National Park Service or the U.S. Forest Service (more than any other state). In 1999, the U.S. Environmental Protection Agency (U.S. EPA) promulgated a regional haze regulation (40 CFR 51.308-309) that calls for states to establish goals and emission reduction strategies to make initial improvements in visibility at their respective Class 1 Areas. Visibility variation occurs as a result of the scattering and absorption of light by particles and gases in the atmosphere. It also mandates each state to develop a Regional Haze State Implementation Plan to incorporate measures necessary to make reasonable progress towards national visibility goals. In 2009, the Air Resources Board (ARB) prepared a Regional Haze Plan for California demonstrating reasonable progress in reducing haze by 2018, the first benchmark year on the path to improved visibility. The EPA funded five Regional Planning Organizations throughout the country to coordinate regional haze rule-related activities between states in each region. California belongs to the Western Regional Air Partnership, the consensus organization of western states, tribes, and Federal agencies, which oversees analyses of monitoring data and preparation of technical reports regarding regional haze in the western United States.

Criteria Pollutants Regulated by EPA

Ozone (O3) is the most widespread air quality problem in the state. It is a colorless gas with a pungent, irritating odor. Ozone, an important ingredient of smog, is a highly reactive and unstable gas capable of damaging the linings of the respiratory tract. This pollutant forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Exposure to levels of ozone above the current ambient air quality standard can lead to human health effects such as lung inflammation and tissue damage and impaired lung functioning. The ozone that ARB regulates as an air pollutant is produced close to the ground level, where people live, exercise and breathe. The California Air Resources Board (ARB) is concerned about ozone pollution because of its effects on the health of Californians and the environment (ARB 2015).

---

normal breeding, feeding, or sheltering behavior, or (3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior.

[2] http://www.arb.ca.gov/research/aaqs/aaqs2.pdf

Review of Ozone Standard – In April 2005, the Air Resources Board approved a new eight-hour standard of 0.070 ppm and retained the one-hour ozone standard of 0.09 after an extensive review of the scientific literature. (ARB 2015):

Particulate Matter 2.5 (PM 2.5) is the term for particles found in the air, including dust, dirt, soot, smoke and liquid droplets. Many manmade and natural sources emit PM directly or emit other pollutants that react in the atmosphere to form PM. Particles less than 10 micrometers pose a health concern because they can be inhaled into and accumulate in the respiratory system. PM 2.5 are referred to as "fine" particles and believed to pose the greatest health risks. Sources include motor vehicles, power plants, wood burning. (Source: EPA.gov)

Particulate Matter 10 (PM 10) are the larger particles between 2.5 and 10 micrometers found in the air including smoke and dust from factories, farming, roads, mold, spores and pollen. Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. Acidic PM-10 can also damage human-made materials and is a major cause of reduced visibility in many parts of the U.S. (source: EPA.gov)

Lead (Pb) is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been from fuels in on-road motor vehicles (such as cars and trucks) and industrial sources. As a result of EPA's regulatory efforts to remove lead from on-road motor vehicle gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions to the air today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. (Source: EPA.gov)

Nitrogen Dioxide (NO2) is a reddish-brown gas with an irritating odor. It is emitted from motor vehicles, industrial facilities, and power plants. Indoors, home heaters and gas stoves also produce substantial amounts of NO2. Nitrogen dioxide and nitric oxide are products of all types of combustion. Nitric oxide reacts with hydrocarbons in the presence of sunlight to form nitrogen dioxide. In the summer months NO2 is a major component of photochemical smog and an essential ingredient in the formation of ground-level ozone pollution. Exposure to NO2 along with other traffic-related pollutants, is associated with respiratory symptoms, episodes of respiratory illness and impaired lung functioning. In February 2007, the Air Resources Board established a new annual average NO2 standard of 0.030 ppm and lowered the one-hour NO2 standard to 0.18 ppm, after an extensive review of the scientific literature (source: ARB 2015).

Carbon Monoxide (CO) is a colorless, odorless gas, carbon monoxide is a byproduct of incomplete combustion and is emitted directly into the atmosphere, primarily from motor vehicle exhaust. Carbon monoxide concentrations typically peak nearest a source, such as roadways, and decrease rapidly as distance from the source increases. Carbon monoxide is readily absorbed into the body from the lungs. It decreases the capacity of the blood to transport oxygen, leading to health risks for unborn children and people suffering from heart and lung disease. The symptoms of excessive exposure--headaches, fatigue, slow reflexes, and dizziness--also occur in healthy people (source: ARB 2015)

Sulfur Dioxide (SO2) is a colorless gas with a strong, suffocating odor, sulfur dioxide is primarily a combustion product of coal, fuel oil, and diesel fuel. Only small quantities of SO2 come from gasoline fueled motor vehicle exhaust. Sulfur Dioxide is emitted directly into the

atmosphere and can remain suspended for days allowing for wide distribution of the pollutant. Sulfur dioxide can trigger constriction of the airways, causing particular difficulties for asthmatics. Children can experience increased respiratory tract infections and healthy people may experience sore throats, coughing, and breathing difficulties. Long-term exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease (source: ARB 2015).

National Ambient Air Quality Standards (NAAQS)

NAAQS requirements were established to protect human health and the environment and acceptable maximum air quality concentrations. The NAAQS consist of numerical standards for air pollution, which are broken into "primary" and "secondary" standards for six major air pollutants described below. Primary standards protect public health (including sensitive populations such as asthmatics, children, and the elderly) and represent levels at which there are no known major effects on human health. Secondary standards are intended to protect the nation's welfare, and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the environment.

National Historic Preservation Act of 1966, as amended

Section 106 of the National Historic Preservation Act, as amended, (NHPA) (16 U.S.C. 470) directs Federal agencies to take into account the effects of their undertakings (activity, allocation of funding, and/or authorizations) on historic properties included in or eligible for the National Register of Historic Places (NRHP). Section 106 and its implementing regulations found within 36 CFR 800 requires an agency official to determine if a proposed activity or action is an undertaking that has the potential to cause effects on historic properties. If it is determined that there is potential to affect historic properties then identification efforts on the part of the Federal agency are required. Identification efforts may require inventory, evaluation of cultural resources, and a finding of effect as described within 36 CFR 800. Historic properties are identified utilizing NRHP criteria for significance found in 36 CFR 60.4. Section 106 provides for alternative compliance measures including coordination with NEPA and the development of agreement documents, i.e. Memorandum of Agreement or Programmatic Agreements that will facilitate compliance.

In compliance with the NHPA, Federal agencies consult with the appropriate State Historic Preservation Officer (SHPO), as well as interested parties and Indian tribes, when identifying historic properties and assessing effects of an undertaking on historic properties.

Antiquities Act

The Antiquities Act of 1906 (16 U.S.C. 431) was the first law to establish that archeological sites on public lands are important public resources. The Act obligates Federal agencies managing public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of archaeological and historic sites and structures on these lands. It also authorizes the President to protect landmarks, structures, and objects of historic or scientific interest by designating them as National Monuments.

American Indian Religious Freedom Act

The American Indian Religious Freedom Act of 1978 (42 U.S.C. 1996) (AIRFA) provides that the U.S. Government will respect and protect the rights of Indian tribes to the free exercise of their traditional religious and cultural practices. These rights include, but are not limited to, access to sacred sites, freedom to worship through ceremonial and traditional rites, and use and possession of objects considered sacred. This has been interpreted as requiring Federal agencies to consider the effects of their actions on

traditional religious practices. The Act requires all governmental agencies to eliminate interference with the free exercise of Native American religion, based on the First Amendment, and to accommodate access to and use of religious sites to the extent that the use is practicable and is consistent with an agency's essential functions

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 (16 U.S.C. 47Oaa et seq.) (ARPA) sets forth the requirements that must be met before Federal authorities can issue a permit to excavate or remove any archeological resource on Federal or Indian lands including proper curation of artifacts, other materials excavated or removed, and the adequacy of records related to these artifacts and materials. ARPA also provides more effective law enforcement to protect public archeological sites including details regarding prohibited activities and penalties for convicted violators. It also addressed prohibitions against selling, purchasing, and/or other trafficking activities whether within the United States or internationally.

Native American Graves and Repatriation Act

The Native American Graves Protection and Repatriation Act of 1990 (25 U.S.C 3001) (NAGPRA) identifies the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony with which they can show a relationship of lineal descent or cultural affiliation. The Act requires that Federal agencies and museums receiving Federal funds inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. The agencies and museums must consult with Indian Tribes and Native Hawaiian organizations to attempt to reach agreements on the repatriation or other disposition of these remains and objects. A second but equally important purpose of NAGPRA is to provide greater protection for Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands. NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands.

Executive Orders

Executive Order 11644 of February 8, 1972, as amended by Executive Order 11989 of May 24, 1977, and by Executive Order 12608 of September 9, 1987, requires certain Federal agencies, including the Forest Service, to “ensure that the use of off-road vehicles on public lands [is] controlled and directed so as to protect the resources of those lands, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands.”

Executive Order 11988 directs Federal agencies to provide leadership and take action on Federal lands to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains. Agencies are required to avoid the direct or indirect support of development on floodplains whenever there are practicable alternatives and evaluate the potential effects of any proposed action on floodplains.

Executive Order 11990, as amended, requires Federal agencies exercising statutory authority and leadership over Federal lands to avoid to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands. Where practicable, direct or indirect support of new construction in wetlands must be avoided. Federal agencies are required to preserve and enhance

the natural and beneficial values of wetlands. Other laws pertinent to watershed management on National Forest System lands can be found in Forest Service Manual 2501.1.

Executive Order 11593 directs Federal agencies to inventory cultural resources under their jurisdiction, nominate all federally owned properties that meet criteria for inclusion on the NRHP, and to use due caution until inventory and nomination processes are completed.

Executive Order 13007 directs Federal land management agencies, to the extent permitted by law, and not clearly inconsistent with essential agency functions, to accommodate access to and use of Indian sacred sites, to avoid affecting the physical integrity of such sites wherever possible, and, where appropriate, to maintain the confidentiality of sacred sites. Federal agencies are required to establish a process to assure that affected Indian tribes are provided reasonable notice of proposed Federal actions or policies that may affect Indian sacred sites.

Executive Order 13175 directs Federal agencies to establish regular and meaningful consultation and collaboration with Tribal officials in the development of Federal policies that have Tribal implications, to strengthen the United States government-to-government relationships with Indian tribes, and to reduce the imposition of unfunded mandates upon Indian tribes. Public Law (P.L.) 108-199 and 108-477 added language that directed Federal agencies to consult with Alaska Natives and Alaska Native Corporations on the same basis as Indian tribes under E.O. 13175.

Executive Order establishes Federal policy to provide leadership in preserving America's heritage by actively advancing the protection, enhancement, and contemporary use of the historic properties owned by the Federal government. The order encourages agencies to seek partnerships with State, Tribal, and local governments, and the private sector to make more efficient and informed use of historic properties for economic development and other recognized public benefits. The order requires Federal agencies to review and report on their policies and procedures for compliance with NHPA, improve Federal stewardship of historic properties, and promote long-term preservation and use of those properties as Federal assets contributing to local community economies.

Executive Order 12898 directs Federal agencies to identify and address any adverse human health and environmental effects of agency programs that disproportionately impact minority and low-income populations. This specialist report identifies minority and low-income populations in the analysis area and addresses the potential for disproportionate and adverse effects to these populations.

Forest Service National and Regional Manuals and Handbooks

Forest Service Manual 7700, Travel Management (USDA Forest Service 2016) enumerates the authority, objectives, policy, responsibility, and definitions for planning, construction, reconstruction, operation, and maintenance of Forest transportation facilities and for management of motor vehicle use on National Forest System (NFS) lands.

Forest Service Manual 7700, Chapter 7730, Transportation System Operation and Maintenance (Forest Service 2014)

1) Section 4 of the National Forest Roads and Trails Act (FRTA) (16 U.S.C. 535).

   Authorizes the Forest Service to provide for the acquisition, construction, and maintenance of National Forest System (NFS) roads in and near the NFS in locations and according to specifications that will permit maximum economy in harvesting timber from NFS lands tributary to those roads while meeting the requirements for protection, development, and management of

NFS lands and for utilization of NFS resources. Financing of these roads may be accomplished through:

a. Expenditure of appropriated funds;

b. Requirements imposed on purchasers of national forest timber and other forest products, including provisions for amortization of road costs in contracts;

c. Cooperative financing with other public agencies, private entities, or individuals; or

d. A combination of these methods.

2) Section 6 of FRTA (16 U.S.C. 537). Authorizes the Forest Service to require users of the NFS roads to maintain roads commensurate with their use and to reconstruct roads when necessary to accommodate their use. If this maintenance or reconstruction cannot be provided or would not be practical, the Forest Service may require the users to deposit sufficient funds to cover the users' share of the maintenance or reconstruction.

3) The Cooperative Law Enforcement Act of August 10, 1971 (16 U.S.C. 551a). Authorizes cooperation with States and local governments in the enforcement of State and local laws on NFS lands.

Forest Service Handbook 7709.55, Chapter 10, Travel Planning for Designations (USDA Forest Service 2016) provides direction on travel planning for the designation of roads, trails, and areas for motor vehicle use under 36 CFR Part 212, Subpart B, and over-snow vehicle (OSV) use under 36 CFR Part 212, Subpart C. Designation of OSV use is not required where snowfall is not adequate for that use to occur (FSM 2353.28, para. 3, 7710.3, para. 5).

Forest Service Handbook 7709.59, Chapter 20, Traffic Management

1) Act of July 16, 1866 (43 U.S.C. 932). Section, R.S. § 2477, authorized rights of ways for construction of highways by public road authorities over public lands not reserved for public uses. Rights of ways are perpetual unless abandoned by the public authority to which they were granted. The Statute remained in effect until it was repealed by Public Law 94–579, title VII, § 706(a), Oct. 21, 1976, 90 Stat. 2793.

2) The Organic Administration Act of June 4, 1897 (16 U.S.C. 478). Confers statutory right of access over National Forest lands for persons living on private lands within the National Forests and provides for “wagon roads and necessary improvements” across National Forests to access homes and utilize property, subject to rules and regulations of the Secretary.

3) Cooperative Funds Act, Act of June 30, 1914 (16 U.S.C. 498). Authorizes and appropriates contributions toward cooperative work on Forest development roads. Moneys are to be held in a special fund and expended for protection or improvements. Authorizes refunds to contributors of charges in excess of their fair share of costs.

4) Granger-Thye Act, Act of April 24, 1950 (16 U.S.C. 572). Authorizes cooperation and assistance to public and private agencies, organizations, and persons in performing work on land situated within or near National Forests. Moneys deposited are held in special fund for payment of work done by the Forest Service or refunded to cooperator.

5) Multiple Use-Sustained Yield Act, Act of June 12, 1960 (16 U.S.C. 530). Authorizes cooperation with State and local governments and others in development and management of the National Forests.

6) National Forest Roads and Trails Act, Act of October 13, 1964 (43 U.S.C. 1702, 1761, 1764, 1765). Authorizes acquisition, construction, and maintenance of National Forest System roads, to include cooperative financing with public and private agencies and persons. Authorizes Secretary to require users of Forest development roads to maintain roads commensurate with use and to construct/reconstruct roads necessary to accommodate use. Authorizes deposits to cover cost of maintenance and reconstruction.

7) Federal Land Policy and Management Act of October 21, 1976 (43 U.S.C. 1701). Requires that the United States receive fair market value for the use of public lands and authorizes the issuance of easements and permits for transportation purposes.

8) Alaska National Interest Lands Conservation Act of December 2, 1980 (16 U.S.C. 3210). Directs the Secretary of Agriculture to assure access to non-Federally-owned lands within the boundaries of the National Forest System.

9) Travel Management, Title 36, Code of Federal Regulations, Part 212, subparts A, B, and C. These regulations address the planning, programming, construction and maintenance, management, and rights-of-way acquisition for National Forest System roads and trails and management of motorized uses on National Forest System lands in general.

10) Minerals, Title 36, Code of Federal Regulations, Part 228. These regulations regulate and establish procedures for managing the surface of National Forest lands in connection with mineral activities. Of particular interest to this direction is section 228.12, Access.

11) Prohibitions, Tile 36, Code of Federal Regulations, Part 261. Subpart A of these regulations identifies a broad range of activities that are prohibited on National Forest lands, specify applicable penalties, prescribe the procedures for informing users of prohibited activities, and set forth penalties. Subpart B of these regulations identifies additional activities that may be prohibited in an area by order of the Chief, Regional Foresters, or Forest Supervisors.

    The Chief, regional foresters, station directors, and forest supervisors are authorized to issue orders closing or restricting the use of any National Forest System road (36 CFR 261.50). See also FSM 1013, which covers policy and responsibilities for issuance of such orders.

12) Title 36, Code of Federal Regulations, section 261.70. These regulations authorize the issuance of additional regulations pertaining to National Forest System roads and indicates the procedures for establishing such orders.

Forest Service Manual 2600, Chapter 2670, Threatened, Endangered, and Sensitive Plants and Animals - This chapter directs national forests to assist states in achieving conservation goals for endemic species; complete biological evaluations of programs and activities; avoid and minimize impacts to species with viability concerns; analyze the significance of adverse effects on populations or habitat; and coordinate with states and USFWS.

Forest Service Region 5 Sensitive species are species identified by the Regional Forester for which population viability is a concern, as evidenced by significant current or predicted downward trend in numbers, density or habitat capability that would reduce a species distribution. The Forest Service

develops and implements management practices to ensure that rare plants and animals do not become threatened or endangered and ensure their continued viability on National Forests. It is Forest Service policy to analyze impacts to sensitive species to ensure management activities do not create a significant trend toward Federal listing or loss of viability in the planning area. This assessment is documented in a Biological Evaluation (BE).

Forest Service Manual 2600, Chapter 2670, Section 2670.32, Sensitive Species (USDA Forest Service 2005) directs the Forest Service to avoid or minimize impacts to species whose viability has been identified as a concern, and therefore listed as sensitive by the Regional Forester. If impacts cannot be avoided, then the Forest must analyze the significance of the potential adverse effects on the population or its habitat within the area of concern and on the species as a whole. Impacts may be allowed but the decision must not result in a trend toward Federal listing.

Forest Service Manual 2600, Chapter 2670, Section 2670.22, Sensitive Species (USDA Forest Service 2005) directs National Forests to "maintain viable populations of all native and desired nonnative wildlife, fish, and plant species in habitats distributed throughout their geographic range on National Forest System lands." To comply with this direction, Forests are encouraged to track and evaluate effects to additional species that may be of concern even though they are not currently listed as sensitive. Such plant species are referred to as Species of Interest or watch list species.

Forest Service Manual 2600, Chapter 2670, Section 2672.1 Sensitive Species Management and **Section 2672.43, Procedure for Conducting Biological Evaluations** requires that activities be reviewed for potential effects on rare species and outlines policy, objectives and procedures.

Forest Service Manual 2600, Chapter 2670, Section 2672.4 Biological Evaluations

Forest Service Manual 2900 Invasive Species Management (USDA Forest Service 2011) contains national direction for invasive species (noxious weed) management. Specific policies included in FSM 2900 include:

Determine the risk of introducing, establishing, or spreading invasive species associated with any proposed action, as an integral component of project planning and analysis, and where necessary provide for alternatives or mitigation measures to reduce or eliminate that risk prior to project approval.

Ensure that all Forest Service management activities are designed to minimize or eliminate the possibility of establishment or spread of invasive species on the National Forest System, or to adjacent areas. Integrate visitor use strategies with invasive species management activities on aquatic and terrestrial areas of the National Forest System. At no time are invasive species to be promoted or used in site restoration or re-vegetation work, watershed rehabilitation projects, planted for bio-fuels production, or other management activities on national forests and grasslands.

Use contract and permit clauses to require that the activities of contractors and permittees are conducted to prevent and control the introduction, establishment, and spread of aquatic and terrestrial invasive species. For example, where determined to be appropriate, use agreement clauses to require contractors or permittees to meet Forest Service-approved vehicle and equipment cleaning requirements/standards prior to using the vehicle or equipment in the National Forest System.

Forest Service Manual 2360 Heritage Program Management (USDA Forest Service 2008) for Heritage (Cultural) Resource Management addresses laws, amendments and generally provides for program direction to Forest Service land managers. FSM 2360 does not alter management direction but clarifies responsibilities, authorities, and internal procedures concerning the management of

cultural/heritage resources on National Forest System lands. Issues emphasized include enhanced coordination with Indian tribes, as well as program activities and relationships, coordination and consultation (particularly with Indian tribes), planning, protection and stewardship as well as public education and outreach.

Pacific Southwest Region Soil Management Handbook Supplement (Pacific Southwest Region FSM Supplement No. 2500-2017-1) establishes guidance for soil assessment on lands dedicated to growing vegetation. The analysis guidance addresses three basic soil functions for the soil resource: (1) Support for plant growth (productivity) function, (2) soil hydrologic function, and (3) filtering and buffering function. The analysis standards are to be used for areas growing vegetation. They are not applied to lands with other dedicated uses, such as developed campgrounds, administrative facilities, or in this case, the actual land surface of routes authorized for travel by OSVs. This standard does apply to cross-country OSV travel.

Pacific Southwest Region (Region 5) Heritage (Cultural) Resources Programmatic Agreement

Compliance with Section 106 of the NHPA for the Plumas National Forest Over-snow Vehicle Use Designation undertaking will follow the guidelines outlined in the *First Amended Programmatic Agreement Among the U.S.D.A. Forest Service, Pacific Southwest Region (Region 5), California State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the Processes for Compliance with Section 106 of the National Historic Preservation Act for the Management of Historic Properties by the National Forests of the Pacific Southwest Region* (Regional Heritage PA 2018). The Regional Heritage PA provides alternative processes for compliance with Section 106 of the NHPA when undertakings will have no effect or no adverse effect on historic properties. It also provides screened and exempt classes of undertakings as well as streamlined protocols for the evaluation of certain classes of cultural resources. Analysis and conclusions provided in the culture effect analysis in chapter 3 as it pertains to cultural resource management and compliance with Section 106 of the NHPA for the currently proposed OSV Designation Project on the Plumas National Forest follows the stipulations and directions contained within the Regional Heritage PA.

Confidentiality of Cultural Resource Information

Federal agencies are responsible to protect sensitive information regarding historic properties under their control. Under the authority of Section 304 of the NHPA and/or as per Section 9 of ARPA, Federal agencies may determine that public disclosure regarding the location and character of historic properties, cultural resources and/or places significant to Indian tribes, may risk harm to such resources and, therefore, would be exempt from disclosure under the Freedom of Information Act of 1966 (5 U.S.C. 552) (FOIA). This requirement is also addressed within the above referenced FSM 2360 as well as within the Regional Heritage PA (2018). The Forest Service may characterize such resources in writing sufficiently for the purposes of any required analysis under NEPA but can and will withhold information that could potentially lead to adverse effects or any other inappropriate use or access.

State Laws

The California Water Code consists of a comprehensive body of law that incorporates all state laws related to water, including water rights, water developments, and water quality. The laws related to water quality (CWC §§ 13000 to 13485) apply to waters on the national forests and are directed at protecting the beneficial uses of water. Of particular relevance to the proposed action is Section 13369, which deals with non-point-source pollution and best management practices.

The Porter-Cologne Water Control Quality Act, as amended in 2006, is included in the California Water Code. This act provides for the protection of water quality by the State Water Resources Control Board and the Regional Water Quality Control Boards, which are authorized by the U.S. Environmental Protection Agency to enforce the Federal Clean Water Act (CWA) in California.

Sections 208 and 319 of the Federal Clean Water Act address nonpoint source pollution and require water quality management plans for nonpoint sources of pollution. The Forest Service's Pacific Southwest Region (Region 5) has worked with the California water quality agencies to meet CWA requirements. The greatest emphasis in this coordination has been on the management and control of nonpoint sources of water pollution, with sediment, water temperature, and nutrient levels of most concern.

The State Water Resources Control Board (SWRCB) and Regional Water Quality Control Boards (RWQCBs) entered into agreements with the Forest Service to control nonpoint source discharges by implementing BMPs. These BMPs, which are set forth in the Forest Service Pacific Southwest Region guidance document, "Water Quality Management for National Forest System lands in California, Best Management Practices" (2000), constitute a portion of the State's Nonpoint Source Management Plan and comply with the requirements of Sections 208 and 319 of the CWA. The agreements include BMPs related to OSV use, and to road construction and maintenance. The implementation and effectiveness of the BMPs are reviewed annually. In recent years, the Forest Service has emphasized monitoring in national forests to ensure the implemented projects follow approved control measures (USDA Forest Service 2000, 2004b).

Beneficial uses for water are defined under California State law in order to protect against degradation of water resources and to meet state water quality objectives. The Forest Service is required to protect and enhance existing and potential beneficial uses during water quality planning (California Regional Water Quality Control Board [CRWQCB] 1998). Most of the Forest is in the Central Valley Regional Water Quality Control Board. A small portion of the eastern side of the Forest drains to the Great Basin and is under jurisdiction of the California Lahontan Regional Water Quality Control Board.

Beneficial uses of surface water bodies that may be affected by activities on the Plumas National Forest are defined in the Central Valley Region's Water Quality Control Plan (hereinafter referred to as the "Basin Plan") for the Sacramento and San Joaquin River basins (CRWQCB 1998). Existing and potential beneficial uses are defined for Lake Almanor, North Fork Feather River, Middle Fork Feather River, source to Little Last Chance Creek, Frenchman Reservoir, Little Last Chance Creek to Lake Oroville, Lake Davis, Lakes Basin Lake, and Lake Oroville for the Feather River from the fish barrier dam in Oroville to the Sacramento River, for the watershed areas that are sources to Englebright Reservoir on the Yuba River, and for the Yuba River downstream of Englebright Reservoir.

State Direction

California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation Division, provides directions for trail grooming operations.

The California Off-Highway Motor Vehicle Recreation Division of the California Department of Parks and Recreation provides funding for operating, maintaining, and grooming of winter recreation trails and trailheads in mountainous regions throughout California. OSV trail grooming and ancillary activities, such as trailhead plowing and maintenance are described in detail in the OSV Program Draft and Final Environmental Impact Report (EIR), Program Years 2010–2020. The EIR includes annual monitoring and reporting requirements for Forest Service participation in the grooming program (California Department of Parks and Recreation 2010).

California Ambient Air Quality Standards (CAAQS)

In 1959 the California Legislature directed the State Department of Public Health to develop CAAQS. The original CAAQS were established in 1962. The Air Resources Board was created by the legislature in 1967, and the CAAQS that had been set by the Department of Public Health were subsequently adopted by the Air Resources Board (ARB) in 1969. Thus, the CAAQS predate the national ambient air quality standards (NAAQS) set by the U.S. Environmental Protection Agency (U.S. EPA), which was created in 1970, and issued its first NAAQS in 1971. California law continues to mandate CAAQS, although attainment of the NAAQS has precedence over attainment of the CAAQS due to Federal penalties for failure to meet Federal attainment deadlines.

California has set standards for certain pollutants, such as particulate matter and ozone, which are more protective of public health than respective Federal standards. The California Air Resources Board has monitored the gaseous criteria pollutants carbon monoxide, nitrogen dioxide, ozone, and sulfur dioxide since its inception in 1968. Monitoring is performed to demonstrate attainment or non-attainment of national and state ambient air quality standards.

California has also set standards for some pollutants that are not addressed by Federal standards including Sulfates, Hydrogen Sulfide, Vinyl Chloride and Visibility Reducing Particles. These pollutants are discussed briefly below:

Sulfates are a family of chemicals that contain the fully oxidized ionic form of sulfur (SO_4^{2-}), in combination with metal and/or hydrogen ions. In California, emissions of sulfur-containing compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. A small amount of sulfate is directly emitted from combustion of sulfur-containing fuels, but most ambient sulfate is formed in the atmosphere. Sulfate particles are part of PM2.5, and so they have health effects similar to those from exposure to PM2.5. These include reduced lung function, aggravated asthmatic symptoms, and increased risk of emergency department visits, hospitalizations, and death in people who have chronic heart or lung diseases.

Hydrogen Sulfide is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. It is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills. Industrial sources include petrochemical plants, coke oven plants, and kraft paper mills. A few studies suggest that asthmatics may be at increased risk of exacerbation of their asthma symptoms.

Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used in the process of making polyvinyl chloride (PVC) plastic and vinyl products, thus may be emitted from industrial processes. Vinyl chloride has been detected near landfills, sewage treatment plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents, although levels above the standard have not been measured in California since the 1970's. Today, vinyl chloride exposure is primarily an occupational concern. Short-term exposure to high levels (10 ppm or above) of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches. The primary non-cancer health effect of long-term exposure to vinyl chloride through inhalation or oral exposure is liver damage. Inhalation exposure to vinyl chloride has been shown to increase the risk of angiosarcoma, a rare form of liver cancer in humans.

Visibility Reducing Particles such as Particulate matter (PM) pollution impacts the environment by decreasing visibility (haze). These particles vary greatly in shape, size and chemical composition, and come from a variety of natural and manmade sources. Some haze-causing particles are directly emitted to

the air such as windblown dust and soot. Others are formed in the air from the chemical transformation of gaseous pollutants (e.g., sulfates, nitrates, organic carbon particles) which are the major constituents of fine PM. These fine particles, caused largely by combustion of fuel, can travel hundreds of miles causing visibility impairment. Haze not only impacts visibility, but some haze-causing pollutants have been linked to serious health problems and environmental damage as well. Exposure to particles up to 2.5 (PM2.5) and 10 microns (PM10) in diameter in the ambient air can contribute to a broad range of adverse health effects, including premature death, hospitalizations and emergency department visits for worsened heart and lung diseases.

California Air Resources Board

California law authorizes the California Air Resources Board to set ambient (outdoor) air pollution standards (California Health & Safety Code section 39606) in consideration of public health, safety, and welfare. The Air Resources Board has established State Ambient Air Quality Standards (CAAQS) to identify outdoor pollutant levels considered safe for the public. After State standards are established, State law requires the Air Resources Board to designate each area as attainment, nonattainment, or unclassified for each State standard. The area designations, which are based on the most recent available data, indicate the healthfulness of air quality throughout the State (ARB 2015). The State and National Ambient Air Quality Standards are displayed in the appendix (additional information can be found at: http://www.arb.ca.gov/desig/statedesig.htm).

The California Air Resources Board (ARB) is responsible for meeting the Clean Air Act requirements. The Air Resources Board has further delegated the authority to local Air Pollution Control Districts (APCDs) or Air Quality Management Districts (AQMDs) for stationary sources, while retaining the authority for mobile sources. Air quality rules and regulations for California can be found at http://www.arb.ca.gov/homepage.htm. The APCD/AQMD has the primary responsibility for meeting the requirements of the Clean Air Act.

Air Quality for the forest is managed and regulated by air pollution control or air quality management districts. These districts were created by state law to enforce local, state and Federal air pollution regulations. The Plumas National Forest lies within Butte, Lassen, Plumas, Sierra and Yuba Counties and within the Butte, Northern Sierra, Feather River and Lassen air districts. The Feather River Air District administers air quality management programs for Yuba County. The Northern Sierra Air District administers air quality management programs for Sierra, Plumas and Nevada counties. Nevada County is not within the Plumas National Forest. Butte and Lassen Air Pollution Control Districts manage air quality programs for their respective counties. Air quality rules and regulations for each air pollution control district can be found at their websites. The responsibility of APCD/PQMDs is carried out through the development and execution of State Implementation Plans (SIPs), which must provide for the attainment and maintenance of air quality standards. State Implementation Plans are comprehensive plans that describe how an area will attain national ambient air quality standards (NAAQS). The 1990 amendments to the Federal Clean Air Act set deadlines for attainment based on the severity of an area's air pollution problem.

State Implementation Plans are a compilation of new and previously submitted plans, programs, district rules, state regulations and Federal controls. State law makes the Air Resources Board the lead agency for all purposes related to the State Implementation Plan. Local air districts and other agencies prepare state implementation plan elements and submit them to the Air Resources Board for review and approval. The Air Resources Board forwards state implementation plan revisions to the U.S. Environmental Protection Agency (U.S. EPA) for approval and publication in the Federal Register. The Code of Federal Regulations Title 40, Chapter I, Part 52, Subpart F, Section 52.220 lists all of the items which are included in the California SIP (http://www.arb.ca.gov/planning/sip/background.htm).

The Forest Service is required to comply with all requirements of the California State Implementation Plan.

Regulations

Roadless Area Final Rule of 2001 (36 CFR 294)

Those areas identified in a set of inventoried roadless area maps, contained in Forest Service Roadless Area Conservation, Final Environmental Impact Statement, Volume 2, dated November, 2000, which are held at the National headquarters of the Forest Service, or any update, correction, or revision of those maps. Inventoried roadless areas contain important environmental values that warrant protection. Inventoried roadless areas shall, as a general rule, be managed to preserve their roadless characteristics. However, where a line officer determines that an exception may be warranted, the decision to approve a road management activity or timber harvest in these areas is reserved to the Chief or the Regional Forester as provided in FSM 1925.04a and 1925.04b.

Travel Management Rule Subpart B (36 CFR 212)

36 CFR 212.55: Criteria for designation of roads, trails, and areas.

(a) General criteria for designation of National Forest System roads, National Forest System trails, and areas on National Forest System lands. In designating National Forest System roads, National Forest System trails, and areas on National Forest System lands for motor vehicle use, the responsible official shall consider effects on National Forest System natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among uses of National Forest System lands, the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration.

(b) Specific criteria for designation of trails and areas. In addition to the criteria in paragraph (a) of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands; and (4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands.

In addition, the responsible official shall consider: (5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

(c) Specific criteria for designation of roads. In addition to the criteria in paragraph (a) of this section, in designating National Forest System roads, the responsible official shall consider: (1) Speed, volume, composition, and distribution of traffic on roads; and (2) Compatibility of vehicle class with road geometry and road surfacing.

(d) Rights of access. In making designations pursuant to this subpart, the responsible official shall recognize: (1) Valid existing rights; and (2) The rights of use of National Forest System roads and National Forest System trails under § 212.6(b). (e) Wilderness areas and primitive areas. National Forest System roads, National Forest System trails, and areas on National Forest System lands in wilderness areas or primitive areas shall not be designated for motor vehicle use pursuant to this section, unless, in the case of wilderness areas, motor vehicle use is authorized by the applicable enabling legislation for those areas.

Code of Federal Regulations

- 36 CFR 212 (Forest Service travel management)
- 36 CFR 251 (Land Uses)
- 36 CFR 261 (Prohibitions)

Travel Management (36 CFR Part 212, Subparts A, B, and C)

Subpart C provides for regulation of over-snow vehicles use on NFS roads, on NFS trails, and in areas on NFS lands.

Subpart A of these regulations establishes requirements for administration of the forest transportation system, including roads, trails, and airfields, and contains provisions for acquisition of rights-of-way. Subpart A also requires identification of the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands and use of a science-based roads analysis at the appropriate scale in determining the minimum road system. Subpart B describes the requirements for designating roads, trails, and areas for motor vehicle use and for identifying designated roads, trails, and areas on a motor vehicle use map (MVUM).

Designation Criteria

The Travel Management Regulations, 36 CFR §212.55(a)-(c), provide designation criteria and delineation elements to identify effects on resources to guide the responsible official's designation of trails and areas for OSV use. The general designation criteria were applied in developing the proposed action and other action alternatives.

In identifying National Forest System roads, trails and areas on National Forest System lands for motor vehicle use, Travel Management Regulations direct the responsible official to consider natural and cultural resources, public safety, recreational opportunities, access needs, conflicts among uses of National Forest System lands, the need for maintenance and administration of roads, trails and areas, and the availability of resources for that maintenance and administration.

In addition to the criteria in 36 CFR §212.55(a), in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider minimizing effects on the following:

1. Damage to soil, watershed, vegetation and other forest resources;
2. Harassment of wildlife and significant disruption of wildlife habitats;
3. Conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands;
4. Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands; and
5. Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

These five criteria were considered when identifying areas and trails proposed for designation under each alternative.

Plumas National Forest Environmental Impact Statement for the Land and Resource Management Plan

The Environmental Impact Statement (EIS) developed alternatives that could potentially be chosen and implemented as the future land management plan for the Plumas National Forest. The following preferred alternative information from the EIS is provided to highlight assumptions, considerations, and sideboards related to ORV use, including wheeled vehicles and snowmobiles. The preferred alternative of the EIS was chosen in the Record of Decision and is reflected in the 1988 Plumas National Forest Land and Resource Management Plan.

Table B- 1. Areas closed to ORV use in all alternatives (LRMP EIS, Table 2-4, p. 2-34)

Area	Acres closed to ORV use
Bucks Lake Wilderness Area	21,000 acres
Wild Zone of the Wild and Scenic River (except Deadman Springs, Stag Point, Cleghorn Bar, and Little California 4WD Trails which remain open)	10,400 acres
Challenge Experimental Forest	3,400 acres
Butterfly Valley Botanical Area	500 acres
Feather Falls Scenic Area	15,000 acres
Recreation Areas (see Table 2-20)	Varies by alternative
Developed Recreation Sites Outside of Recreation Areas	200 acres
Pacific Crest Trail	170 acres
Quincy Junction Archeological District	30 acres
Unstable/Damaged Watersheds	
Diamond Mountain Closure	4,450 acres
Snake Lake Closure	50 acres
Riparian Areas, Meadows, and Wetlands	Unknown
Semi-Primitive Areas (see Table 2-21)	Varies by alternative

Snowmobile use will be allowed except in the Bucks Lake Wilderness and the Challenge Experimental Forest. Emphasis will be placed on minimizing conflicts between various recreational users.

Chapter 2, Plumas National Forest Direction Common to All Alternatives, Special Areas (LRMP EIS pp. 2-39 and 2-40)

Continue special classification of management of the Butterfly Twain Valley Botanical Area as a Special Interest Area by closing to ORVs and livestock, scheduling no timber harvest, conducting no activities that significantly alter the hydrologic regime, recommending withdrawal from mineral entry, using low disturbance fir control strategies, and encouraging only botanical study and enjoyment. Recommend nomination to the Registry of National Natural Landmarks.

Chapter 2, Preferred Alternative [PRF, selected alternative in ROD (p. 2), LRMP EIS pp. 2-41 and 2-42]

Manage 11 recreation areas (see Table 2-20, EIS for LRMP, p. 2-129) around areas of concentrated use according to Rx-5. Recommend to the Secretary of Agriculture amendment of the Lakes Basin Recreation Area boundary as shown in Management Area 35 of the Forest Plan. Maintain existing trail system and give “medium” emphasis to trail construction (see Appendix M, “Resource Program Levels”).

Provide moderately high emphasis of dispersed recreation by allocating 79,500 unroaded acres to the Semi-Primitive Area Prescription (Rx-8). See Table 2-21 (EIS p. 2-130). Give more than the current emphasis to management of the Wild and Scenic River (including land acquisition, construction and maintenance of day use facilities, fire prevention, boundary posting, etc.) acquire all appropriate interests in lands within the Wild and Scenic river during the planning period.

Keep the Forest open to ORV use except 183,200 acres: areas closed in all alternatives (Table 2-4, p. 2-34) and Recreation Areas (Table 2-20, EIS p. 2-129) and Semi-Primitive Areas (Table 2-21, EIS p. 2-130) noted above.

Chapter 3, Affected Environment, Resource Environment, Recreation, (LRMP EIS pp. 3-19 through 3-32)

Unless restricted (see below), trails are open to ORVs and horses.

(6) Off Road Vehicles Use (including snowmobiles). ORV use is permitted on 87 percent of the Forest but is restricted on the remainder as follows: (p. 3-24)

(a) All use is prohibited in the Bucks Lake Wilderness (21,000 acres), the Challenge Experimental Forest (3,400 acres), and on the Pacific Crest Trail (500 acres).

(b) Wheeled vehicles are restricted to roads and designated trails in a 32,270 acre portion of the Bucks Lake Land Use Plan (6/9/76) area; the Wild Zone of the Middle Fork of the Feather Wild and Scenic River; near Lake Davis, Antelope Lake, Round Valley Reservoir, Butt Lake, Fowler Lake, Tamarack Flat, Frenchman Reservoir, Little Jamison Creek, Florentine Canyon, Smith Lake, Graeagle Creek, nelson Creek, Snag Lake, Summit Lake, Frazier Creek, McRae Meadows, Gold Lake, Gold Lake Road, Dixon Creek, Union Creek, Dry Creek, and in the Beartrap area designated in the Mohawk Land Management Plan (3/7/78).

The above restrictions are intended to protect erodible soils and riparian areas and to reduce conflicts with other recreationists.

Due to vegetation density, ORV use on the eastside is feasible over most of the terrain; on the westside it is generally constrained to cleared travelled ways. The latter includes both the Feather Falls and Hartman Bar National Recreation Trails and four designated routes entering the Wild Zone of the Middle Fork of the Feather River (p. 3-24).

Plumas National Forest Land and Resource Management Plan

The 1988 Plumas National Forest Land and Resource Management Plan provides management direction for the Forest Plan period in response to each identified public issue and management concern. The remaining Plan direction is intended to implement these policies and attain these goals (p. 4-1).

Management direction includes all written policy guiding the actions of Forest land managers. It is intended to provide purpose, clarity, consistency, and full disclosure to the public of all management activity.

The hierarchy of management direction for the PNF includes all relevant Federal law, the Forest Service Manual, the Pacific Southwest Regional Guide, PNF Forest Goals and Policies herein, and all other direction of the Plan.

Forest Goals and Policies are the overall PNF management direction for the Plan period in response to public issues and management concerns.

Direction is to implement the policies and attain the goals. Implementing direction is comprised of Forest-wide direction and Management Area direction. Management Area directions are prescribed for each of the 43 geographical management areas.

Forest-wide Direction includes Forest Objectives, Forest-wide Standards and Guidelines, and Management Prescriptions, described as follows:

- Forest Objectives are quantified target land-use allocations, resource-use activities, commodity outputs, and operating costs for the ensuing 50 years.
- Forest-wide Standards and Guidelines are management guidance applicable to all lands within the Forest. Application areas are not mapped and may change over time.
- Management Prescriptions are land-use categories to which all Forest lands are allocated for various purposes. Each prescription is comprised of appropriate standards and guidelines that will meet some particular need (such as special habitat protection, recreation quality enhancement, or timber production) while allowing other compatible activities. Management Prescriptions supplements the Forest-wide Standards and Guidelines, which must always be applied.

Management Area Direction is area-specific standards and guidelines as well as quantified objectives for each area. Approximate local acreages committed to each of the prescriptions are included in the directions.

Forest Goals and Policies

Recreation (pp. 4-3 – 4-4)

(1a) Provide for a variety of forest-related recreation, and coordinate recreation with other resource use through the Recreation Opportunity Spectrum system.

- Encourage growth of privately-operated facilities serving public needs.
- Improve and expand developed facilities and trails to meet demand while reducing unit costs and protecting other resources.
- Complete acquisition of Wild and Scenic River lands and easements.
- Minimize conflicts between various recreational users.
- Manage selected unroaded areas to provide for semi-primitive opportunities.

(1b) Allow use of off-road vehicles wherever user conflicts or unacceptable resource damage are unlikely.

- Provide separate ORV routes wherever conflicting uses are substantial.

Visual Resources (p. 4-4)

(2a) Maintain high visual quality on lands committed to other uses or readily apparent from recreational developments, major travel routes, and other high use areas.

Cultural Resources (p. 4-4)

(3a) Protect or evaluate all cultural properties and manage, according to law, all significant cultural properties.

- Locate and manage/protect important Native American religious and gathering areas and other traditional ethnic use areas.

Wildlife, Fish, and Sensitive Plants (p. 4-4)

(5a) Maintain habitat to support viable populations of all native and desired non-native vertebrate species.

- Provide habitat leading to viable populations of endangered species.
- Improve and protect habitat for designated emphasis and harvest species.
- Provide diversity of plant and animal communities and tree species by assuring the continuous and viable presence of all seral stages of all native plant communities occurring on the forest.
- Manage portions of the Middle Fork Feather River, Nelson Creek, and Yellow Creek environments to protect Wild Trout fisheries through Wild and Scenic River, Semi-primitive Area, and Visual Quality Objective allocations.

Water (p. 4-7)

(10b) Avoid water quality degradation by using Best Management Practices during land management activities, and reduce sedimentation, and channel erosion by rehabilitating deteriorating watersheds.

Air Quality (p.4-8)

(12a) Adjust…other Forest activities as needed to that Federal, State, and local air pollutant standards are not violated.

Facilities (p. 4-10)

(17a) Provide roads and trails necessary to achieve goals herein.

- Determine the most efficient routes between locations served by multiple routes and confine higher-level maintenance herein.
- Eliminate, close or obliterate unneeded roads.
- Maintain, reconstruct, and construct other facilities necessary to support Forest activities in the most cost-efficient manner, compatible with resource protection needs.

Special Areas (p. 4-11)

(20b) Establish formal Special Interest Area status for the Soda Rock geologic area, the Valley Creek old-growth mixed conifer stand, and the Little Last Chance Canyon scenic area.

- Maintain the Butterfly Valley Botanical Area and Feather Falls Scenic Area.
- Protect other areas of unique geologic, scenic, or ecologic value with appropriate management guidelines.

Forest-wide Standards and Guidelines

Recreation (pp. 4-23 through 4-26)

General Direction: Provide a variety of Forest related recreation (1a).

> **Standards and Guidelines**: Manage all Forest lands according to Recreation Opportunity Spectrum ROS designations (see LRMP, Appendix R, "Recreation Opportunity Spectrum") as shown on the Recreation Opportunity Spectrum map (p. 4-23). See the LRMP pp. 4-23 and 4-24 for specific visitor use prescriptions.

Improve the PCT to meet demand providing utility and resource protection (1a).

Prohibit ORV use.

Allow ORV use wherever user conflict and resource damage are unlikely (1b).

Allow ORV use except where:

6. use is prohibited by law or regulation,
   1. use is incompatible with the management of other resources,
   2. resource damage is likely,
   3. rights-of-way are insufficient,
   4. lands are designated administrative or developed recreation sites.

   Restricted acreages are summarized in Table 4-5 and shown on the accompanying Off Road Vehicle Closure map.

   Cooperate with the State, other agencies, and user groups to identify, and where compatible with Forest Plan management objectives, develop segments of trail that supports the concept of a statewide trail system connecting use areas and providing the opportunity for long distance trail touring.

Facilities (pp. 4-52 – 4-57)

- Construct/reconstruct roads to minimum standards achieving the level needed for its purpose, maximum economy and resource; reconstruct roads to the appropriate higher or lower standard for resource protection (l7a)
- Reduce the impact of roads on soils and water quality (17a)
- Reduce the impact of roads on air quality (17a)
- Reduce the impact of roads on wildlife (17a)
- Operate roads at the minimum standards providing utility and resource protection (17a)
- Provide road signing for information and other purposes (l7a)
- Install signs in accordance with the "Manual of Uniform Traffic Control Devices", FSH 7109.11, or supplemental direction, with priority given to higher level roads and to purpose in the following order: hazard, regulation, direction and information.

Soil (p. 4-43 – 4-45)

Prevent significant or permanent impairment of soil productivity (11b)

- During project activities, minimize excessive loss of organic matter and limit soil disturbance according to the erosion hazard rating as follows:
  - Erosion hazard rating 4-8: Conduct normal activities
  - Erosion hazard rating 9-10: Minimize or modify use of soil-disturbing activities
  - Erosion hazard rating 11-13: Severely limit soil disturbing activities

- Maintain minimum effective erosion hazard rating ground cover (material that impedes rain drop impact and overland flow of water, including organic residues ½ inch thick, exposed roots, stumps, surface gravels more than ¾ inches, and living vegetation) at the following rates:
    - Erosion hazard rating Low (4-5): 40 percent ground cover
    - Erosion hazard rating Moderate (6-8): 50 percent ground cover
    - Erosion hazard rating High (9-10): 60 percent ground cover
    - Erosion hazard rating Very High (11-13): 70 percent ground cover

Eliminate excessive soil loss (11a)

- Develop and apply erosion control plans to road construction, mining, recreation development, and other site disturbance projects. Develop specific mitigation measures for each project site as needed

Air Quality (p. 4-46)

Adjust activities to prevent violation of air pollutant standards (12a)

Management Prescriptions Specific to ORV Use

Plumas National Forest Land and Resource Management Plan (USDA Forest Service 1988) contains direction related to off-road vehicle (ORV) use (includes snowmobiles) across 17 management prescriptions.

Table B- 2. Prescription numbers, titles, and associated general direction, standards, and guidelines for the Plumas National Forest LRMP

Prescription Number	Prescription	General Direction, Standards, and Guidelines
Rx-1	Wilderness Prescription	Allow no motor vehicle use. Post boundaries and establish physical controls to prevent motorized entry.
Rx-2	Wild and Scenic River Prescription	Within the Wild Zone, provide for recreation in a primitive setting which offers considerable physical challenge and requires well-developed outdoor skills (1a). Bald Rock Canyon Wild Zone 5.4 miles Milsap Bar Scenic Zone 3.6 miles Upper Canyon Wild Zone 27.5 miles English Bar Scenic Zone 6.1 miles Recreation Zone 35.0 miles Permit no additional motorized access routes to the river and no motorized transportation along the river. Permit motorized access on the Cleghorn Bar, Stag Point, Deadman Springs, and Little California Mine roads and close all others at their junctions with system roads
Rx-3	Feather Falls Scenic Area Prescription	Provide dispersed recreation (la). Maintain ROS classes of Roaded Natural and Semi-primitive Non-motorized as mapped in the Planning Records. Allow ORVs wherever user conflict or resource damage is unlikely (1b). Close all trails to motorized use. .
Rx-4	Challenge Experimental Forest Prescription	Encourage only recreation compatible with PSW projects (1a). Prohibit ORV use (p. 4-78).
Rx-5	Recreation Area Prescription	Restrict vehicle use and prohibit off road use. Restrict wheeled vehicles to designated routes

Prescription Number	Prescription	General Direction, Standards, and Guidelines
Rx-6	Developed Recreation Area Prescription	Improve and expand developed facilities to meet demand.
Rx-8	Semi-Primitive Area Prescription	Provide for dispersed recreation. Manage all lands basically in accordance with the ROS class of SPNM. Provide opportunities for activities such as hiking and walking, horseback riding, viewing scenery, camping, hunting, nature study, mountain climbing, swimming, fishing, cross-country skiing, and snowshoeing. Provide both hiking and horseback riding routes in and to the areas (p. 4-88). Provide a non-motorized experience (1a). Allow no motorized travel except over-the-snow and management access (p. 4-88).
Rx-11	Bald Eagle Habitat Prescription	Limit recreation use in bald eagle habitat (1a) Close the areas to ORV use (p. 4-96).
Rx-12	Spotted Owl Habitat Prescription	Limit recreational use in spotted owl habitat (1a) Allow developed recreation facilities, programs, and uses that are compatible with habitat and reproductive requirements of spotted owls.
Rx-13	Goshawk Habitat Prescription	Limit recreational use in sensitive species habitat (1a) In nest stands, preclude new developed recreation facilities/programs (p. 4-103).
Rx-17	Research Natural Area Prescription	Provide for dispersed recreation (1a) Manage recreational use according to the ROS class of SPNM. Prohibit recreational uses that would contribute to modification of the area Maintain existing trails, but do not expand the trail system (p. 4-111).

Management Area Direction Specific to ORV Use (pp. 4-113 – 4-376)

Plumas National Forest Land and Resource Management Plan (USDA Forest Service 1988) contains direction related to Off-road Vehicle (ORV) Use (includes snowmobiles) across 43 management areas.

Table B- 3. Management area numbers, names, general direction, standards, and guidelines, and ranger district for the Plumas National Forest LRMP

Management Area #	Name	General direction, standards, and guidelines	Ranger District
MA #4	Galen	Protect unique scenic and geologic values (20b). Restrict ORV use at Big Bald Rock (p. 4-139)	Feather River Ranger District
MA #5	Bucks	Improve and expand trails to meet demand (1a). Complete the snowmobile, hiking, and cross-country skiing trailhead at Bucks Summit in cooperation with Plumas County. Monitor use patterns to assess conflict potential.	Feather River Ranger District
MA #6	Faggs	Management area description: Topography consists of moderate slopes, with some steep areas in the creek canyons. Elevations range from 5,200 feet in the western half to 6,350 feet on Grizzly Mountain. The area drains both southward to the Middle Fork of the Feather River and northwestward to Grizzly Creek and Bucks Creek, tributaries to the North Fork of the Feather River. Access is generally restricted during the months of November through April because of deep snow.	Feather River Ranger District
MA #8	Kellogg	Protect and enhance recreation use of the Middle Fork of the Feather River (1a). Allow motorized use in the Wild Zone only on the Little California Mine 4WD trail. Provide for semi-primitive recreation (1a). Maintain the semi-primitive character of the Middle Fork and Bald Rock unroaded areas: employ Rx-	Feather River Ranger District
MA #9	Kennedy	Provide for semi-primitive recreation (1a). Maintain the character of the Middle Fork semi-primitive area; employ Rx-8.	Feather River Ranger District
MA #10	Feather Falls	Allow ORVs wherever user conflict or resource damage is unlikely (1b). Prohibit ORVs below the MFFR canyon rim, on the Feather Falls NRT, and the South Branch Falls Trail (p. 4-173). Provide for semi-primitive recreation (1a) Maintain the character of the Bald Rock semi-primitive area: employ Rx-8.	Feather River Ranger District
MA #12	Pinchard	Protect and enhance recreation use of the Middle Fork of the Feather River (1a). Manage the Wild Zone consistent with the Wild and Scenic Rivers Act; employ Rx-2. Allow ORVs on the Stag Point 4WD trail (p. 4-186). Provide for semi-primitive recreation (1a). Maintain the character of the Middle Fork semi-primitive area: employ Rx-8.	Feather River Ranger District
MA #13	Lost Creek	Provide for semi-primitive recreation (1a). Maintain the character of the semi-primitive area; employ Rx-8.	Feather River Ranger District

Management Area #	Name	General direction, standards, and guidelines	Ranger District
MA #14	Sawmill	Management area description: The area has mostly dispersed recreation, including camping, hiking, snowmobiling, and cross-country skiing. The Pacific Crest Trail traverses the area, and four Forest trails and the Cleghorn Bar jeep trail extend to the Middle Fork. Part of the Middle Fork unroaded area is included. Provide for semi-primitive recreation (1a). Maintain the character of the Middle Fork semi-primitive area: employ Rx-8. Allow ORVs wherever user conflict or resource damage is unlikely (1b). Prohibit ORVs below the MFFR Canyon Rim except on Cleghorn Bar Road (p. 4-198). Protect unique geologic, scenic, and ecologic values (20b). Preserve and enhance the Fowler Lake area: employ Rx-7. Close existing road access to Fowler Lake and study the area for ORV closure. Provide directional signing from the PCT. Maintain a forage fish base for wildlife (p. 4-199).	Feather River Ranger District
MA #15	Little Grass	Management area description: This portion of the Little Grass Valley Recreation Area has four campgrounds, a swimming site, a boat launching site, and a 5 mile lakeshore trail. Other facilities are in Area #13. The Pacific Crest Trail extends 11 miles along the northern boundary of the area. Dispersed winter sports are snowmobiling and cross-country skiing, and a semi-private alpine and cross-country ski area is proposed for private land near Silvertip Springs subdivision.	Feather River Ranger District
MA #16	Beartrap	Provide for semi-primitive recreation (1a). Maintain the character of the Beartrap semi-primitive area: employ Rx-8.	Feather River Ranger District
MA #18	Turkeytown	Provide for semi-primitive recreation (1a). Maintain the character of the Beartrap and Dixon Creek semi-primitive areas: employ Rx-8. Provide fishing access trails to Nelson Creek.	Feather River Ranger District
MA 19#	North Fork	Provide for semi-primitive recreation (1a). Maintain the character of the Chips Creek semi-primitive area: employ Rx-8.	Mount Hough Ranger District
MA #21	Silver	Management area description: Camping, fishing, hunting, hiking, snowmobiling, cross-country skiing and ice skating are all popular in the area. Developed campgrounds are at Snake and Silver Lakes. A number of trails are in the glaciated Silver Lake area, and the Pacific Crest Trail crosses the extreme western part of the area through the Wilderness. Allow ORVs wherever user conflict or resource damage is unlikely (1b) Areas closed to ORV use include Butterfly Valley, Snake Lake, and the Bucks Lake Wilderness (p. 4-240).	Mount Hough Ranger District
MA #22	Third Water	Provide for semi-primitive recreation (1a). Maintain the character of the Middle Fork semi-primitive area: employ Rx-8.	Mount Hough Ranger District
MA #24	Volcano	Provide for semi-primitive recreation (1a). Maintain the character of the Middle Fork semi-primitive area: employ Rx-8.	Mount Hough Ranger District

Management Area #	Name	General direction, standards, and guidelines	Ranger District
MA #25	Bear	Enhance recreation use and protect the Middle Fork of the Feather River (1a). Prohibit motorized use except on the Deadman Springs and Lost Cabin Springs 4WD roads. Provide for 4WD parking at the junction of the Deadman Springs 4WD road and the PCT. Provide for semi-primitive recreation (1a).	Mount Hough Ranger District
MA #27	Indian Valley	Provide for semi-primitive recreation (1a). Maintain the character of the Grizzly Peak and Keddie Ridge semi-primitive areas: employ Rx-8.	Mount Hough Ranger District
MA #29	Antelope	Reduce conflicts between recreationists and prevent damaging use of the Antelope Lake Recreation Area (1a). Restrict wheeled vehicles to existing roads and trails in the Antelope Lake Recreation Area and the Diamond Mountain ORV Closure Areas as shown on the Off Road Vehicle Closure Plan for the Preferred Alternative map (p. 4-286). Provide for semi-primitive recreation (1a). In conjunction with the Lassen National Forest, maintain the character of the Thompson Peak semi-primitive area: employ Rx-8. Provide for dispersed hunting (1a). Prohibit motorized vehicles in the designated acreage at times determined in coordination with DFG.	Mount Hough Ranger District
MA #30	Ward	Provide for semi-primitive and other recreation (1a). Maintain the character of the Grizzly Peak semi-primitive area; employ Rx-8. Protect and enhance hiking and cross-country skiing on the top of Grizzly Ridge. Allow ORVs wherever user conflict or resource damage is unlikely (1b) Designate the remainder of the [management area] as "open" to ORVs (p. 4-296).	Mount Hough Ranger District
MA #31	Mt. Ingalls	Provide for semi-primitive and other recreation (1a). Encourage hiking and cross-country skiing on the top of Grizzly Ridge. Inventory campsites and preserve during resource use activity.	Beckwourth Ranger District
MA #33	Nelson Creek	Provide for semi-primitive recreation (1a). Maintain the character of the Beartrap semi-primitive area: employ Rx-8. Allow ORVs wherever user conflict or resource damage is unlikely (1b). Exclude 4WD's along the East Branch of Nelson Creek in the vicinity of McRae Meadows.	Beckwourth Ranger District
MA #35	Lakes Basin	Provide for semi-primitive experiences (1a) Maintain the character of the Gold Lake semi-primitive area; employ Rx-8. Allow ORVs wherever user conflict or resource damage is unlikely (1b). Confine wheeled ORVs to designated routes. Allow motorized over-the-snow travel, but consider restricting to designated areas if conflicts develop with other users or resources.	Beckwourth Ranger District
MA #37	Lake Davis	Management area description: Winter use includes ice fishing, cross-country skiing, snowmobiling, and snow play, facilitated by the County's plowing of the Grizzly Road.	Beckwourth Ranger District
MA #40	Last Chance	Provide for semi-primitive recreation (1a). In conjunction with the Lassen National Forest, maintain the character of the Thompson Peak semi-primitive area: employ Rx-8.	Beckwourth Ranger District

Management Area #	Name	General direction, standards, and guidelines	Ranger District
MA #43	Escarpment	Provide for semi-primitive recreation (1a). Maintain the semi-primitive character of the Adams Peak area. In conjunction with the Lassen National Forest, maintain the character of the Thompson Peak semi-primitive area: employ Rx-8.	Beckwourth Ranger District

Sierra Nevada Forest Plan Amendment Final Supplemental Environmental Impact Statement Record of Decision (2004)

Appendix A. Management Direction

A. Management Goals and Strategies

Old Forest Ecosystems and Associated Species (pp.31-32)

The broad goals of the old forest and associated species conservation strategy are to:

- Protect, increase, and perpetuate desired conditions of old forest ecosystems and conserve species associated with these ecosystems while meeting people's needs for commodities and outdoor recreation activities;
- Increase the frequency of large trees, increase structural diversity of vegetation, and improve the continuity and distribution of old forests across the landscape; and
- Restore forest species composition and structure following large scale, stand-replacing disturbance events.

The old forest ecosystem strategy has the following key elements:

- A network of land allocations, including CSO and goshawk PACs, CSO HRCAs, forest carnivore den sites, and the southern Sierra fisher conservation area, with management direction specifically aimed at sustaining viable populations of at-risk species associated with old forest ecosystems well distributed across Sierra Nevada national forests;
- A network of old forest emphasis areas managed to maintain or develop old forest habitat in areas containing the best remaining large blocks or landscape concentrations of old forest and areas that provide old forest functions such as connectivity of habitat .
- Direction for restoring ecosystems across all land allocations following large-scale catastrophic disturbance events; and
- A proactive approach for improving forest health with management objectives to reduce susceptibility of forest stands to insect and drought-related tree mortality by managing stand density levels.

Aquatic, Riparian, and Meadow Ecosystems and Associated Species (pp. 32-34)

The Record of Decision (ROD) for the 2004 SNFPA includes a strategy for aquatic management that provides broad goals for riparian areas. Land management activities that move ecosystem conditions toward these goals will restore and maintain the physical, chemical and biological integrity of the region's waters as mandated by the Clean Water Act, and will support the Forest Service's mission to provide habitat for riparian- and aquatic-dependent species per other Federal mandates, including the National Forest Management Act and the Endangered Species Act. The SNFPA aquatic management goals address several aspects associated with aquatic, riparian, and meadow ecosystems, including Water Quality, Species Viability, Plant and Animal Community Diversity, Special Habitats, Streamflow Patterns and Sediment Regimes, and Stream Banks and Shorelines.

The SNFPA provides regional direction to restore aquatic, riparian, and meadow ecosystems and provide for the viability of native plant and animal species associated with these ecosystems. This direction is represented by an array of features that, in their entirety, constitute an aquatic management strategy (AMS) for the Sierra Nevada. The fundamental principle of the AMS is to retain, restore, and protect the processes and landforms that provide habitat for aquatic and riparian-dependent organisms. Accomplishment of these objectives are achieved through a combination of tactics such as implementing Standards and Guidelines (S&Gs) and policies that are intended to work collectively, and include a suite of interrelated actions that work together to manage and conserve aquatic habitats.

To achieve these goals, the aquatic management strategy defines six riparian conservation objectives (RCOs) as well as management standards and guidelines associated with each objective. The 2004 ROD requires that each Forest project shall define riparian conservation areas (RCAs) that delineate aquatic, riparian, and meadow habitats and are to be managed consistent with the RCOs and associated standards and guidelines. The RCO analysis for this project, assesses the level of consistency of project alternatives with RCO objectives and standards and guidelines (Table 18).

B. Land Allocations and Desired Conditions

California Spotted Owl Protected Activity Centers (PACs)

Designation (p. 37)

California spotted owl protected activity centers (PACs) are delineated surrounding each territorial owl activity center detected on National Forest System lands since 1986. Owl activity centers are designated for all territorial owls based on: (1) the most recent documented nest site, (2) the most recent known roost site when a nest location remains unknown, and (3) a central point based on repeated daytime detections when neither nest or roost locations are known.

PACs are delineated to: (1) include known and suspected nest stands and (2) encompass the best available 300 acres of habitat in as compact a unit as possible. The best available habitat is selected for California spotted owl PACs to include: (1) two or more tree canopy layers; (2) trees in the dominant and co-dominant crown classes averaging 24 inches dbh or greater; (3) at least 70 percent tree canopy cover (including hardwoods); and (4) in descending order of priority, CWHR classes 6, 5D, 5M, 4D, and 4M and other stands with at least 50 percent canopy cover (including hardwoods). Aerial photography interpretation and field verification are used as needed to delineate PACs.

As additional nest location and habitat data become available, boundaries of PACs are reviewed and adjusted as necessary to better include known and suspected nest stands and encompass the best available 300 acres of habitat.

When activities are planned adjacent to non-national forest lands, available databases are checked for the presence of nearby California spotted owl activity centers on non-national forest lands. A 300-acre circular area, centered on the activity center, is delineated. Any part of the circular 300-acre area that lies on national forest lands is designated and managed as a California spotted owl PAC.

PACs are maintained regardless of California spotted owl occupancy status. However, after a stand-replacing event, evaluate habitat conditions within a 1.5-mile radius around the activity center to identify opportunities for re-mapping the PAC. If there is insufficient suitable habitat for designating a PAC within the 1.5-mile radius, the PAC may be removed from the network.

Desired Conditions
Stands in each PAC have: (1) at least two tree canopy layers; (2) dominant and co-dominant trees with average diameters of at least 24 inches dbh; (3) at least 60 to70 percent canopy cover; (4) some very large snags (greater than 45 inches dbh); and (5) snag and down woody material levels that are higher than average.

Northern Goshawk Protected Activity Centers (PACs)

Designation (p. 38)
Northern goshawk protected activity centers (PACs) are delineated surrounding all known and newly discovered breeding territories detected on National Forest System lands. Northern goshawk PACs are designated based upon the latest documented nest site and location(s) of alternate nests. If the actual nest site is not located, the PAC is designated based on the location of territorial adult birds or recently fledged juvenile goshawks during the fledgling dependency period.

PACs are delineated to: (1) include known and suspected nest stands and (2) encompass the best available 200 acres of forested habitat in the largest contiguous patches possible, based on aerial photography. Where suitable nesting habitat occurs in small patches, PACs are defined as multiple blocks in the largest best available patches within 0.5 mile of one another. Best available forested stands for PACs have the following characteristics: (1) trees in the dominant and co-dominant crown classes average 24 inches dbh or greater; (2) in westside conifer and eastside mixed conifer forest types, stands have at least 70 percent tree canopy cover; and (3) in eastside pine forest types, stands have at least 60 percent tree canopy cover. Non-forest vegetation (such as brush and meadows) should not be counted as part of the 200 acres.

As additional nest location and habitat data become available, PAC boundaries are reviewed and adjusted as necessary to better include known and suspected nest stands and to encompass the best available 200 acres of forested habitat.

When activities are planned adjacent to non-national forest lands, available databases are checked for the presence of nearby northern goshawk activity centers on non-national forest lands. A 200-acre circular area, centered on the activity center, is delineated. Any part of the circular 200-acre area that lies on national forest lands is designated and managed as a northern goshawk PAC.

PACs are maintained regardless of northern goshawk occupancy status. PACs may be removed from the network after a stand-replacing event if the habitat has been rendered unsuitable as a northern goshawk PAC and there are no opportunities for re-mapping the PAC in proximity to the affected PAC.

Desired Conditions
Stands in each PAC have: (1) at least two tree canopy layers; (2) dominant and co-dominant trees with average diameters of at least 24 inches dbh; (3) at least 60 to70 percent canopy cover; (4) some very large snags (greater than 45 inches dbh); and (5) snag and down woody material levels that are higher than average.

Great Gray Owl Protected Activity Centers (PACs)

Designation (pp. 38-39)
Protected activity centers (PACs) are established and maintained to include the forested area and adjacent meadow around all known great gray owl nest stands. The PAC encompasses at least 50 acres of the highest quality nesting habitat (CWHR types 6, 5D, and 5M) available in the forested area surrounding the nest. The PAC also includes the meadow or meadow complex that supports the prey base for nesting owls.

Desired Conditions
Meadow vegetation in great gray owl PACs supports a sufficiently large meadow vole population to provide a food source for great gray owls through the reproductive period.

Forest Carnivore Den Site Buffers

Designation (p. 39)
Fisher den sites are 700-acre buffers consisting of the highest quality habitat (CWHR size class 4 or greater and canopy cover greater than 60 percent) in a compact arrangement surrounding verified fisher birthing and kit rearing dens in the largest, most contiguous blocks available.

Marten den sites are 100-acre buffers consisting of the highest quality habitat in a compact arrangement surrounding the den site. CWHR types 6, 5D, 5M, 4D, and 4M in descending order of priority, based on availability, provide highest quality habitat for the marten.

Desired Conditions
Areas surrounding fisher den sites include at least two large (greater than 40 inches dbh) conifers per acre, and one or more oaks (greater than 20 inches dbh) per acre with suitable denning cavities. Canopy closure exceeds 80 percent.

Areas surrounding marten den sites have (1) at least two conifers per acre greater than 24 inches dbh with suitable denning cavities, (2) canopy closures exceeding 60 percent, (3) more than 10 tons per acre of coarse woody debris in decay classes 1 and 2, and (4) an average of 6 snags per acre on the westside and 3 per acre on the eastside.

California Spotted Owl Home Range Core Areas (HRCAs)

Designation (pp. 39-40)
A home range core area is established surrounding each territorial spotted owl activity center detected after 1986. The core area amounts to 20 percent of the area described by the sum of the average breeding pair home range plus one standard error. Home range core area sizes are as follows: 2,400 acres on the Hat Creek and Eagle Lake Ranger Districts of the Lassen National Forest, 1,000 acres on the Modoc, Inyo, Humboldt-Toiyabe, Plumas, Tahoe, Eldorado, Lake Tahoe Basin Management Unit and Stanislaus National Forests and on the Almanor Ranger District of Lassen National Forest, and 600 acres of the Sequoia and Sierra National Forests.

Aerial photography is used to delineate the core area. Acreage for the entire core area is identified on national forest lands. Core areas encompass the best available California spotted owl habitat in the closest proximity to the owl activity center. The best available contiguous habitat is selected to incorporate, in descending order of priority, CWHR classes 6, 5D, 5M, 4D and 4M and other stands with at least 50 percent tree canopy cover (including hardwoods). The acreage in the 300-acre PAC counts toward the total home range core area. Core areas are delineated within 1.5 miles of the activity center.

When activities are planned adjacent to non-national forest lands, circular core areas are delineated around California spotted owl activity centers on non-national forest lands. Using the best available habitat as described above, any part of the circular core area that lies on national forest lands is designated and managed as a California spotted owl home range core area.

Desired Conditions
HRCAs consist of large habitat blocks that have: (1) at least two tree canopy layers; (2) at least 24 inches dbh in dominant and co-dominant trees; (3) a number of very large (greater than 45 inches dbh) old trees;

(4) at least 50 to 70 percent canopy cover; and (5) higher than average levels of snags and down woody material.

Riparian Conservation Areas

Designation (pp. 42-43)

RCA widths are recommended in the 2004 ROD and described below. These widths are adopted for this project.

Perennial Streams: 300 feet on each side of the stream, measured from the bank full edge of the stream.

Seasonally Flowing Streams (includes intermittent and ephemeral streams): 150 feet on each side of the stream, measured from the bank full edge of the stream.

Streams in Inner Gorge- top of inner gorge (inner gorge is defined by stream adjacent slopes greater than 70 percent gradient).

Special Aquatic Features or Perennial Streams with Riparian Conditions extending more than 150 feet from edge of streambank or Seasonally Flowing streams with riparian conditions extending more than 50 feet from edge of streambank: 300 feet from edge of feature or riparian vegetation, whichever width is greater. Special Aquatic Features include: lakes, wet meadows, bogs, fens, wetlands, vernal pools, and springs.

Desired Conditions

Water quality meets the goals of the Clean Water Act and Safe Drinking Water Act; it is fishable, swimmable, and suitable for drinking after normal treatment.

Habitat supports viable populations of native and desired non-native plant, invertebrate, and vertebrate riparian and aquatic-dependent species. New introductions of invasive species are prevented. Where invasive species are adversely affecting the viability of native species, the appropriate State and Federal wildlife agencies have reduced impacts to native populations.

Species composition and structural diversity of plant and animal communities in riparian areas, wetlands, and meadows provide desired habitat conditions and ecological functions.

The distribution and health of biotic communities in special aquatic habitats (such as springs, seeps, vernal pools, fens, bogs, and marshes) perpetuates their unique functions and biological diversity.

Spatial and temporal connectivity for riparian and aquatic-dependent species within and between watersheds provides physically, chemically and biologically unobstructed movement for their survival, migration and reproduction.

The connections of floodplains, channels, and water tables distribute flood flows and sustain diverse habitats.

Soils with favorable infiltration characteristics and diverse vegetative cover absorb and filter precipitation and sustain favorable conditions of stream flows.

In-stream flows are sufficient to sustain desired conditions of riparian, aquatic, wetland, and meadow habitats and keep sediment regimes as close as possible to those with which aquatic and riparian biota evolved.

The physical structure and condition of stream banks and shorelines minimizes erosion and sustains desired habitat diversity.

The ecological status of meadow vegetation is late seral (50 percent or more of the relative cover of the herbaceous layer is late seral with high similarity to the potential natural community). A diversity of age classes of hardwood shrubs is present and regeneration is occurring.

Meadows are hydrologically functional. Sites of accelerated erosion, such as gullies and headcuts are stabilized or recovering. Vegetation roots occur throughout the available soil profile. Meadows with perennial and intermittent streams have the following characteristics: (1) stream energy from high flows is dissipated, reducing erosion and improving water quality, (2) streams filter sediment and capture bedload, aiding floodplain development, (3) meadow conditions enhance floodwater retention and groundwater recharge, and (4) root masses stabilize stream banks against cutting action.

Critical Aquatic Refuges

Designation (pp. 43-44)

Critical aquatic refuges (CARs) are subwatersheds, generally ranging between 10,000 to 40,000 acres, with some as small 500 acres and some as large as 100,000 acres, that contain either:

- known locations of threatened, endangered, or sensitive species,
- highly vulnerable populations of native plant or animal species, or
- localized populations of rare native aquatic- or riparian dependent plant or animal species.

Critical aquatic refuges are shown on maps in Volume 4, Appendix I of the SNFPA FEIS (January 2001), beginning on age I-53. The boundaries of CARs may be refined during landscape analysis based on the findings from conservation assessments or verification of the presence and condition of habitat for threatened, endangered, and sensitive species. Additional CARs may be added by individual national forests.

Desired Conditions

Critical aquatic refuges provided habitat for native fish, amphibian and aquatic invertebrate populations. Remnant plant and animal populations in aquatic communities are maintained and restored.

Streams in meadows, lower elevation grasslands, and hardwood ecosystems have vegetation and channel bank conditions that approach historic potential.

Water quality meets State stream standards.

D. Management Standards and Guidelines

Forest-wide Standards and Guidelines

Standards and guidelines described in this section apply to all land allocations (other than wilderness areas and wild and scenic river areas) unless stated otherwise (2004 Record of Decision, page 49).

Habitat Connectivity for Old Forest Associated Species

27) Minimize old forest habitat fragmentation. Assess potential impacts of fragmentation on old forest associated species (marten) in biological evaluations (pp. 53).

28) Assess the potential impact of projects on the connectivity of habitat for old forest associated species.

29) Consider retaining forested linkages (with canopy cover greater than 40 percent) that are interconnected via riparian areas and ridge top saddles during project-level analysis.

30) If fishers are detected outside the southern Sierra fisher conservation area, evaluate habitat conditions and implement appropriate mitigation measures to retain suitable habitat within the estimated home range. Institute project-level surveys over the appropriate area, as determined by an interdisciplinary team.

Wolverine and Sierra Nevada Red Fox Detections

32) Detection of a wolverine or Sierra Nevada red fox will be validated by a forest carnivore specialist. When verified sightings occur, conduct an analysis to determine if activities within 5 miles of the detection have a potential to affect the species. If necessary, apply a limited operating period from January 1 to June 30 to avoid adverse impacts to potential breeding. Evaluate activities for a 2-year period for detections not associated with a den site. Limited operating periods for old forest dependent species apply only to vegetation management activities (p. 54).

Wheeled Vehicles

69) Prohibit wheeled vehicle travel off of designated routes, trails, and limited off highway vehicle (OHV) use areas. Unless otherwise restricted by current forest plans or other specific area standards and guidelines, cross-country travel by over-snow vehicles would continue (p. 59).

California Spotted Owl and Northern Goshawk Protected Activity Centers

75) For California spotted owl PACs: Maintain a limited operating period (LOP), prohibiting vegetation treatments within approximately 0.25 mile of the activity center during the breeding season (March 1 through August 31), unless surveys confirm that California spotted owls are not nesting.

76) For northern goshawk PACs: Maintain a limited operating period (LOP), prohibiting vegetation treatments within approximately 0.25 mile of the nest site during the breeding season (February 15 through September 15) unless surveys confirm that northern goshawks are not nesting.

77) The [CSO or goshawk] LOP may be waived for vegetation treatments of limited scope and duration, when a biological evaluation determines that such projects are unlikely to result in breeding disturbance considering their intensity, duration, timing and specific location. Where a biological evaluation concludes that a nest site would be shielded from planned activities by topographic features that would minimize disturbance, the LOP buffer distance may be modified.

82) Mitigate impacts where there is documented evidence of disturbance to the [CSO or goshawk] nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreational and other developments for their potential to disturb nest sites (pp. 60-61).

Great Gray Owl

83) Apply a limited operating period, prohibiting vegetation treatments and road construction within 0.25 mile of an active great gray owl nest stand, during the nesting period (typically March 1 to August 15) (p. 61).

Fisher Marten Den Sites

85) Protect fisher den site buffers from disturbance with a limited operating period (LOP) from March 1 through June 30 for vegetation treatments as long as habitat remains suitable or until another Regionally-approved management strategy is implemented. The LOP may be waived for individual projects of limited scope and duration, when a biological evaluation documents that

such projects are unlikely to result in breeding disturbance considering their intensity, duration, timing, and specific location.

87) Mitigate impacts where there is documented evidence of disturbance to the [fisher or marten] den site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreational and other developments for their potential to disturb den sites (includes standard and guideline 89, p. 62).

88) Protect marten den site buffers from disturbance from vegetation treatments with a limited operating period (LOP) from May 1 through July 31 as long as habitat remains suitable or until another regionally approved management strategy is implemented. The LOP may be waived for individual projects of limited scope and duration, when a biological evaluation documents that such projects are unlikely to result in breeding disturbance considering their intensity, duration, timing, and specific location. Limited operating periods for old forest dependent species apply only to vegetation management activities (pp. 61-62).

Riparian Conservation Areas and Critical Aquatic Refuges

91) Designate riparian conservation area (RCA) widths as described above. The RCA widths displayed may be adjusted at the project level if a landscape analysis has been completed and a site-specific RCO analysis demonstrates a need for different widths.

92) Evaluate new proposed management activities within CARs and RCAs during environmental analysis to determine consistency with the riparian conservation objectives at the project level and the AMS goals for the landscape. Ensure that appropriate mitigation measures are enacted to (1) minimize the risk of activity-related sediment entering aquatic systems and (2) minimize impacts to habitat for aquatic- or riparian-dependent plant and animal species.

93) Identify existing uses and activities in CARs and RCAs during landscape analysis. At the time of permit reissuance, evaluate and consider actions needed for consistency with RCOs.

94) As part of project-level analysis, conduct peer reviews for projects that propose ground-disturbing activities in more than 25 percent of the RCA (pp. 62).

Botanical Resources

118) Prohibit or mitigate ground-disturbing activities that adversely affect hydrologic processes that maintain water flow, water quality, or water temperature critical to sustaining bog and fen ecosystems and plant species that depend on these ecosystems. During project analysis, survey, map, and develop measures to protect bogs and fens from such activities as trampling by livestock, pack stock, humans, and wheeled vehicles (p. 65).

Table B- 4. Sierra Nevada Forest Plan Amendment Standards and Guidelines Associated with Riparian Conservation Objectives, Specific to OSV Use

RCO	Standards and Guidelines
Riparian Conservation Objective 1: Ensure that identified beneficial uses for the water body are adequately protected. Identify the specific beneficial uses for the project area, water quality goals from the Regional Basin Plan, and the manner in which the standards and guidelines will protect the beneficial uses.	95. For waters designated as "Water Quality Limited" (Clean Water Act Section 303(d)), participate in the development of Total Maximum Daily Loads (TMDLs) and TMDL Implementation Plans. Execute applicable elements of completed TMDL Implementation Plans. 96. Ensure that management activities do not adversely affect water temperatures necessary for local aquatic- and riparian-dependent species assemblages. 97. Prohibit storage of fuels and other toxic materials within RCAs and CARs except at designated administrative sites and sites covered by a Special Use Authorization. Prohibit refueling within RCAs and CARs unless there are no other alternatives. Ensure that spill plans are reviewed and up-to-date.
Riparian Conservation Objective 2: Maintain or restore: (1) the geomorphic and biological characteristics of special aquatic features, including lakes, meadows, bogs, fens, wetlands, vernal pools, springs; (2) streams, including in stream flows; and (3) hydrologic connectivity both within and between watersheds to provide for the habitat needs of aquatic-dependent species.	100. Maintain and restore the hydrologic connectivity of streams, meadows, wetlands, and other special aquatic features by identifying roads and trails that intercept, divert, or disrupt natural surface and subsurface water flow paths. Implement corrective actions where necessary to restore connectivity. 101. Ensure that culverts or other stream crossings do not create barriers to upstream or downstream passage for aquatic-dependent species. Locate water drafting sites to avoid adverse effects to in stream flows and depletion of pool habitat. Where possible, maintain and restore the timing, variability, and duration of floodplain inundation and water table elevation in meadows, wetlands, and other special aquatic features. 102. Prior to activities that could adversely affect streams, determine if relevant stream characteristics are within the range of natural variability. If characteristics are outside the range of natural variability, implement mitigation measures and short-term restoration actions needed to prevent further declines or cause an upward trend in conditions. Evaluate required long-term restoration actions and implement them according to their status among other restoration needs. 103. Prevent disturbance to streambanks and natural lake and pond shorelines caused by resource activities (for example, livestock, off-highway vehicles, and dispersed recreation) from exceeding 20 percent of stream reach or 20 percent of natural lake and pond shorelines. Disturbance includes bank sloughing, chiseling, trampling, and other means of exposing bare soil or cutting plant roots. This standard does not apply to developed recreation sites, sites authorized under Special Use Permits and designated off-highway vehicle routes.

RCO	Standards and Guidelines
Riparian Conservation Objective 2: (continued)	105. At either the landscape or project-scale, determine if the age class, structural diversity, composition, and cover of riparian vegetation are within the range of natural variability for the vegetative community. If conditions are outside the range of natural variability, consider implementing mitigation and/or restoration actions that will result in an upward trend. Actions could include restoration of aspen or other riparian vegetation where conifer encroachment is identified as a problem.
Riparian Conservation Objective 3: Ensure a renewable supply of large down logs that: (1) can reach the stream channel, and (2) provide suitable habitat within and adjacent to the RCA.	108. Determine if the level of coarse large woody debris (CWD) is within the range of natural variability in terms of frequency and distribution and is sufficient to sustain stream channel physical complexity and stability. Ensure proposed management activities move conditions toward the range of natural variability.
Riparian Conservation Objective 4: Ensure that management activities, including fuels reduction actions, within RCAs and CARs enhance or maintain physical and biological characteristics associated with aquatic- and riparian-dependent species.	109. Within CARs, in occupied habitat or "essential habitat" as identified in conservation assessments for threatened, endangered, or sensitive species, evaluate the appropriate role, timing, and extent of prescribed fire. Avoid direct lighting within riparian vegetation; prescribed fires may back into riparian vegetation areas. Develop mitigation measures to avoid impacts to these species whenever ground-disturbing equipment is used. 110. Use screening devices for water drafting pumps. (Fire suppression activities are exempt during initial attack.) Use pumps with low entry velocity to minimize removal of aquatic species, including juvenile fish, amphibian egg masses and tadpoles, from aquatic habitats. 111. Design prescribed fire treatments to minimize disturbance of ground cover and riparian vegetation in RCAs. In burn plans for project areas that include, or are adjacent to RCAs, identify mitigation measures to minimize the spread of fire into riparian vegetation. In determining which mitigation measures to adopt, weigh the potential harm of mitigation measures, for example fire lines, against the risks and benefits of prescribed fire entering riparian vegetation. Strategies should recognize the role of fire in ecosystem function and identify those instances where fire suppression or fuel management actions could be damaging to habitat or long-term function of the riparian community. 112. Post-wildfire management activities in RCAs and CARs should emphasize enhancing native vegetation cover, stabilizing channels by non-structural means, minimizing adverse effects from the existing road network, and carrying out activities identified in landscape analyses. Post- wildfire operations shall minimize the exposure of bare soil. 113. Allow hazard tree removal within RCAs or CARs. Allow mechanical ground disturbing fuels treatments, salvage harvest, or commercial fuelwood cutting within RCAs or CARs when the activity is consistent with RCOs. Utilize low ground pressure equipment, helicopters, over the snow logging, or other non-ground disturbing actions to operate off of existing roads when needed to achieve RCOs. Ensure that existing roads, landings, and skid trails meet Best Management Practices. Minimize the construction of new skid trails or roads for access into RCAs for fuel treatments, salvage harvest, commercial fuelwood cutting, or hazard tree removal.

RCO	Standards and Guidelines
Riparian Conservation Objective 4 (continued)	114. As appropriate, assess and document aquatic conditions following the Regional Stream Condition Inventory protocol prior to implementing ground disturbing activities within suitable habitat for California red-legged frog, Cascades frog, Yosemite toad, foothill and mountain yellow-legged frogs, and northern leopard frog[65.] 115. Identify roads, trails, OHV trails and staging areas, developed recreation sites, dispersed campgrounds, special use permits, grazing permits, and day use sites during landscape analysis. Identify conditions that degrade water quality or habitat for aquatic and riparian- dependent species. At the project level, evaluate and consider actions to ensure consistency with standards and guidelines or desired conditions.
Riparian Conservation Objective 5: Preserve, restore, or enhance special aquatic features, such as meadows, lakes, ponds, bogs, fens, and wetlands, to provide the ecological conditions and processes needed to recover or enhance the viability of species that rely on these areas.	117. Assess the hydrologic function of meadow habitats and other special aquatic features during range management analysis. Ensure that characteristics of special features are, at a minimum, at Proper Functioning Condition, as defined in the appropriate Technical Reports (or their successor publications): (1) "Process for Assessing PFC" TR 1737-9 (1993), "PFC for Lotic Areas" USDI TR 1737-15 (1998) or (2) "PFC for Lentic Riparian-Wetland Areas" USDI TR 1737-11 (1994). 118. Prohibit or mitigate ground-disturbing activities that adversely affect hydrologic processes that maintain water flow, water quality, or water temperature critical to sustaining bog and fen ecosystems and plant species that depend on these ecosystems[66]. During project analysis, survey, map, and develop measures to protect bogs and fens from such activities as trampling by livestock, pack stock, humans, and wheeled vehicles. Criteria for defining bogs and fens include, but are not limited to, presence of: (1) sphagnum moss (Sphagnum spp.), (2) mosses belonging to the genus Meessia, and (3) sundew (Drosera spp.) Complete initial plant inventories of bogs and fens within active grazing allotments prior to re-issuing permits.
Riparian Conservation Objective 6: Identify and implement restoration actions to maintain, restore or enhance water quality and maintain, restore, or enhance habitat for riparian and aquatic species.	122. Recommend restoration practices in: (1) areas with compaction in excess of soil quality standards, (2) areas with lowered water tables, or (3) areas that are either actively down cutting or that have historic gullies. Identify other management practices, for example, road building, recreational use, grazing, and timber harvests that may be contributing to the observed degradation.

Appendix C. Water Quality Best Management Practices

National Core Best Management Practices

The Forest Service has generated National Core Best Management Practices (BMPs), two apply to over-snow vehicle use, and are presented below.

BMP Rec-7. Over-snow Vehicle Use

Manual or Handbook Reference: FSM 7718

Objective: Avoid, minimize or mitigate adverse effects to soil, water quality and riparian resources from over-snow vehicle use.

Explanation: An over-snow vehicle is a motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow. Over-snow vehicles include snowmobiles, snowcats, and snow grooming machines. Snowmobiles and snowcats are used for access and for recreational activities. Snow grooming machines are used to prepare snow on trails for downhill or cross-country skiing or snowmobile use.

An over-snow vehicle traveling over snow results in different impacts to soil and water resources than motor vehicles traveling over the ground. Unlike other motor vehicles traveling cross-country, over-snow vehicles generally do not create a permanent trail or have direct impact on soil and ground vegetation when snow depths are sufficient to protect the ground surface. Emissions from over-snow vehicles, particularly two-stroke engines on snowmobiles, release pollutants like ammonium, sulfate, benzene, polycyclic aromatic hydrocarbons, and other toxic compounds that are stored in the snowpack.

During spring snowmelt runoff, these accumulated pollutants are released and may be delivered to surrounding water bodies. In addition, over-snow vehicles that fall through thin ice can pollute water bodies.

Use of National Forest System lands and/or trails by over-snow vehicles may be allowed, restricted or prohibited at the discretion of the local line officer.

Practices: develop site-specific BMP prescriptions for the following practices, as appropriate or when required, using state BMPs, Forest Service regional guidance, Forest or Grassland Plan direction, BMP monitoring information, and professional judgment:

- Use suitable public relations and information tools, and enforcement measures to encourage the public to conduct cross-country over-snow vehicle use and on trails in a manner that will avoid, minimize or mitigate adverse effects to soil, water quality, and riparian resources.
    - Provide information on the hazards of running over-snow vehicles on thin ice.
    - Provide information on effects of over-snow vehicle emissions on air quality and water quality.
- Use applicable practices of BMP Rec-4 (Motorized and Non-motorized Trails) when locating, designing, constructing, and maintaining trails for over-snow vehicle use.
- **Allow over-snow vehicle use cross-country or on trails when snow depths are sufficient to protect the underlying vegetative cover and soil or trail surface**.

- Specify the minimum snow depth for each type or class of over-snow vehicle to protect underlying resources as part of any restrictions or prohibitions on over-snow use.
- Specify season-of-use to be at times when the snowpack would be expected to be of suitable depth.
- Specify over-snow vehicle class suitable for the expected snowpack and terrain or trail conditions.

- Use closure orders to mitigate effects when adverse effects to soil, water quality, or riparian resources are occurring.
- Use applicable practices of BMP Rec-2 (Developed Recreation Sites) when constructing and operating over-snow vehicle trailheads, parking, and staging areas.
  - Use suitable measures to trap and treat pollutants from over-snow vehicle emissions in snowmelt runoff or locate the staging area at a sufficient distance from nearby water bodies to provide adequate pollutant filtering.

Road-10. Equipment Refueling and Servicing

Manual or Handbook Reference: FSM 2160 and FSH 7109.19, chapter 40.

Objective: Avoid or minimize adverse effects to soil, water quality, and riparian resources from fuels, lubricants, cleaners, and other harmful materials discharging into nearby surface waters or infiltrating through soils to contaminate groundwater resources during equipment refueling and servicing activities.

Explanation: Many activities require the use and maintenance of petroleum-powered equipment in the field. For example, mechanical vegetation management activities may employ equipment that uses or contains gasoline, diesel, oil, grease, hydraulic fluids, antifreeze, coolants, cleaning agents, and pesticides. These petroleum and chemical products may pose a risk to contaminating soils, surface water, and groundwaters during refueling and servicing the equipment. BMP Fac-6 (Hazardous Materials) provides additional guidance for handling hazardous materials.

Practices: Develop site-specific BMP prescriptions for the following practices, as appropriate or when required, using State BMPs, Forest Service regional guidance, land management plan direction, BMP monitoring information, and professional judgment.

- Plan for suitable equipment refueling and servicing sites during project design.
  - Allow temporary refueling and servicing only at approved locations, located well away from the AMZ, groundwater recharge areas, and waterbodies.
- Develop or use existing fuel and chemical management plans (e.g., Spill Prevention Control and Countermeasures [SPCC], spill response plan, and emergency response plan) when developing the management prescription for refueling and servicing sites.
- Locate, design, construct, and maintain petroleum and chemical delivery and storage facilities consistent with applicable local, State, and Federal regulations.
- Use suitable measures around vehicle service, storage and refueling areas, chemical storage and use areas, and waste dumps to fully contain spills and avoid or minimize soil contamination and seepage to groundwater.
- Provide training for all agency personnel handling fuels and chemicals in their proper use, handling, storage, and disposal.

- Ensure that contractors and permit holders provide documentation of proper training in handling hazardous materials.
- Use suitable measures to avoid spilling fuels, lubricants, cleaners, and other chemicals during handling and transporting.
- Prohibit excess chemicals or wastes from being stored or accumulated in the project area.
- Remove service residues, used oil, and other hazardous or undesirable materials from NFS land and properly dispose them as needed during and after completion of the project.
- Clean up and dispose of spilled materials according to specified requirements in the appropriate guiding document.
- Report spills and initiate suitable cleanup action in accordance with applicable State and Federal laws, rules, and regulations.
    - Remove contaminated soil and other material from NFS lands and dispose of this material in a manner consistent with controlling regulations.
    - Prepare and implement a certified SPCC Plan for each facility, including mobile and portable facilities, as required by Federal regulations.
    - Use applicable practices of BMP Fac-10 (Facility Site Reclamation) to reclaim equipment refueling and services site when the need for them ends.

Pacific Southwest Region Best Management Practices

Through the execution of a formal Management Agency Agreement with the Forest Service in 1981, the State and Regional Water Quality Control Boards designated the Forest Service as the Water Quality Management Agency for National Forest System lands in California. The Forest Service agreed to control non-point-source discharges by implementing control actions certified by the State Water Quality Control Board (SWQCB) and the Environmental Protection Agency as best management practices (USDA Forest Service R5 FSH 2509.22 - Soil and Water Conservation Handbook, 2011). The Forest Service best management practices are in conformance with the provisions and requirements of the Clean Water Act and within the guidelines of the Basin Plans developed for the nine RWQCBs in California. These are designed to protect and maintain water quality and prevent adverse effects to beneficial uses, both on-site and downstream.

The BMPs most relevant to the OSV program pertain to snow removal and monitoring and include the following:

BMP 2-25. Snow Removal Controls to Avoid Resource Damage

Manual or Handbook Reference: USDA Forest Service R5 FSH 2509.22 (2011)

Objective: To minimize the impact of snowmelt runoff on road surfaces and embankments and to consequently reduce the probability of sediment production resulting from snow removal operations.

Explanation: This would be a preventative measure used to protect resources and indirectly to protect water quality. Forest roads are sometimes used throughout winter for a variety of reasons. For such roads the following measures would be employed to meet the objectives of this practice:

- The contractor will be responsible for snow removal in a manner that will protect roads and adjacent resources.

- Rocking or other special surfacing and drainage measures will be necessary before the operator would be allowed to use the roads.
- Snow berms will be removed where they result in an accumulation or concentration of snowmelt runoff on the road and erosive fill slopes.
- Snow berms will be installed where such placement will preclude concentration of snowmelt runoff and serve to rapidly dissipate melt water. If the road surface is damaged during snow removal, the purchaser or contractor will be required to replace lost surface material with similar quality of material and repair structures damaged in snow removal operations as soon as practical unless otherwise agreed to in writing.
- Implementation: Project location and detailed mitigation will be developed by the IDT [interdisciplinary team] during environmental analysis and incorporated into the project management strategy and/or contracts. Project crew leaders and supervisors will be responsible for implementing force account projects to construction specifications and project criteria.

BMP 4-7 Water Quality Monitoring of off-highway vehicle (and OSV) Use According to a Developed Plan

Manual or Handbook Reference: (USDA Forest Service 2000):

Objective: To provide a systematic process to determine when and to what extent off-highway vehicle use will cause or is causing adverse effects on water quality.

Explanation: Each Forest's off-highway vehicle plan [Travel Management Plan and LRMP] will:

- Identify areas or routes where off-highway vehicle use could cause degradation of water quality.
- Establish baseline water quality data for normal conditions as a basis from which to measure change.
- Identify water quality standards and the amount of change acceptable.
- Establish monitoring measures and frequency.
- Identify controls and mitigation appropriate in management of off-highway vehicles.
- Restrict off-highway vehicles to designated routes.

Implementation: Monitoring results would be evaluated against the off-highway vehicle plan objectives for water quality and the LRMP objectives for the area. These results would be documented along with actions necessary to correct identified problems. If considerable adverse effects are occurring, or would be likely to occur, immediate corrective action would be taken. Corrective actions may include, but would not limited to, reduction in the amount of off-highway vehicle use, signing, or barriers to redistribute use, partial closure of areas, rotation of use on areas, closure to causative vehicle type(s), total closure, and structural solutions such as culverts and bridges.

Appendix D. Mitigations to Address the Minimization Criteria in the Travel Regulations for Areas Designated for OSV Use

Antelope Area

Specific Criteria for OSV Designated Trails and Areas (36 CFR 212.55(b))

The proposed Antelope designated OSV area is in the northeastern portion of the Plumas National Forest. The elevation within the area ranges from 3,600 to 7,820 feet. It is adjacent to the communities of Greenville, Crescent Mills, Taylorsville, Genesee, Janesville, and Canyon Dam, and encompasses the three remote seasonal communities of Wilcox Valley and Franks Valley, and Antelope Village which do not have winter road access. There is one groomed trail in this area that is managed by the Lassen National Forest in their Fredonyer OSV snow-trail system. There are no additional OSV snow trails proposed for designation on the Plumas NF within this area. The area contains two semi-primitive areas, Keddie Ridge and Thompson Peak, and two portions of one Research Natural Area (RNA), Mud Lake RNA and the Wheeler Peak Unit of the Mud Lake RNA. The area contains all classes of the Recreation Opportunity Spectrum (ROS) except “Primitive”. The predominant ROS class is “Roaded Modified,” and includes the Antelope Lake Recreation Area. This area receives moderate motorized and non-motorized use near populated areas, and low use by both groups in more remote areas. The location of this area is north and east of Indian Valley, north of Genesee Valley, west of Indian Creek between Genesee Valley and the Antelope Lake dam, north of National Forest System Road 28N03 from the Antelope Lake Dam to its intersection with NFS Road 28N01, west of NFS Road 28N01 from its intersection with NFS Road 28N03 to its intersection with the National Forest Boundary on Janesville Grade, south of the Plumas National Forest boundary from Janesville Grade to its intersection with CA State Highway 89, and north of CA89 between Canyon Dam, CA and Greenville, CA.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	No	N/A
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no cultural resources identified that would likely be affected from OSV uses.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants exist in the area. These species should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, Mud Lake RNA and Eastern Escarpment botanical SIA overlap the area. TES plants in the RNA and SIA should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated areas are vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat. Baker's Cypress saplings in the RNA may be negatively impacted by OSV use as they would be above the snow surface during OSV use.	The Mud Lake RNA and Eastern Escarpment botanical SIA areas would not be designated for OSV use. Excluding OSV use from these areas would protect threatened, sensitive, and watch list botanical resources in this land allocations in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNA's to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, this area overlaps 10 goshawk and 22 spotted owl PACs. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Lassen National Forest has designated an OSV trail along NFS road 28N08 in this area as part of their Fredonyer trail system; Groomed trails may concentrate or perpetuate OSV cross-country travel in PACs. Owl and goshawk PACs in the area contain relatively dense forest conditions that are not typically considered high-quality OSV cross-country travel areas, with the exception of designated, groomed trails and areas adjacent to trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest or winter roost sites?	Yes, the Antelope area contains three bald eagle nesting territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. In the Antelope Area, pass-through OSV use would be allowed on National Forest System Road 24N41 (on two designated, ungroomed trails west and north of Antelope Lake). Cross-country OSV use would not be designated within the bald eagle nesting territories surrounding Antelope Lake.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, this area overlaps deer winter range in lower elevation areas.. Approximately half of the winter deer range acres in this area occurs on private lands. Cross country OSV travel has potential to harass winter deer herds and indirectly impact gray wolves (i.e., harassment of wolf prey). Gray wolf occur north of the Antelope designated area. Wolf prey (deer) in the Antelope designated area may be negatively impacted by OSV use.	Deer winter range would not be designated for OSV cross-country use.
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, the designated area overlaps occupied SNYLF Critical Habitat (Boulder and Lone Rock Creek unit) and occupied gray wolf habitat. Cross country travel in riparian zones would have the potential to adversely affect SNYLF and Critical Habitat. Gray wolf prey (ungulates) in the area may be negatively impacted by OSV use. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs. OSV use in this area may harass gray wolves during pup rearing phase (mid-April through fall). Cross-country OSV use could coincide with and disrupt the rearing of wolf pups and may negatively impact wolf hunting.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. Deer winter range would not be designated for cross-country OSV use. Pass-through OSV travel on designated trails would be allowed and should minimize disturbance. The Forest Service would communicate with CDFW to identify concerns that may arise during high snow years when OSV use may into the early summer. Wolf winter range use is not currently known in the area. If conflict between OSV use and wolves or wolf prey (deer and elk) is documented or suspected, additional mitigations may be needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the area contains suitable habitat for forest carnivores. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses exist in this area. Thompson Peak is a high value area for backcountry skiers seeking solitude, untracked snow, and high quality skiing terrain. Additionally, this area provides the only easily accessible backcountry ski opportunity on the east side of the Plumas National Forest. The area surrounding Thompson Peak is managed for a semi-primitive experience. OSV use of this area would be likely to have adverse effects to the solitude and quiet recreation opportunities sought by non-motorized recreationists. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	The Thompson Peak Semi-Primitive Area would not be designated for OSV use. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1). The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, three areas valued for non-motorized use are within this area, Thompson Peak Semi-Primitive Area and Keddie Ridge Semi-Primitive Area, and the Genesee Valley Special Management Area. The semi-primitive areas are described in the Plumas NF LRMP (page 4-88). The Genesee Valley area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. All three areas emphasize management that provides a non-motorized recreation experience. OSV use in these areas would conflict with management objectives.	The following areas would not be designated for public, cross-country OSV use: areas within Genesee Valley, Thompson Peak Semi-Primitive Area, and the portion of the Keddie Semi-Primitive Area adjacent to the Homer and Deerheart Lakes areas of the Lassen National Forest. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1).
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes. Antelope Lake. Facilities are developed for summer use. No adverse effects from OSV use.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. While cross-country use of wheeled motor vehicles is prohibited throughout the Plumas National Forest, all of the roads and motorized trails within the area allow unrestricted use by wheeled motorized vehicles year-round. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' recreation experience by creating deep ruts in the snow surface. This has not affected winter management of this area. OSV use of the area would not be expected to cause adverse effects due to current low levels of use by both classes of motor vehicles in this area.	N/A
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No. OSV use areas would not intersect with plowed roads.	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. One designated snow trail, managed by the Lassen NF, is located within this area. Use of Class 2 OSVs would only be permitted on designated snow trails within the Plumas NF.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes. Greenville, Taylorsville, Genesee, North Arm Indian Valley, Janesville, Antelope Village, Franks Valley, and Wilcox Valley are all adjacent. OSV use is generally compatible with all of the communities listed above except Genesee. Management objectives for the Genesee Valley (Genesee Valley Special Management Area, Plumas County General Plan) specify that off-road recreational use shall be limited to non-motorized vehicles, and that all trails shall be for non-motorized use only. OSV use in Genesee Valley would not be compatible with the distinct characteristics of the community.	Areas within and surrounding Genesee Valley would not be designated for OSV use. (Genesee Valley Special Management Area, Plumas County General Plan)
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes for all areas except Genesee Valley. Per the Plumas County General Plan, Genesee Valley Special Management Area direction, the sounds and emissions from OSV use would not be compatible with populated areas within Genesee Valley.	Areas within and surrounding Genesee Valley would not be designated for OSV use. (Genesee Valley Special Management Area, Plumas County General Plan)

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, Lassen National Forest proposes designated use in their adjacent Fredonyer Area. One snow trail managed by the Lassen NF is on the Plumas NF. Grooming of the trail would be managed by Lassen NF. OSV use of the Antelope area would not cause adverse effects. Both areas (Fredonyer on Lassen NF and Antelope on Plumas NF) would allow cross-country OSV use in designated areas; however, the Forests differ in their regulation of Class 2 OSVs. Plumas NF would allow Class 1 OSV use in all designated OSV use areas and designated snow trails and Class 2 OSV use on designated snow trails only. The Lassen NF does not distinguish between OSV classes and would allow use of all classes of OSV in designated OSV use areas and designated snow trails. Designation of this area for cross-country OSV use (for Class 1 OSVs only) would not cause adverse effects to management of the designated OSV use area on the adjacent Lassen NF. One segment of Lassen NF designated snow trail is on the Plumas National Forest within the Antelope Area. Class 2 OSV use would be allowed on this designated trail within the Plumas NF but cross-country travel in designated OSV areas by Class 2 OSVs would not be allowed on the Plumas NF.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions. The Plumas NF would coordinate with the Lassen NF to ensure that information produced for the Fredonyer Snow Trail System accurately communicates relevant information and OSV restrictions for recreationists crossing onto the Plumas NF.

Bucks Area

The proposed Bucks designated OSV area is located in the western portion of the Plumas National Forest between the North Fork and Middle Fork of the Feather River and west of the communities of Quincy, CA and Cromberg, CA. The elevation within the area ranges from 3,500 to 7,183 feet. This area contains high-value areas for motorized and non-motorized over-snow recreation. It is adjacent to the communities of Quincy, East Quincy, Cromberg, Greenhorn Ranch, Spring Garden, Meadow Valley, Twain, Paxton, Bucks Lake, and Berry Creek. This area contains high value areas for motorized and non-motorized over-snow recreation. There is one designated snow trail system in the area, comprised of 14 designated snow trails available for grooming, totaling approximately 113 miles, and 4 snow trails not available for grooming, and totaling 11 miles. There are two official staging areas associated with this trail system: Bucks Summit (5,520 ft.) and Big Creek (4,100 ft.). The staging area at Bucks Summit is large and heavily used. The Big Creek staging area is used when there is adequate snow. There are no additional OSV snow trails proposed for designation on the Plumas NF within this area. The area contains the Bucks Lake Wilderness Area, the Mount Pleasant Research Natural Area (within the Bucks Lake Wilderness Area), portions of the Middle Fork Feather River Wild and Scenic River and associated Semi-primitive and Roadless areas. Two reaches of creek that are eligible for wild designation under the Wild and Scenic Rivers Act on The Little North Fork MFFR, and Bear Creek are within this area. Three Special Interest Areas: Butterfly Valley (botanical), Little Volcano (geological), and Feather Falls

(scenic) are within the area. The area contains all classes of the Recreation Opportunity Spectrum (ROS). The predominant ROS class is "Roaded Modified," and it contains the only "Primitive" area on the Plumas NF. This area receives high use by both motorized and non-motorized enthusiasts.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur in designated areas and designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas and designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	Yes, North Fork Feather River is listed for potential water quality impairment due to mercury, Polychlorinated Biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation. OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants exist in the area. These species should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, TES plants in the Mt. Pleasant RNA and Big Bald Rock, Butterfly Valley, Fales Basin, McNab Cypress, Mountain House and Red Hill SIA's may be negatively impacted by OSV use. TES plants in the RNA and botanical SIAs should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. OSV use is not likely to cause adverse effects to the geological features in the Little Volcano SIA. Mid-story vegetation in designated OSV use areas are vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat. OSV use may impact non-motorized recreationists experience in geologic and scenic SIA's (Little Volcano, Feather Falls).	The botanical areas (Mt. Pleasant RNA and Big Bald Rock, Butterfly Valley, Fales Basin, McNab Cypress, Mountain House and Red Hill SIAs) would not be designated for OSV use. Excluding OSV use from these areas would protect threatened, sensitive, and watch list botanical resources in these land allocations in accordance with the Plumas LRMP. The Feather Falls scenic SIA would also not be designated for OSV use because it is at low elevation where snow is generally not adequate. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNAs to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, including the Little Volcano geologic SIA, cross-country OSV use would only be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV users are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 46 goshawks and 87 spotted owl PACs overlap this area. PACs occur relatively evenly across the proposed designated OSV use area, with spotted owl PACs occurring more often than goshawk PACs at the lower elevations. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Owl and Goshawk PACs in the area contain relatively dense forest conditions that are not typically considered high-quality OSV cross-country travel areas. Designated, groomed trails are proposed in this area. Designation and grooming of trails would likely facilitate access and increase OSV use in areas adjacent to trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, the Buck's area contains five eagle nesting territories (one at Snake Lake and four near Buck's Lake) and OSV use has potential to harass eagles in territories. One of the four eagle territories at Buck's Lake is within Wilderness and a second is adjacent to Wilderness with a proposed groomed trail passing through it (see Buck's groomed trail checklist). Groomed trails may concentrate or perpetuate OSV cross-country travel in eagle nesting territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, this area overlaps deer winter range. Cross-country travel has potential to harass winter deer herds and indirectly impact gray wolves (i.e., harassment of wolf prey).	Deer winter range would not be designated for OSV cross-country use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, SNYLF occupied Critical Habitat (Buck's Lake and Deanes Valley units), California Red-Legged Frog Critical Habitat (BUT-1 unit) and Valley elderberry longhorn beetle suitable habitat occurs in the designated OSV use area. The designated snow trail system in the Bucks area includes groomed trails that overlap with occupied Critical Habitat for SNYLF. Groomed trails are likely to increase OSV use in adjacent areas. Cross country travel in riparian zones may adversely affect SNYLF and SNYLF Critical Habitat. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs. California red-legged frog Critical Habitat Unit BUT-1 is between Stony and Mosquito Creeks along the North Fork Feather River above Lake Oroville. Critical Habitat occurs below 3,200 feet in elevation in and would not have adequate snow during the vast majority of years. Valley elderberry longhorn beetle occurs at low elevations in the Buck's designated OSV use area, adequate snow for OSV use is unlikely to occur in suitable beetle habitat.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel would be allowed in designated areas only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. Critical Habitat for California red-legged frogs and Valley elderberry longhorn beetles occurs at low elevations (below 3,200 feet) without adequate snow; these areas would not be designated for cross-country OSV use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, sensitive forest carnivores are known to occur in the Bucks area. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized and non-motorized uses exist in this area. The Bucks Lake Wilderness is a popular non-motorized recreation destination for backcountry skiers and snowboarders, cross-country skiers, and snowshoers. The greatest potential for conflict is OSV use in areas adjacent to the wilderness that are of high value to non-motorized recreation. The adjacent Black Gulch area is outside the wilderness area but is part of the area highly valued for non-motorized recreation including backcountry skiing and snowboarding. The Black Gulch area currently receives little to no OSV use. The area adjacent to the southern boundary of the wilderness between Bucks Lake and Bucks Summit is another high-value area of for non-motorized use. This area receives occasional OSV use and is an area where incursions of OSVs into the Wilderness have occurred. The Buck's Creek Loop trail (non-motorized, un-groomed) is a popular cross-country ski and snowshoe area located between Bucks Summit and Bucks Lake along Bucks Creek. This area receives infrequent OSV use. Skiers use the groomed snow trail to access Bucks Creek Loop non-motorized trail. Snow play (sledding) occurs on and adjacent to the groomed trail at Bucks Summit and adjacent to parking lot. Potential conflicts include (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow-OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	The Bucks Lake Wilderness Area would not be designated for OSV use. To facilitate enforcement and prevent motorized entry into the wilderness, the area north of Bucks Lake Road between the staging area and the east arm of Bucks Lake would not be designated for OSV use. To accommodate current use patterns and reduce potential conflicts between motorized and non-motorized uses, the high value non-motorized recreation areas within the Black Gulch area between the eastern boundary of Bucks Lake Wilderness and Silver Lake Road, south of Silver Lake and north of Bucks Lake Road would not be designated for OSV use. The Forest Service would provide maps and electronic information that clearly identify areas designated and not designated for OSV use and the location of non-motorized areas including the Bucks Wilderness, the Pacific Crest National Scenic Trail and the Bucks Creek Loop trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs, SPNM, SIAs?	Yes, Bucks Lake Wilderness, Pacific Crest National Scenic Trail, Middle Fork Feather River (Wild section of WSR), and Butterfly Valley Botanical Area, and the Little North Fork MFFR and Bear Creek Wild and Scenic Eligible reaches. OSV use would cause adverse effects to non-motorized use of these areas from noise and emissions, and would be inconsistent with management direction for these areas. Other areas popular with cross-country skiers and snowshoers include Snake Lake road (PC435), Lee Summit (NFS 23N22), Slate Creek road (NFS 24N28), Schneider Creek road (NFS 23N16), and Silver Lake road (NFS 24N29X). Potential for conflict between motorized and non-motorized uses is associated with wheeled vehicles causing deep ruts in the snow. OSV use of these roads would generally not conflict with non-motorized use.	To comply with Forest Plan direction, the following areas would not be designated for OSV use: Bucks Lake Wilderness, the Wild zone of the Middle Fork Feather Wild and Scenic River, the Middle Fork Feather River Semi-primitive Area and Inventoried Roadless Area, and the Butterfly Valley botanical SIAs. To accommodate current use patterns and reduce potential conflicts between motorized and non-motorized uses, the high value non-motorized recreation areas north of Bucks Lake Road between the Bucks Summit Staging Area and the east end of Bucks Lake, and within the Black Gulch between the eastern boundary of Bucks Lake Wilderness and Silver Lake Road, south of Silver Lake and north of Bucks Lake Road would not be designated for OSV use. The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSVs s would be allowed to cross the PCT on designated OSV trails. Areas within 0.25 mile of Wild and Scenic Eligible Wild zones on The Little North Fork NFFR and Bear Creek reaches would not be designated for OSV use. This is consistent with Plumas LRMP Wild and Scenic River interim guidelines requiring that activities within 0.25 mile of each bank of an eligible reach of a river or stream would be managed consistent with the direction for Wild and Scenic Rivers until eligibility and river classification is determined.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No. Bucks Lake Wilderness is managed by the Plumas National Forest.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes. Bucks Lake Recreation Area. Includes four Forest Service and one PG&E Campgrounds, one Forest Service and three private boat launch facilities, two commercial lodges (1 private, 1 under Forest Service Special Use Permit), three day use areas, and one administrative facility used to house the grooming machine for snow grooming operations. Four Trees Warming Hut. Snake Lake Equestrian Campground, Silver Lake Campground, and Deanes Valley Campground. OSV use of the area would not cause adverse effects to any of these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use is allowed over snow on NFS roads not designated as groomed trails. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV operators' recreation experience by creating deep ruts in the snow surface. This has not affected winter management of this area. Increased potential for conflicts are possible between uses on roads that receive heavier non-motorized recreation use such as Snake Lake road (PC435), Lee Summit (NFS 23N22), Slate Creek road (NFS 24N28), Schneider Creek road (NFS 23N16), and Silver Lake road (NFS 24N29X) due to the effects of tire ruts created by wheeled vehicles on the quality of snow.	Plumas National Forest and Plumas County would cooperate to temporarily close designated, groomed trails to use by wheeled vehicles. The Forest Service would monitor use patterns and consider additional temporary seasonal road closures to enhance over snow recreation opportunities and minimize use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No. OSV use areas would not intersect with plowed roads in this area. During years of exceptional snowfall for brief periods of time while the snow is fresh, OSVs may cross plowed roads on a limited basis, but not to an extent that would cause adverse effects or safety concerns.	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Class 2 OSVs area permitted to operate on all designated groomed snow trails in the Bucks Trails system; however, cross-country travel by Class 2 OSVs is not permitted in this area. This would not cause adverse effects as long as Class 2 OSVs remain on groomed snow trails. While negative resource impacts can be expected if Class 2 vehicles proceed off trail, conflicts between uses are unlikely.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes, the area is adjacent to several communities including Quincy, East Quincy, Meadow Valley, Bucks Lake, Twain, Cromberg, and Berry Creek. OSV use is generally compatible with the characteristics of all of the communities within this area.	No mitigations required. OSV use is generally compatible with the characteristics of these communities.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the Bucks area is adjacent to other proposed designated OSV use areas on the Plumas National Forest, however crossing into them on OSV is not possible. The area is separated from the Lakes Basin, Canyon and La Porte areas by rivers that cannot be crossed on OSVs. The Davis area, although adjacent, is separated from the Bucks area by an area that is not designated for OSV use. OSV use of the Bucks area would not cause adverse effects to adjacent areas where OSV use is permitted.	N/A

Canyon Area

The proposed Canyon designated OSV area is in the northwestern part of the Plumas National Forest. It is generally north of the North Fork Feather River, west of Indian Creek between the Greenville Wye and Indian Valley, west of Indian Valley, South of CA State Highway 89 between Greenville and the Lake Almanor Dam, and south of the Lassen National Forest. It ranges in elevation between 3,500 and 6,483 feet. It is adjacent to the communities of Belden, Caribou, Seneca, Twain, Paxton, Indian Falls, Crescent Mills, Greenville, and Canyon Dam. There are no designated OSV trails within this area. The area contains the Chips Creek roadless area, the Pacific Crest National Scenic Trail (within the Chips Creek Roadless Area), two reaches of creek eligible for wild designation under the Wild and Scenic Rivers Act, and the Red Hill Special Interest Area. All classes of the Recreation Opportunity Spectrum except "Primitive" are present, and the predominant class is "Roaded Modified." It does not contain any recreation areas but there are several recreation sites in the area. The area receives a moderate amount of both motorized and non-motorized over-snow recreation.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	Yes, North Fork Feather River is listed for potential water quality impairment due to mercury, Polychlorinated Biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation. OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants exist in the area. These species should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, TES in the Red Hill SIA may be impacted by OSV use. Red Hill botanical SIA contains the highest concentration of rare plants on the forest and large portions of this SIA overlap deer winter range in the North Fork Feather River Canyon. TES plants in the botanical SIA should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas are vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	The Red Hill SIA would not be designated for OSV use. Excluding OSV use from this areas would protect botanical resources in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNA's to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use would only be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 14 goshawk and 30 spotted owl PACs overlap this area. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Owl and Goshawk PACs in the area contain relatively dense forest conditions that are not typically considered high-quality OSV cross-country travel areas, with the exception of designated, groomed trails and areas adjacent to trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, the area contains eight eagle nesting territories (one at Round Valley reservoir, two on the southern end of Lake Almanor and five surrounding Butt Valley reservoir). OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, this area overlaps deer winter range. Cross-country travel has potential to harass winter deer herds and indirectly impact gray wolves (i.e., harassment of wolf prey).	Deer winter range would not be designated for OSV cross-country use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, SNYLF suitable habitat exists in the designated OSV use area, but no extant populations are known. Surveys during 1991 and 2000 detected frogs in the Rush Creek area, but extensive surveys since then have failed to detect any frogs. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designed areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, sensitive forest carnivores are known to occur in the Canyon area. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes, Non-motorized use occurs year-round on the trails in the North Fork Feather River canyon. Because OSV use is uncommon in the canyon, the potential for conflict is minimal; however, OSV use of the area would have adverse effects to non-motorized recreationists' desire for solitude and quiet recreation. A popular non-motorized trail follows the shore of Lake Almanor. OSV use on the trail would cause adverse impacts to non-motorized use of this trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; () Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	The Chips Creek Semi-Primitive Area and Inventoried Roadless Area would not be designated for OSV use with the exception of areas that provide access to peaks and connectivity to designated OSV use areas on the Lassen National Forest. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1). The area between CA89 and the south end of Lake Almanor would not be designated for OSV use because there is a non-motorized trail in this area and OSV use would cause adverse effects and safety concerns.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. A small piece of PCT (3.7 miles), adjacent to Bucks Lake Wilderness, 2 reaches of eligible Wild and Scenic River - proposed wild Yellow Creek from Hwy 70 to Lassen NF and Squirrel Creek. Red Hill proposed botanical Special Interest Area, and Chips Creek IRA - 12,000 acres (on Plumas and Lassen) with ROS of Semi-primitive, Rx8. OSV use in these areas would have adverse effects on the valued characteristics of each from noise, emissions, and safety concerns associated with OSV operation.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSVs would be allowed to cross the PCT on designated OSV trails. There are no designated OSV trails across the PCT identified in the Canyon Area. Areas within 0.25 mile of Wild and Scenic Eligible Wild zones on Yellow Creek and Indian Creek would not be designated for OSV use. This is consistent with Plumas LRMP Wild and Scenic River interim guidelines requiring that activities within 0.25 mile of each bank of an eligible reach of a river or stream would be managed consistent with the direction for Wild and Scenic Rivers until eligibility and river classification is determined.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No, the adjacent Bucks Lake Wilderness Area is managed by the Plumas National Forest.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes. Round Valley Reservoir, including a picnic area and pit toilet, Butt Valley Reservoir, including several PG&E Campgrounds and a boat launch facility, Lake Almanor, includes a boat launch facility and pit toilets, and Caribou Road, which includes 3 Forest Service campgrounds. OSV use of this area would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. All NFS roads in the area allow wheeled use over snow. Safety and winter management are not a major concern due to low OSV use of this area. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' experience by creating deep ruts in the snow surface. This has not affected winter management of this area. OSV use of the area would not be expected to cause adverse effects due to current low levels of use in this area.	None
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would OSV use of this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Caribou Road and road to Round Valley Reservoir are plowed. Adverse effects are not anticipated because of low OSV use and low vehicle speed in the surrounding terrain.	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	No. Class 2 OSVs would not be permitted to operate in this area as there are no designated groomed snow trails in the area.	Class 2 OSVs would not be allowed to operate cross-country within the designated Canyon area. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes. Canyon Dam, Caribou Road, Twain, Greenville, Crescent Mills, Indian Falls, Belden, Paxton, Seneca. Yes. OSV use is compatible with the characteristics of these communities.	None needed, as OSV use is compatible with the characteristics of these communities.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, this area shares a boundary with the Lassen NF. The Lassen is proposing to have some of the areas designated for cross-country OSV use, and crossing from this area onto the Lassen is possible in several areas. It is also adjacent to proposed designated OSV use areas on the Plumas NF. OSV riders would be able to cross into the adjacent Antelope area on an OSV in some areas. The area is separated from the Bucks and Davis areas by rivers that cannot be crossed on an OSV. OSV use of this area would not have adverse effects to the adjacent designated OSV use areas on the Lassen National Forest.	The Plumas National Forest has coordinated to propose designated OSV use areas that align with adjacent designated OSV use area boundaries on the Lassen National Forest.

Davis Area

The proposed Davis designated OSV area is in the central portion of the Plumas National Forest. It is generally north and east of CA State Highway 89 from Indian Valley to Mohawk Valley, east of Sierra Valley, and south of Red Clover Valley, Genesee Valley, and Indian Valley. The area ranges in elevation from 3,500 to 8,360 feet. This area contains high-value areas for motorized and non-motorized over-snow recreation. It is adjacent to the communities of Quincy, East Quincy, Cromberg, Mohawk, Blairsden, Graeagle, Clio, Delleker, Portola, Beckwourth, Genesee, Taylorsville, Crescent Mills, Indian Falls, and Keddie. There are currently no designated snow trails groomed for OSV use in this area. The proposed action includes 15 designated snow trails not available for grooming. The area contains the Grizzly Peak Roadless and Semi-primitive area, the Soda Rock geological Special Interest Area (also high Tribal significance), and the Brady's Camp proposed botanical Special Interest Area. All classes of the Recreation Opportunity Spectrum except "Primitive" are present, and the predominant class is "Roaded Modified." This area generally receives moderate levels of motorized and non-motorized use, with motorized over-snow use highest in the Lake Davis area.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur in designate area and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	Yes, Little Grizzly Creek is listed for potential water quality impairment due to copper and zinc, Middle Fork Feather River is listed for potential unknown toxicity. OSV use would not contribute to potential copper and zinc impairment in Little Grizzly Creek. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. OSV use in the Soda Rock SIA area would be impractical and would conflict with spiritual values of the Maidu Tribe. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no additional tribal cultural properties identified that would likely be affected from OSV uses.	The Soda Rock SIA would not be designated for OSV use. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants exist in the area. These species should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, Brady's Camp and Soda Rock SIA's may be impacted by OSV use. Soda Rock is a small (roughly 0.06 square mile) geological SIA with cultural value that is partly located within an RCA. Brady's Camp botanical SIA is a large meadow and stream complex with high botanical diversity and containing champion lodgepole pine and western white pine trees. TES plants in the botanical SIA should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas are vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	The Brady's Camp botanical and Soda Rock geologic SIAs would not be designated for OSV use. Excluding OSV use from this areas would protect botanical and geological resources in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNA's to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 34 goshawk and 35 spotted owl PACs overlap this area. Goshawk PACs occur throughout the designated OSV use area, but spotted owl PACs do not occur to the east of Lake Davis within this area. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Owl and goshawk habitat is relatively less abundant in the eastern half of the Davis designated OSV use area compared to proposed OSV use areas to the west. Many PACs are composed of less dense forest conditions compared to PACs in designated OSV use areas to the west, and relatively more open forest conditions may expose these PACs to greater OSV use compared to designated OSV use areas to the west. Designated trails are proposed in the OSV use area. Designating these trails would likely increase OSV use in the designated OSV use area and would increase the possibility of adverse effects to owls and goshawks.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, the Davis designated OSV use area contains 8 eagle nesting territories (one on the south side of Hwy 70 near Ross Ranch Meadow and seven surrounding Lake Davis. There also is a winter eagle roost on the west side of Lake Davis. OSV in territories and at the winter roost site can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories and winter roost areas would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trails only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. Five proposed designated snow trails on the west side of Lake Davis provide access from the Westside Road to the lake. Pass-through only OSV travel would be allowed on these designated snow trails, to minimize disturbance to eagles.
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, this area overlaps deer winter range along Hwy 70 and 89 corridor and across Indian and Genesee Valleys. Large portions of deer winter range are on private lands. Cross country OSV travel has potential to harass winter deer herds and indirectly impact gray wolves (i.e., harassment of wolf prey). Gray wolf occur north of the Davis designated OSV use area. Wolf prey (deer) in the Davis designated OSV use area may be negatively impacted by OSV use.	Deer winter range would not be designated for OSV cross-country use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, SNYLF suitable habitat exists in the Davis designated OSV use area, but no extant populations are known to occur. A survey during 2004 detected a single SNYLF in Pine Creek and another survey reported two frogs along the Middle Fork Feather River in 1991. Extensive survey effort during the last 13 years has failed to detect any SNYLF in the Davis designated OSV use area. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, forest carnivore habitat occurs in the Davis area and marten were historically detected in the area (1976, 1986, 1989, and 1993). Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized and non-motorized uses exist in this area. Grizzly Peak semi-primitive area is a high value area for backcountry skiing. The highest overlap between motorized and non-motorized recreation occurs in the Lake Davis area which is popular with both snowmobilers and cross-country skiers and snowshoers. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists.((7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	The Grizzly Peak Semi-primitive area would not be designated for OSV use. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1). Mitigations described elsewhere should mitigate conflict between uses in the Lake Davis area. Signage would be installed along multi-use designated snow trails in the Davis Trails System to alert and educate recreationists to proper etiquette and safety concerns associated with non-motorized use on trails. Areas not designated for OSV use along the shore of Lake Davis (due to overlap with bald eagle territories) would prevent overlap between cross-country skiers and snowshoers and OSVs that could otherwise occur along the lake shore.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. Grizzly Peak IRA and semi-primitive area. OSV use of the roadless area could cause conflicts with non-motorized uses (skiers). Soda Rock SIA. OSV use in this area would be impractical and would conflict with spiritual values of the Maidu Tribe.	The Grizzly Peak Semi-Primitive Area and Inventoried Roadless Area and the Soda Rock SIA would not be designated for OSV use. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1); Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect areas of unique scenic, botanic, or geological value (4-59).
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes, Lake Davis. Campgrounds exist for summer use. No adverse effects with summertime recreation facilities.	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. All existing NFS roads and County Roads allow wheeled use. Wheeled use of the underlying roads in this area is permitted year-round and provides access to an area popular for fishing and firewood and Christmas tree cutting. If the snow trails are designated it would affect winter use management of this area. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' experience by creating deep ruts in the snow surface.	If the snow trails are designated, the Forest would consider whether to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would OSV use of this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes (from Private land to NFS land). There are no areas where OSV use would cross plowed roads. Due to lack of official staging area, OSV recreationists currently park where plowing ends (specifically near Coot Bay and where 24N10 intersects with CR126). Private landowners cross County Road 126 which is plowed – this could cause safety issues but is outside the scope of this project.	The Plumas National Forest would monitor OSV use of Davis designated snow trail system. If OSV use increases, current staging locations may be insufficient for vehicle parking needs and may conflict with plowing of roads.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	No. Class 2 OSV use would not be permitted in this area as there are no trails proposed as available for grooming. Use by Class 2 vehicles is not currently occurring in this area and would not be allowed under the proposed action.	Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails in the Davis area. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes. Portola, Quincy, Taylorsville, Maybe, Genesee, Cromburg, Sloat, Greenhorn, Delleker, Spring Garden, Grizzly Ranch, Lake Davis Highlands, Graeagle, Indian Falls. OSV use is generally compatible with all of the communities listed above except Genesee. Management objectives for the Genesee Valley (Genesee Valley Special Management Area, Plumas County General Plan) specify that off-road recreational use shall be limited to non-motor vehicle, and that all trails shall be for non-motorized use only. OSV use in Genesee Valley would not be compatible with the distinct characteristics of the community.	Areas within and surrounding Genesee Valley would not be designated for OSV use. This area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. The direction for Genesee Valley emphasizes management that provides a non-motorized recreation experience. OSV use in this areas would conflict with management objectives.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes, except for Genesee Valley. Per the Plumas County General Plan, Genesee Valley Special Management Area direction, the sounds and emissions from OSV use would not be compatible with populated areas within Genesee Valley.	Areas within and surrounding Genesee Valley would not be designated for OSV use. This area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. The direction for Genesee Valley emphasizes management that provides a non-motorized recreation experience. OSV use in this areas would conflict with management objectives.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the area is adjacent to other proposed OSV use areas. The area has a boundary with the Tahoe NF which would allow OSV use in designated areas under their proposed action. The area borders the Lakes Basin, Bucks, and Antelope areas but is separated by an area that does not allow OSV use. The area also borders the Canyon area but is separated by Indian Creek that is not crossable on an OSV. The area borders the Frenchman area and OSVs may travel between the two areas in many locations.	None

Frenchman Area

The proposed Frenchman designated OSV area is in the eastern portion of the Plumas National Forest. It is north of Sierra Valley, northeast of Red Clover Valley, east of Genesee Valley and Antelope Lake Road (NFS 29N43), South of the Janesville Grade, and west of the communities of Milford and Doyle. It ranges in elevation between 4,000 and 8,327 feet. It is adjacent to the communities of Janesville, Milford, Doyle, Chilcoot, Vinton, Beckwourth, Portola, and Genesee, and includes the remote seasonal communities of Dixie Valley, Frenchman Village, and Antelope Village. The area receives a limited amount of both motorized and non-motorized over-snow recreation. There are no designated OSV trails available for grooming within this area, and the proposed action does not designate any additional snow trails for OSV use in the area. The area contains the Adams Peak Roadless Area, the Little Last Chance Canyon scenic Special Interest Area, the Eastern Escarpment and Dixie Mountain proposed botanical Special Interest Areas, and one reach of creek eligible for "wild" designation under the Wild and Scenic Rivers Act. All classes of the Recreation Opportunity Spectrum (ROS) except "primitive" and "semi-primitive" area represented within the area, and the predominant ROS class is "roaded modified." This area receives low to moderate use by motorized and non-motorized recreationists. Motorized use is highest near Frenchman Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use in designated areas and on designated trails to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use would be allowed in designated areas when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use in designated areas and on designated trails to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	No	N/A
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, *Ivesia webberi* habitat occurs in the Frenchman designated OSV use area, but there are no known occurrences of the plant on NFS lands. A known occurrence on private lands in Sierra Valley is the nearest occurrence to the Frenchman designated OSV use area. Potential occurrences of *Ivesia* and known occurrences of sensitive plants should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, two botanical (Dixie Mountain and Eastern Escarpment) and one scenic (Little Last Chance Canyon) SIAs occur in the Frenchman area and may be impacted by OSV use. TES in the SIA's plants should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas are vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat. OSV use may impact non-motorized recreation experience in the Little Last Canyon scenic SIA.	The botanical SIAs (Dixie Mountain and Eastern Escarpment) would not be designated for OSV use. Excluding OSV use from these areas would protect botanical resources in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNAs to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 21 goshawk and 1 spotted owl PACs overlap this area. Goshawk PACs occur throughout the designated OSV use area, and the single spotted owl PAC is at the northeastern base of Mt Ingalls near Plumas County Road 111. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Goshawk habitat is relatively less abundant in the Frenchman designated OSV use areas compared to the other proposed OSV use areas. Many PACs in Frenchman designated OSV use area are composed of less dense forest conditions compared to PACs in designated OSV use areas to the west, and relatively more open forest conditions may expose PACs in the Frenchman designated OSV use area to greater OSV use compared to other designated OSV use areas to the west.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, there is one eagle nesting territory adjacent to Frenchman Lake. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, SNYLF suitable habitat exists in the Frenchman designated OSV use area, but no extant populations are known to occur. Historic surveys during 1978, 1994, and 1998 detected frogs along Rowland and Charles Creeks; however, extensive survey effort during the last 19 years has failed to detect any SNYLF in the Frenchman designated OSV use area. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No. There may be some marginal forest carnivore habitat available in the Frenchman area, but no sensitive forest carnivores have been reported. OSV use would not likely cause adverse effects to sensitive forest carnivores in the Frenchman area.	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes, OSV use of this area has the potential to cause conflicts with non-motorized uses. The Genesee Valley area is a popular year-round non-motorized recreation location that does receives high winter use, however, the area does not receive significant OSV use. Most of the area receives very limited non-motorized use in winter so the potential for conflict is low based on current use levels. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	Areas within and surrounding Genesee Valley would not be designated for OSV use. This area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. The direction for Genesee Valley emphasizes management that provides a non-motorized recreation experience. OSV use in this areas would conflict with management objectives.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, Adams Peak IRA, Last Chance Creek reach of Proposed Wild and Scenic wild zone. Little Last Chance Canyon scenic SIA Dixie Mountain Proposed botanical SIA, and Eastern Escarpment Proposed botanical SIA. Adams Peak IRA receives little to no OSV use and is the only non-motorized area on the eastern escarpment. OSV use in the proposed wild zone of Last Chance Creek would conflict with management objectives in the LRMP for eligible Wild and Scenic creeks and rivers. Adverse effects are possible in the proposed wild section of Last Chance Creek. OSV use in Little Last Chance Canyon scenic SIA may cause transitory disturbance to scenic features but would not cause adverse effects to scenic values. OSV use in proposed botanical SIAs may have impacts to botanical resources, discussed under section (b)(1), and may disturb enthusiasts engaged in nature study.	The Adams Peak Inventoried Roadless Area would not be designated for OSV use. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1). Areas within 0.25 mile of Wild and Scenic Eligible Wild zones on Last Chance Creek would not be designated for OSV use. This is consistent with Plumas LRMP Wild and Scenic River interim guidelines requiring that activities within 0.25 mile of each bank of an eligible reach of a river or stream would be managed consistent with the direction for Wild and Scenic Rivers until eligibility and river classification is determined. Special Interest Areas are described above under (b)(1).
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes. Frenchman Lake includes 5 campgrounds, 2 boat launch facilities, 5 fishing access areas, and 2 picnic areas. Crocker Guard Station includes a campground and a historic Forest Service guard station rental. Black Mountain Lookout is a recreation rental. OSV use in this area would not have adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. All NFS roads in the area allow wheeled use over snow. Safety and winter management are not a major concern due to low OSV use of the area. Homeowners in Dixie Valley and Frenchman Cove use NFS roads 25N11 and 28N01 to access their homes with wheeled vehicles when possible, and with OSVs when snow is too deep for travel by wheeled vehicles. Wheeled vehicles are not permitted to operate off of roads in this area. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' experience by creating deep ruts in the snow surface. This has not affected winter management of this area. OSV use of the area would not be expected to cause adverse effects due to current low levels of use in this area.	Cross-country over-snow travel by wheeled vehicles is prohibited under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind the existing prohibition on operating wheeled vehicles cross country.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Some homeowners in the Dixie Valley and Frenchman Cove areas use Class 2 OSVs to access their homes when use of wheeled vehicles is no longer possible. Current use of Class 2 OSVs is on existing roads 25N11 and 28N01 and is unlikely to cause adverse effects to other uses in this area. Cross country use of Class 2 OSVs could cause adverse effects to resources and other uses due to higher ground pressure, deep ruts, and becoming stuck. No damage has been documented under current use patterns (on roads).	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on designated ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes. Genesse Valley, Dixie Valley, Frenchman Cove, Frenchman Village, Dooley Canyon, Ramelli Ranch, Clover Valley Ranch, and Clark's Creek. OSV use is generally compatible with all of the communities listed above except Genesee. Management objectives for the Genesee Valley (Genesee Valley Special Management Area, Plumas County General Plan) specify that off-road recreational use shall be limited to non-motor vehicle, and that all trails shall be for non-motorized use only. OSV use in Genesee Valley would not be compatible with the distinct characteristics of the community.	To protect the non-motorized character of this community and surrounding area, the Genesee Valley area would not be designated for OSV use. This area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. The direction for Genesee Valley emphasizes management that provides a non-motorized recreation experience. OSV use in this areas would conflict with management objectives.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes for all areas except Genesee Valley. Per the Plumas County General Plan, Genesee Valley Special Management Area direction, the sounds and emissions from OSV use would not be compatible with populated areas within Genesee Valley.	To protect the non-motorized character of this community and surrounding area, the Genesee Valley area would not be for OSV use. This area is described in the Genesee Valley Special Management Area portion of the Plumas County General Plan. The direction for Genesee Valley emphasizes management that provides a non-motorized recreation experience. OSV use in this areas would conflict with management objectives.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, this area is adjacent to other proposed designated OSV use areas on the Plumas NF and is adjacent to BLM land to the east (unknown if OSV use is permitted on BLM land). OSV riders can cross into adjacent designated OSV use areas in many places along their borders. OSV use of this area is unlikely to adversely affect management of adjacent areas.	None.

Lakes Basin Area

The proposed Lakes Basin designated OSV use area is in the southern central part of the Plumas National Forest. It is south and west of the Middle Fork Feather River, east of Nelson Creek, and north of the boundary with the Tahoe National Forest. The area ranges in elevation between 3,800 and 7,812 feet. This area contains high-value areas for motorized and non-motorized over-snow recreation. It is adjacent to the communities of Graeagle, Blairsden, Clio, Calpine, Johnsville, and Cromberg. There are 4 designated snow trails available for grooming within this area. In addition, there are 3 designated snow trails not available for grooming. The designated snow trail system in this area connects with designated snow trails proposed on the neighboring Tahoe National Forest. The area contains the Pacific Crest National Scenic Trail, the Lakes Basin Semi-primitive area, Lakes Basin Recreation Area, a portion of the McRae Meadow proposed botanical Special Interest Area, and one reach of creek eligible for wild designation under the Wild and Scenic Rivers Act on Little Jamison Creek. The area also encompasses Plumas Eureka State Park which does not permit OSV use within its boundaries and is a popular year-round non-motorized recreation area. All classes of the Recreation Opportunity Spectrum except "Primitive" are present, and the predominant class is "Roaded Modified." The area receives high use by both motorized and non-motorized over snow recreationists.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	Yes, Middle Fork Feather River is listed for potential unknown toxicity. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants exist in the area. These species should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, TES in the McRae Meadow SIA may be impacted by OSV use. TES plants in the botanical SIA should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	The McRae Meadow botanical SIA would not be designated for OSV use. Excluding OSV use from this area would protect botanical resources in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 14 goshawk and 17 spotted owl PACs overlap this area. Cross-country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Owl and Goshawk PACs in the area contain relatively dense forest conditions that are not typically considered high-quality OSV cross-country travel areas. Designated, groomed trails are proposed in this area. Designation and grooming of trails would likely facilitate access and increase OSV use in areas adjacent to trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, there is one eagle nesting territory in the area. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, slight overlap with deer winter range along Hwy 70 corridor at low elevations where OSV conflict is not expected. Much of the deer winter range in this designated OSV use area is on private lands. No significant resource conflict expected in the Lake Basin designated OSV use area.	Deer winter range would not be designated for OSV cross-country use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, the Lakes Basin designated OSV use area contains occupied SNYLF Critical Habitat. The largest known population of SNYLF on the Plumas NF occurs in the Lakes Basin area. OSV use may affect SNLYF and Critical habitat. The designated snow trail system in the Lakes Basin area includes groomed trails that overlap with occupied Critical Habitat for SNYLF. Groomed trails are likely to increase OSV use in adjacent areas on the Plumas and Tahoe National Forests. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs.	The occupied SNYLF Critical habitat in the area south of Gold Lake and in the vicinity of Goose Lake and Haven Lake would not be designated for OSV use. Pass-through OSV use would be allowed on designated snow trails. Additional historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for sensitive forest carnivores (marten)?	Yes, sensitive forest carnivores are known to occur in the Lakes Basin area. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success. Proposed designated OSV trails in the Lakes Basin designated OSV use area would increase the probability of cross-country OSV travel through the area and associated increased risk of conflict with sensitive forest carnivores.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. There is potential for conflict between motorized and non-motorized recreationists in this area. Plumas Eureka State Park is a main hub for non-motorized winter recreation that extends onto adjacent NFS lands to the west, south, and east of the park, including Eureka Ridge, McRae Meadow, Florentine Canyon, Mount Washington, Mount Elwell, and Smith Lake. Portions of the Lakes Basin Recreation area also receive high amounts of non-motorized use, including the cross-country ski trail along Graeagle Creek, the Frazier Creek area, Smith Lake, and portions of the groomed trail system. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	To accommodate current use patterns and reduce potential conflicts between motorized and non-motorized uses, the high value non-motorized recreation areas adjacent to Plumas-Eureka State park would not be designated for OSV use. This includes areas west, south, and east of Plumas-Eureka State Park. This is consistent with Plumas LRMP direction for the Lakes Basin Semi-primitive Area (Rx8) and Management Area 35, Lakes Basin: "Allow motorized over-the-snow travel, but consider restricting to designated areas if conflicts develop with other uses or resources" (page 4-324). The Smith Lake Area receives high non-motorized use and low OSV use and would not be designated for OSV use. The cross-country ski trail along Graeagle Creek in Lakes Basin Recreation Area would remain non-motorized and not designated OSV use. The upper (south) portion of Little Jamison Creek Basin would be designated for OSV use. The lower (north) portion of Little Jamison Creek Basin would not be designated for OSV use. This area overlaps a reach of river proposed as Wild under the Wild and Scenic River Act and receives little OSV use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. Plumas Eureka State Park is a popular center of non-motorized winter use that also occurs on the NFS lands adjacent to State Park (see discussion above). Area also contains PCT, Little Jamison Creek reaches eligible for wild designation under the Wild and Scenic Rivers Act, and the Lakes Basin semi-primitive area west of Gold Lake Hwy, and a portion of the McRae Meadow proposed botanical SIA.	To accommodate current use patterns and reduce potential conflicts between motorized and non-motorized uses, the high value non-motorized recreation areas adjacent to Plumas-Eureka State park would not be designated for OSV use. This includes areas west, south, and east of Plumas-Eureka State Park, including McRae Meadow and Jamison Creek areas. The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSVs would be allowed to cross the PCT on designated OSV trails to facilitate OSV travel between designated OSV use areas on the Plumas and Tahoe National Forests. Areas within 0.25-mile of Wild and Scenic Eligible wild zones on Little Jamison Creek would not be designated for OSV use. This is consistent with Plumas LRMP Wild and Scenic River interim guidelines requiring that activities within 0.25-mile of each bank of an eligible reach of a river or stream would be managed consistent with the direction for Wild and Scenic Rivers until eligibility and river classification is determined. Portions of the Lakes Basin semi-primitive area in Florentine Canyon, the north face of Mount Elwell, Smith Lake basin, and lower Little Jamison Creek basin (closest to Plumas Eureka State Park and highest non-motorized use) would not be designated for OSV use. This is consistent with Plumas LRMP direction for the Lakes Basin Semi-primitive Area (Rx8) and Management Area 35, Lakes Basin: “Allow motorized over-the-snow travel, but consider restricting to designated areas if conflicts develop with other uses or resources” (page 4-324).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes, Lakes Basin Recreation area includes Gold Lake Lodge, Graeagle Lodge, Elwell Lodge, and 4 Campgrounds (Lakes Basin, Gold Lake, Goose Lake, and Haven Lake). OSV use of this area would not be likely to cause adverse effects because none of these facilities operate in winter.	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use is allowed over snow on NFS roads not designated as groomed trails. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' recreation experience by creating deep ruts in the snow surface. This has not affected winter management of this area. OSV use of the area would not be expected to cause adverse effects due to current low levels of use in this area. Increased potential for conflicts are possible between uses on roads that receive heavier non-motorized use such as Mohawk Chapman Road (NFS 22N66) due to the effects of tire ruts created by wheeled vehicles on the quality of snow for skiing on.	Plumas National Forest and Plumas County would cooperate to temporarily close designated, groomed trails to use by wheeled vehicles.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Class 2 OSVs area permitted to operate on all designated groomed snow trails in the Lakes Basin Trails system; however, cross-country travel by Class 2 OSVs is not permitted in this area. This would not cause adverse effects as long as Class 2 OSVs remain on groomed snow trails. While negative resource impacts can be expected if Class 2 vehicles proceed off trail, conflicts between uses are unlikely.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes. Graeagle, Camp Layman, Cub Valley, and Johnsville with differing characteristics, as follows. Graeagle and Camp Layman are at low elevation where adequate snow depth rarely occurs. Residents of Cub Valley use snowmobiles to access homes in winter. Johnsville is surrounded by Plumas Eureka State Park and is closed to OSV use. OSV use in the proposed OSV use areas would not cause adverse effects to adjacent communities.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes, sounds and emissions are compatible with nearby populated areas.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, this area is adjacent to areas proposed for OSV use designation. The Davis area is adjacent to this area but is separated by areas not designated for OSV use. The La Porte area is adjacent and OSV riders can cross between areas in many locations. The area on the adjacent Tahoe NF is also proposed for OSV use. It is separated from this area by the PCT, and OSVs can access it via several designated OSV trails crossing the PCT. Plumas Eureka State Park is adjacent and OSV use is prohibited within the State Park boundary. OSV use of the area adjacent to Plumas Eureka State Park could affect the non-motorized recreationists seeking solitude and a quiet, non-motorized recreation experience.	OSV use of the Lakes Basin area would not cause adverse effects to adjacent areas where OSV use is permitted.

La Porte Area

The proposed La Porte designated OSV use area is in the southwest part of the Plumas National Forest. The area is south of the Middle Fork Feather River, west of Eureka Ridge from the Nelson Creek and MFFR confluence to A-tree Saddle, north of Canyon Creek which is the boundary with the Tahoe National Forest, and east of the communities of Strawberry Valley, Challenge, and Feather Falls. The area ranges in elevation between 3,500 and 7,715 feet. This area contains high-value areas for motorized and non-motorized over-snow recreation. It is adjacent to the communities of La Porte, Strawberry Valley, Challenge, Brownsville, and Feather Falls, and encompasses a seasonal recreation community at Little Grass Valley Reservoir. There are 7 designated snow trails available for grooming within this area. In addition, there are 2 designated snow trails not available for grooming. The area contains the Middle Fork Feather River, Bald Rock, and Beartrap/West Yuba Designated Roadless Areas, the McRae Meadow proposed botanical, Mount Fillmore proposed botanical, Fowler Lake proposed botanical, Valley Creek botanical, and Feather Falls scenic Special Interest Areas, and the Pacific Crest National Scenic Trail. The area contains 4 reaches of creek eligible for wild designation under the Wild and Scenic Rivers Act on The South Branch Feather River, Onion Valley Creek, McCarthy Creek, and Dixon Creek. The area is also adjacent to the designated wild zone of the Middle Fork Feather Wild and Scenic River. All classes of the Recreation Opportunity Spectrum except “Primitive” are present, and the predominant class is “Roaded Modified.” This area generally receives high use by motorized recreationists and moderate use by non-motorized recreationists.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Yes, long lengths of RCAs exist within this proposed OSV area. OSV use can cause rutting on underlying roads and trails, which could result in sediment delivery during the subsequent runoff season. OSV use can also cause damage to stream banks. Spilling or leaking of fuels or oils from OSVs could cause contamination of streams, lakes, and reservoirs.	Soil and water resources would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. Adequate snow cover would prevent rutting of soils that can cause sedimentation and would prevent disturbance of stream banks. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes, there are wet meadows and fens within this proposed OSV area. If OSV use occurs when snow depth and density are inadequate, such use can result in rutting of the land, soil compaction, and/or crushing and loss of meadow/riparian plants.	Meadows, wetlands and riparian areas would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to soils and vegetation. Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape.
Minimize damage to soil and water quality.	Would the area drain into a 303(d)-listed waterbody?	Yes, South Fork Feather River, Middle Fork Feather River, and Fall River are listed for potential unknown toxicity. South Fork Feather River is listed for potential water quality impairment due to Polychlorinated Biphenyls (PCBs). OSV use would not contribute to potential PCB pollution. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the area contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	Cross-country OSV use in designated areas would be allowed when there is 12 inches of snow or ice on the landscape. The 12-inch snow depth requirement meets Stipulation 2.1(b), Appendix E of the Region 5 Heritage Resource Programmatic Agreement (2013). Finding of no adverse effect to historic properties (cultural resources).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the area under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, *Packera layneae* occurs in the La Porte designated OSV use area, but occurs at low elevations that are not conducive to OSV use. Sensitive plants are in the area and should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage caused by OSV use, and mid-story vegetation damage may impact TES plant habitat.	Cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the area include designated botanical areas (SIA, RNA)?	Yes, portions of the McRae Meadow (botanical) and Feather Falls (scenic) and three other botanical SIA's (Fowler Lake, Mt. Fillmore, and Valley Creek) may be impacted by OSV use. TES plants in the botanical SIA should generally be below snow surface during cross-country OSV use. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use could result in compaction of snow, crushing of TES plants, potentially causing direct mortality and/or loss of vigor and productivity. Mid-story vegetation in designated OSV use areas is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat. OSV use in the scenic SIA may reduce the non-motorized recreation experience.	The botanical SIAs (McRae Meadow, Fowler Lake, Mt. Fillmore, and Valley Creek) would not be designated for OSV use. Excluding OSV use from these areas would protect botanical resources in accordance with the Plumas LRMP. The Feather Falls scenic SIA would also not be designated for OSV use because it is at low elevation where snow is generally not adequate. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect established, recommended, and candidate RNA's to preserve their research value. -- Protect areas of unique scenic, botanic, or geological value (4-59). In the remainder of the designated area, cross-country OSV use in designated areas would only be allowed when there is 12 inches of snow or ice on the landscape. Most TES plants would occur below 12-inch snow depth. Mid-story vegetation damage is not suspected to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the area encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 46 goshawk and 99 spotted owl PACs overlap this area. PACs occur relatively evenly across the La Porte designated OSV use area. Cross country OSV travel in PACs has potential to harass owls and goshawks and may disrupt pair bond formation and nesting. Owl and Goshawk PACs in the area contain relatively dense forest conditions that are not typically considered high-quality OSV cross-country travel areas. Designated, groomed trails are proposed in this area. Designation and grooming of trails would likely facilitate access and increase OSV use in areas adjacent to trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the area encompass known bald eagle nest sites or winter roosts?	Yes, the La Porte designated OSV area contains four eagle nesting territories. Two of these are at low elevation in areas that will not support OSV use. The other two eagle territories are around Little Grass Valley Reservoir and are intersected by proposed groomed trails (see La Porte groomed trails checklist). Groomed trails may concentrate or perpetuate OSV cross-country travel in eagle nest sites. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the area contain key deer winter range?	Yes, winter deer range is at low elevations along the Middle Fork Feather River where slope is steep and OSV access would be very difficult.	Deer winter range would not be designated for OSV cross-country use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the area contain TES habitat and/or designated critical habitat?	Yes, the La Porte designated OSV use area contains occupied SNYLF Critical Habitat. The designated snow trail system in the La Porte area includes groomed trails that overlap with occupied Critical Habitat for SNYLF. Groomed trails are likely to increase OSV use in adjacent areas. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs. California red-legged frog Critical Habitat unit YUB-1 is within the La Porte area. Unit YUB-1 occurs below 3,000 feet in elevation. No resource conflict with OSV are expected for red-legged frogs because there is not adequate snow where they occur.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel in designated areas would be allowed only when there is 12 inches of snow or ice on the landscape. In all designated OSV areas, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. Critical Habitat for California red-legged frogs and occurs at low elevations (the YUB-1 unit is below 3,200 feet) without adequate snow; this area would not be designated for to cross-country OSV use.
Minimize significant disruption of wildlife habitats.	Would the area contain habitat for sensitive forest carnivores (marten)?	Yes, sensitive forest carnivores are known to occur in the La Porte area. Forest carnivore occurrences are focused in the Little Grass Valley Reservoir area where groomed OSV trails are proposed. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success. Designating trails in the La Porte designated OSV use area would increase the probability of cross-country OSV travel through the area and associated increased risk of conflict with sensitive forest carnivores.	Discovery of a carnivore den site in the area may result in temporary closure of the surrounding area if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. There is potential for conflict between motorized and non-motorized uses in this area. A historic backcountry ski route transits a portion of this area and formerly used a Forest Service cabin in Onion Valley as an overnight ski hut. At Lexington Hill there is a proposed cross-country ski trail. Significant snow-play (sledding) occurs in the vicinity of the La Porte Staging Area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this area for OSV use may result in a perception that motorized use is the preferred use; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized use; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow- OSV use of an area may cause snow to become compacted, tracked, and rutted. This makes the snow surface difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Given the range and speed of OSVs and the ephemeral nature of snow, OSVs can quickly impact large areas of high-quality, untracked snow valued by all over-snow recreationists.	The Forest Service would clearly indicate the cross-country ski trail in the Lexington Hill area as not designated for OSV use on maps and electronic information. The Forest Service would post signs warning informing recreationists that snow play (sledding) occurs adjacent to the La Porte Staging Area. Informative signs would inform recreationists of etiquette and safe use practices.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the area be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The Middle Fork Feather Wild and Scenic River and associated Roadless and Semi-primitive area, the Pacific Crest National Scenic Trail, four reaches of creek eligible for wild designation under the Wild and Scenic Rivers Act on Dixon Creek, McCarthy Creek, Onion Valley Creek, and the South Fork Feather River, Beartrap Roadless/Semi-primitive area, Dixon Creek Semi-Primitive area, McRae Meadow proposed botanical SIA, Fowler Peak proposed botanical SIA, Mount Fillmore proposed botanical SIA, Valley Creek SIA, Feather Falls SIA, and the area adjacent to the staging area used for non-motorized snow play (sledding).	The Middle Fork Semi-primitive and Inventoried Roadless Area would not be designated for OSV use. Plumas LRMP Semi-primitive Area Prescription (Rx-8, page 4-88) and ROS class SPNM (page R-1). Areas within 0.25 mile of proposed wild reaches of eligible Wild and Scenic Creeks and rivers would not be designated for OSV use. This is consistent with Plumas LRMP Wild and Scenic River interim guidelines requiring that activities within 0.25 mile of each bank of an eligible reach of a river or stream would be managed consistent with the direction for Wild and Scenic Rivers until eligibility and river classification is determined. Portions of the Beartrap and Dixon Creek Semi-primitive and Inventoried Roadless Areas would not be designated for OSV use. OSV use would be designated in a portion of these areas to facilitate connectivity of OSV use between the Lakes Basin and La Porte designated OSV use areas. Botanical SIAs and the Feather Falls scenic SIA would not be designated for OSV use. Excluding OSV use from these areas would protect threatened, sensitive, and watch list botanical resources in this land allocations in accordance with the Plumas LRMP. Plumas LRMP (1988) Forest-wide Standards and Guidelines: -- Protect unique botanical values for research purposes, (4-59). -- Protect areas of unique scenic, botanic, or geological value (4-59)
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a wilderness area or National Park managed by other agencies?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the area abut a developed recreation site?	Yes, Little Grass Valley Recreation Area includes seven campgrounds, boat launch facilities, and is surrounded by numerous private recreation residences. The area also includes several warming huts that are part of the existing OSV program. OSV use would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use is allowed over snow on NFS roads not designated as groomed trails. Wheeled motorized use over snow on the roads in this area would cause adverse effects to the quality and safety of OSV recreationists' experience by creating deep ruts in the snow surface. This has not affected winter management of this area.	Plumas National Forest, Plumas County, and Sierra County would cooperate to temporarily close designated, groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes, at the La Porte Staging Area OSVs may be required to cross plowed roads. This has not been a safety issue due to the slow speed of vehicles in the community of La Porte.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Class 2 OSVs area permitted to operate on all designated groomed snow trails in the La Porte Trails system; however, cross-country travel by Class 2 OSVs is not permitted in this area. This would not cause adverse effects as long as Class 2 OSVs remain on groomed snow trails. While negative resource impacts can be expected if Class 2 vehicles proceed off trail, conflicts between uses are unlikely.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions for Class 2 OSVs.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the area adjacent to neighborhoods and communities? If so, would OSV use of this area be compatible with distinct characteristics of the community?	Yes, La Porte, Silvertip, La Porte Pines, south end of Little Grass Valley Reservoir. Yes, OSV use is compatible and would not cause adverse effects.	La Porte is predominately an OSV destination. Furthermore, the local community relies on OSV use to attract business during the winter months.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this area be compatible with nearby populated areas?	Yes.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the area be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, this area is adjacent to other areas proposed for designation for OSV use. The Bucks area is adjacent but is separated by a deep canyon and areas not designated for OSV use. The Lakes Basin area is adjacent and OSV riders can cross into it at many locations. The adjacent area of the Tahoe National Forest is proposed as designated for OSVs as well. Opportunities to cross into the TNF from this area are limited by terrain but do exist. OSV use in this area is not likely to cause adverse effects to adjacent designated OSV use areas.	None.

Appendix E. Mitigations to Address the Minimization Criteria in the Travel Regulations for Trails Designated for OSV Use

Antelope Trails

3 ungroomed trails in this system in the vicinity of Antelope Lake.

UNGROOMED – Antelope Lake West (12E62S)

This 0.8-mile ungroomed OSV trial overlies National Forest System Road 29N43 from 0.4 mile south of its intersection with NFS Road 28N03 to 0.4 mile north of the same intersection. It does not connect to any other proposed or designated snow trails. It would provide OSV access through an area not designated for cross-country OSV use. The trail generally follows the west shore of Antelope Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail has no perennial or intermittent stream crossings and few, if any, ephemeral stream crossings. However, a 0.1 mile segment of the trail does run within 100 feet of the west shore of Antelope Lake. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since the road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by designating OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the far upper reaches of the North Fork watershed, above Antelope Lake. Antelope Lake is located more than 40 stream miles upstream of the North Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail bisects one eagle territory. Designating an ungroomed trail may increase potential OSV use conflicts in eagle territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential use conflicts between motorized recreationists and non-motorized recreationists engaging in cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low as non-motorized use is low on this section of the trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized recreationists; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide electronic information to educate the public on responsible practices and trail restrictions to reduce use conflicts.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes, the trail is within the Antelope Lake Recreation Area. It abuts the Antelope Lake Dam which includes a public restroom facility. OSV use of this trail would not cause adverse impacts to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes, wheeled vehicle use is permitted year round on this road. Overlap between wheeled and over-snow motor vehicles would be highest during shoulder seasons. This overlap is expected to be very low and of short duration due to the remoteness of this area.	None. Monitoring of OSV use in this area would identify use conflicts that may prompt the Forest to consider closing some roads in the area to wheeled vehicles if needed.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Class 2 OSV use by the public would not be permitted in this area. Private cabin owners in the area may seek permission to use Class 2 OSVs to access their property which may result in limited Class 2 OSV use on this trail. Permitted usage may cause confusion with other recreationists but is not likely to cause safety concerns or conflict with other OSV uses.	Class 2 OSVs would be permitted to operate on groomed trails only. Class 2 OSVs would not be permitted to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	None.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Antelope designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Antelope Lake Northeast (12E63S)

This 4.0-mile ungroomed OSV trial overlies National Forest System Road 27N41 from near its intersection with NFS Road 27N55Y to near its intersection with NFS Road 27N22Y. It connects to the proposed Indian Cove ungroomed OSV trail, and it would provide OSV access through areas not designated for cross-country OSV use. The trail generally follows the north and east shores of Antelope Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several intermittent and ephemeral stream channels and one perennial channel. All of these streams flow to Antelope Lake. Two short trail segments, totaling less than 0.1 mile, run within 300 feet of the east shore of Antelope Lake. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since the road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by permitting OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the far upper reaches of the North Fork watershed, above Antelope Lake. Antelope Lake is located more than 40 stream miles upstream of the North Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	NA
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail bisects two eagle territories. Designating an ungroomed trail is likely to increase potential OSV use conflicts in eagle territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail overlaps suitable SNYLF habitat and gray wolf habitat. Cross country travel in riparian zones would have the potential to adversely affect SNYLF and Critical Habitat. Gray wolf prey (ungulates) in the area may be negatively impacted by OSV use. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when snow depth and density are inadequate as evidenced by exposed soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation. OSV noise levels may also disturb overwintering frogs. OSV use in this area may harass gray wolves during pup rearing phase (mid-April through fall). Cross-country OSV use could coincide with and disrupt the rearing of wolf pups and may negatively impact wolf hunting.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by permitting OSV use only when there is adequate snow depth to protect frogs and their habitats. Cross-country OSV travel would be permitted only when there is 12 inches of snow or ice on the landscape. OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. The Forest Service would communicate with CDFW to identify concerns that may arise during high snow years when OSV use may go into the early summer. Wolf winter range use is not currently known in the area. If conflict between OSV use and wolves or wolf prey (deer and elk) is documented or suspected, additional mitigations may be needed.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low as non-motorized use is low on this section of the trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged;(5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce use conflicts.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes, the trail is within the Antelope Lake Recreation Area. It abuts access points to several developed recreation sites including two campgrounds, a boat launch facility, and a historic cabin interpretive site. OSV use of this trail is not likely to cause adverse impacts to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes, wheeled vehicle use is permitted year round on this road. Overlap between wheeled and over-snow motor vehicles would be highest during shoulder seasons. This overlap is expected to be very low and of short duration due to the remoteness of this area.	None. Monitoring of OSV use in this area would identify use conflicts that may prompt the Forest to consider closing some roads in the area to wheeled vehicles if needed.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Class 2 OSV use by the public would not be permitted in this area. Private cabin owners in the area may seek permission to use Class 2 OSVs to access their property which may result in limited Class 2 OSV use on this trail. Permitted usage may cause confusion with other recreationists but is not likely to cause safety concerns or conflict with other OSV uses.	Class 2 OSVs would be permitted to operate on groomed trails only. Class 2 OSVs would not be permitted to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Antelope designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Indian Cove (12E64S)

This 0.05-mile ungroomed OSV trial overlies National Forest System Road 27N25Y from its intersection with NFS Road 27N41 to its terminus at Antelope Lake. It would provide OSV access through areas not designated for cross-country use and allow OSV enthusiasts access to the lake shore. The trail accesses an unimproved day use area.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail has no perennial or intermittent stream crossings and few, if any, ephemeral stream crossings. The trail terminates within 100 feet of the east shore of Antelope Lake. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by permitting OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the far upper reaches of the North Fork watershed, above Antelope Lake. Antelope Lake is located more than 40 stream miles upstream of the North Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail bisects one eagle territory. Designating an ungroomed trail may increase potential OSV use conflicts in eagle territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail overlaps gray wolf habitat. Gray wolf prey (ungulates) in the area may be negatively impacted by OSV use. OSV use in this area may harass gray wolves during pup rearing phase (mid-April through fall). Cross-country OSV use could coincide with and disrupt the rearing of wolf pups and may negatively impact wolf hunting.	Deer winter range would not be designated for cross-country OSV use. Pass-through OSV travel on designated trails would be allowed and should minimize disturbance to deer. The Forest Service would communicate with CDFW to identify concerns that may arise during high snow years when OSV use may into the early summer. Wolf winter range use is not currently known in the area. If conflict between OSV use and wolves or wolf prey (deer and elk) is documented or suspected, additional mitigations may be needed.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low as non-motorized use is low on this section of the trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationist may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce use conflicts.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Antelope Lake Recreation Area. It does not abut any developed recreation sites but does access an undeveloped day use area. OSV use of the area would not cause adverse impacts to the facilities.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes, wheeled vehicle use is permitted year round on this road. Overlap between wheeled and over-snow motor vehicles would be highest during shoulder seasons. This overlap is expected to be very low and of short duration due to the remoteness of this area.	None. Monitoring of OSV use in this area would identify use conflicts that may prompt the Forest to consider closing some roads in the area to wheeled vehicles if needed.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	??

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Class 2 OSV use by the public would not be permitted in this area. Private cabin owners in the area may seek permission to use Class 2 OSVs to access their property which may result in limited Class 2 OSV use on this trail. Permitted usage may cause confusion with other recreationists but is not likely to cause safety concerns or conflict with other OSV uses.	Class 2 OSVs would be permitted to operate on groomed trails only. Class 2 OSVs would not be permitted to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Antelope designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Bucks Trails

14 groomed trails and 4 ungroomed trails exist in the Bucks Area. These trails are listed below in same order as on our hard copy map "A Guide to Bucks Lake Snowmobile Trails"

Mill Creek Trail (7E50S)

This 5.1-mile designated OSV trail overlies NFS Road 24N33 from its intersection with NFS Road 24N34 to its intersection with NFS Road 24N89X, and NFS Road 24N89X from its intersection with 24N33 to its intersection with 24N89XA. It accesses the north shore of Bucks Lake and a popular cross-country route to the peak of Bald Eagle Mountain. Approximately 1.4 miles of the trail are adjacent to the western boundary of the Bucks Lake Wilderness Area.

(b) Specific criteria for designation of trails and areas:
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Mill Creek Trail is located in RCAs and crosses the Bucks Lake outflow channels as well as intermittent, ephemeral, and perennial channels that flow to Mill Creek and then Bucks Lake. The trail also parallels Pat Maloy Ravine, as close as 150 feet from that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. This is unlikely on the portion of the 24N33 that is paved to the Mill Creek Campground. North of there it is native surfaced. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the upper reaches of the Bucks Creek watershed, above Lower Bucks Lake. Bucks Creek flows to North Fork Feather River, more than 8 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail bisects eagle nesting territory. OSV use on the trail has the potential to harass bald eagles in nesting territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Nearest known occupied aquatic habitat is 0.75 mile upslope of currently occupied habitat. Trail would cross proposed open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail crosses forest carnivore habitat. Fisher have been detected at three distinct locations approximately 6 miles from the trail; however, these were short-term forays by individuals reintroduced on private lands adjacent to the forest. Fisher are assumed to not occur in the project area at this time. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. The most overlap between OSV use and non-motorized use would occur in the vicinity of the Bucks Lake Wilderness area. The trail itself receives little non-motorized use. Adverse effects would be associated with noise impacts to Wilderness uses from OSV use on the adjacent portion of trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. Approximately 1.4 miles of the trail are adjacent to the Bucks Lake Wilderness Area. Noise from OSV use of this trail has the potential to impact non-motorized wilderness visitors' solitude and quiet recreation experience. Illegal entry of OSVs into the Wilderness area has been documented along this section of trail.	The Forest Service would provide more effective signage along the wilderness boundary and electronic information to educate the public on responsible practices and OSV use restrictions in an effort to reduce conflicts and instances of Wilderness trespass. Additionally. The length of trail available for grooming has been extended with this analysis to continue beyond the wilderness boundary and direct OSV riders away from the wilderness as they exit the end of the trail into the adjacent open area. Or consider not grooming the last 1.4 miles of the trail where it is adjacent to the wilderness boundary.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No. The adjacent Bucks Lake Wilderness Area is managed by the Plumas National Forest.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail abuts the Bucks Lake Recreation Area, including the Mill Creek and Sundew campgrounds and Sandy Point Day Use Area. OSV use of this trail would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other recreationists.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	No
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.

Grizzly Loop (7E51S)

This 15.5-mile designated OSV trail overlies National Forest System Road 24N33 from its intersection with Plumas County Road 414 to its intersection with NFS Road 24N34, NFS Road 24N34 from its intersection with NFS Road 24N33 to its intersection with NFS Road 24N36, and NFS Road 24N36 from its intersection with NFS Road 24N34 to its intersection with Plumas County Road 414. It forms a trail loop that begins and ends at two points 1.2 miles apart on Plumas County Road 414. It accesses a section of ungroomed trail near its midpoint that leads to Grizzly Forebay.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Grizzly Loop Trail crosses many perennial, intermittent, and ephemeral stream channels that flow primarily to Grizzly Creek. The trail runs along Bucks Lake and Lower Bucks Lake, with some trail segments less than 100-200 feet from lake edges. The trail also parallels Grizzly Creek, as close as 200 feet from that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since over half of the road lengths underlying the trail are paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the upper reaches of the Grizzly Creek watershed. Grizzly Creek flows to North Fork Feather River, located more than 8 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV riders are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes. 3 spotted owl PACs are bisected by the trail and the trail runs along the border of 2 goshawk PACs. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). The trail crosses historically occupied habitat and is 0.75 mile upslope of currently occupied habitat. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail crosses forest carnivore habitat. Fisher have been detected at two distinct locations approximately 4 to 5 miles from the trail; however, these were short-term forays by individuals reintroduced on private lands adjacent to the forest. Fisher are assumed to not occur in the project area at this time. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Bucks Lake and would be reduced as the distance from the lake and recreation residences is increased. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The A portion of the trail abuts the Bucks Lake Recreation Area adjacent to the Indian Rocks and West End Cove day use areas. OSV use of the trail would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other recreationists.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. The trail is adjacent to recreation residences along the west shore of Bucks Lake. OSV use of the trail is compatible with the characteristics of the community, which is accustom to OSV activity.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Gravel Range (7E52S)

This 12.4 mile designated OSV trail overlies National Forest System Road 23N18 from its intersection with NFS Road 23N54 to its intersection with NFS Road 23N95Y. It connects to the Granite Basin, Grizzly Summit, Cold Water Loop, and Willow Creek designated OSV trails.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Gravel Range Trail crosses many perennial, intermittent, and ephemeral stream channels that flow primarily to Coldwater Creek. The trail also parallels Coldwater Creek for nearly 4 miles, generally located less than 300 feet from that perennial stream along that reach. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one meadow area near the confluence of Coldwater Creek and Arkansas Ravine. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Coldwater Creek watershed. Coldwater Creek flows to Middle Fork Feather River, located more than 13 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV riders are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes. 2 spotted owl PACs and 1 goshawk PAC are bisected by the trail and the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). The trail crosses occupied habitat. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail crosses forest carnivore habitat. Fisher and Marten have been detected at two distinct locations approximately 3-4 miles from the trail; however, these were short-term forays by individuals reintroduced on private lands adjacent to the forest. Fisher are assumed to not occur in the project area at this time. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized enthusiasts to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. The trail is adjacent to recreation residences in the Haskins Valley and Bucks Highlands areas. OSV use of the trail is compatible with the characteristics of the community, which is accustom to OSV activity.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Granite Basin (7E53S)

This 13.0-mile designated OSV trail overlies National Forest System Road 23N18 from its intersection with NFS Road 23N95Y to its intersection with Plumas County Road 414 at Palmetto. It connects to the Gravel Range, Grizzly Summit, and Bucks Summit/Four Trees designated OSV trails.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Granite Basin Trail crosses many perennial, intermittent, and ephemeral stream channels that flow primarily to Toland Creek and Little North Fork of Middle Fork Feather River. There is a 0.6 mile segment of trail that parallels the Little North Fork, as close as 150 feet from that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this probability is reduced because approximately half of road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated across open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow on Rock Island Ridge. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of Little North Fork of Middle Fork Feather River watershed. Little North Fork of Middle Fork Feather River flows to Middle Fork Feather River, located more than 14 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, two spotted owl PACs and one goshawk PAC are bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF habitat. Frogs have not been detected near the trail; the nearest detections are 3-4 miles from trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in occupied forest carnivore habitat, marten. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail multi-use trail. Overlap between OSV use and non-motorized winter recreation activities is currently low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The trail is adjacent to (within 0.25 mile) the Little North Fork of the Middle Fork Feather River reach of Eligible Wild and Scenic River (Wild Zone) for approximately 1.7 miles. The trail crosses this reach overlying an existing NFS road in a fairly steep drainage where cross-country riding is unlikely to occur. This reach of creek does not receive significant non-motorized use in the winter.	The area within 0.25 mile of the river would not be designated for cross-country OSV use. Provide accurate maps, signage and electronic information to educate the public on OSV use restrictions to keep riders on the trail through the Wild and Scenic zone.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other recreationists.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Bucks Summit / Four Trees Trail (8E51S)

This 15.8-mile designated OSV trail overlies Plumas County Road 414 between Bucks Summit Staging Area and Four Trees Warming Hut. It is the primary access route for OSV enthusiasts in the Bucks Lake snow trail system. The trail crosses the Pacific Crest National Scenic Trail at Bucks Summit which is both a major PCT trailhead and an OSV Staging area. Approximately 4 miles of the trail area is located on private property.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located primarily on the long ridge that divides the North Fork Feather River and Middle Fork Feather River basins. Therefore, there are few stream crossings along this trail. The primary trail interaction exist on a 1-mile segment that runs within 200 feet of Bucks Creek and the shoreline of Bucks Lake. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since the entire length of the road underlying the trail is paved and well drained. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses several small meadow areas along the ridge between the North Fork and Middle Fork Feather River basins. However, the trail is located on a County road that is well drained and situated above the meadow surfaces. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadows would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Middle Fork Feather River is listed for potential unknown toxicity. Since this trail is located primarily along the ridgetop well upstream of these rivers, and due to the limited number of stream crossings on this trail, this trail would not affect the 303(d) pollutants of concern for North Fork Feather River or Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV riders are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	NA
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	NA
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	NA
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF Critical Habitat. Frogs have not been detected near the trail with nearest detections 3-4 miles from trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in occupied forest carnivore habitat, marten. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities is high between Bucks Summit Staging Area and the Haskins Valley intersection. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The eastern portion of the trail is adjacent to the Bucks Lake Wilderness Area (to the north) for approximately 2 miles, which is highly valued for non-motorized use. Noise from OSV use of this trail would cause temporary impacts to non-motorized wilderness visitors' solitude and quiet recreation experience. Illegal entry of OSVs into the Wilderness area has been documented along this section of trail because the distance between the boundary and the road is variable and its location is unmarked. The eastern end of the trail crosses the Pacific Crest National Scenic Trail at a major PCT trailhead that shares trailhead parking with the Bucks Summit Staging Area. This trailhead accesses the portion of the PCT that receives the greatest amount of winter-time use on the Forest. Currently, PCT access and OSV unloading, staging, and idling to warm the engines are concentrated within the intersection of the PCT and snow trail. Efforts to provide signage at the trailhead have been vandalized and removed, suggesting that some level of conflict, described above already exists. This trail is also adjacent to the Bucks Creek (non-motorized) Loop Trail for approximately 2 miles, which is of high value for non-motorized use. OSV use of this trail has not had adverse effects on the cross-country ski trail.	OSV use would be allowed on the trail. OSV use would be prohibited north of the trail to minimize opportunity for inadvertent entry into the wilderness area. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses. The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: "It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization". OSV use would be allowed on the designated snow trail and staging would occur in the staging area. Designated motorized OSV trails crossing the PCT would be restricted to crossing at 90 degrees to the trail. The designated OSV trail would be located at the existing crossing of the underlying road. The Forest Service would coordinate with Plumas County to reconfigure the snow plowing strategy at the PCT trailhead and OSV staging area location to allow more space for OSV enthusiasts to unload in a location that does not conflict with PCT uses. Currently, snow plowing stops right at the trailhead and existing trail across the PCT, resulting in OSV enthusiasts congregating in front of the trailhead and idling their OSVs to warm the engines. The Forest Service would coordinate with Plumas County and would request that plowing stop further east of the trailhead, allowing more space for OSVs to gather in a location that does not conflict with access to the PCT. The Forest Service would clearly identify the Bucks Creek Loop Trail as a non-motorized trail on paper and electronic maps and with signage to prevent OSV use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No. The adjacent Bucks Lake Wilderness Area is managed by the Plumas National Forest.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail is within the Bucks Lake Recreation Area. It accesses several Forest Service and private recreation residences, two resort/lodges (open year-round), two Forest Service Campgrounds and one PG&E campground. OSV use of this trail would not cause adverse effects to any of these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. Use of this trail by wheeled motor vehicles would be seasonally prohibited after grooming commences.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited public use by class 2 vehicles in the area. However, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other recreationists.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, the communities around Bucks Lake rely heavily on OSVs to access their residences and for winter recreation use. The use of this trail by OSVs is compatible with the characteristics of these communities.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Big Creek (8E52S)

This 9.9-mile designated OSV trail overlies Plumas County Road 423 from the Big Creek Staging Area to its intersection with Plumas County Road 414 at the Haskins Valley T. It offers a lower elevation trail head from Big Creek Staging Area than the primary staging area at Bucks Summit which can become inaccessible during major winter storms. It accesses a number of residences in the Haskins Valley area as well as the Lookout Rock, Willow Creek, and Upper Daniels designated OSV trails. It crosses the Pacific Crest National Scenic Trail in one location. Approximately 1 mile of this trail is on private property.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Big Creek Trail crosses many perennial, intermittent, and ephemeral stream channels that flow primarily to Big Creek, which then drains to Meadow Valley Creek and then Spanish Creek. Roughly half of the trail parallels Big Creek, with many segments located less than 150 feet from that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since the County road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow area near the confluence of South Fork Haskins Creek. However, the trail is located on a County road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the upper reaches of the Big Creek and Haskins Creek watersheds. Big Creek flows to Meadow Valley Creek, then Spanish Creek, then East Branch North Fork Feather River, then finally the North Fork, located more than 30 miles downstream of this proposed trail. Haskins Creek flows through Bucks Lake approximately 8 miles upstream of the North Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV riders are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, the trail bisects one spotted owl PAC. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown and multiple historically occupied sites with a few miles of the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in occupied forest carnivore habitat. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur near the Big Creek Staging Area, which is a popular trail head for cross-country skiing and snowshoeing. The potential for conflict would decrease as the distance from the staging area increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The trail crosses the PCT in one location where the PCT crosses the underlying paved county road. This is an established road crossing of the PCT and would be a designated trail for OSVs crossing the PCT. OSV use of the trail would cause temporary impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: "It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization". The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses. Designated motorized OSV trails crossing the PCT would be restricted to crossing at 90 degrees to the trail. The designated OSV trail would be located at the existing crossing of the underlying road.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No. The Big Creek trail does not access any Forest Service developed recreation sites but it does access several Forest Service and private recreation residences. Use of the trail by OSVs would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. Use of this trail by wheeled motor vehicles would be seasonally prohibited after grooming commences.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other recreationists.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, the trail accesses recreation residences in the seasonal community of Haskins Valley which relies on OSVs to access residences and for winter recreational use. Use of the trail by OSVs is compatible with the characteristics of this community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Cutoff / Lookout Rock (8E53S)

This 5.6-mile designated OSV trail overlies National Forest System Road 24N29Y for its entire length between Plumas County Road 414 and Plumas County Road 423. It connects the Bucks Summit/Four Trees and Big Creek designated OSV Trails. It crosses the Pacific Crest National Scenic Trail in one location near its southern end.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located on the long ridge that divides the Buck Creek and Haskins Creek drainages from the Middle Fork Feather River basin. Therefore, there are few stream crossings along this trail. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one meadow area at the south end near Lookout Rock. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Middle Fork Feather River is listed for potential unknown toxicity. Since this trail is located primarily along the ridgetop well upstream of these rivers, and due to the limited number of stream crossings on this trail, this trail would not affect the 303(d) pollutants of concern for North Fork Feather River or Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, one spotted owl PAC and 2 goshawk PACs are bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown and multiple historically occupied sites with a few miles of the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in occupied forest carnivore habitat (marten). Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. There is a high level of overlap between OSV use and non-motorized use by cross-county skiers and snowshoers, particularly on the northern end of the trial where it is used to access the Bucks Creek Loop non-motorized trail from the Bucks Summit Staging Area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized riders to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. 1) The trail crosses the Pacific Crest National Scenic Trail near its southern end within approximately 0.25 mile of the location where the Big Creek designated OSV trail also crosses the PCT. The crossing is at an existing crossing where the underlying road crosses the PCT. OSV use of the trail would cause temporary adverse impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity. 2) The northern portion of this trail accesses the eastern end of the Bucks Creek Loop ski trail (non-motorized). Non-motorized access to the ski trial is gained by traveling on this trail for approximately 0.1 mile from its intersection with the Four Trees/Bucks Summit snow trail. The potential for conflicts associated with the shared use of this trail are described above. OSV use of this trail has not had adverse effects on the cross-country ski trail. 3) The northern end of the trail is within 500 feet of the boundary of the Bucks Lake Wilderness Area, in an area of high value for non-motorized recreationists for backcountry skiing. Use of this trail by OSVs would not encroach upon this non-motorized area. Adverse effects to Wilderness recreationists associated with noise are possible given the proximity of the northern end of the trail to the wilderness area boundary.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses. 1) Designated motorized OSV trails crossing the PCT would be restricted to crossing at 90 degrees to the trail. The designated OSV trail would be located at the existing crossing of the underlying road 2) Clearly identify the Bucks Creek Loop Trail location on maps, electronic information, and with signage to prevent OSV use on the non-motorized trail. 3) None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No. The Bucks Lake Wilderness Area is managed by the Plumas National Forest.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Willow Creek (8E54S)

This 5.1-mile designated OSV trail overlies National Forest System Road 23N60 from its intersection with Plumas County Road 423 to its intersection with NFS Road 23N54, NFS road 23N54 from its intersection with NFS road 23N60 to its intersection with NFS road 23N18, NFS road 23N18 from its intersection with NFS road 23N54 to its intersection with Plumas County Road 301, and Plumas County Road 301 from its intersection with NFS road 23N18 to its intersection with Plumas County Road 423. It accesses the Ararat Loop, Gravel Range, Upper Daniels, and Lower Daniels designated OSV trails. It crosses the Pacific Crest National Scenic Trail in one location and is adjacent to the PCT (within 500 feet) for approximately 0.35 mile.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located primarily on the ridgetop at the headwaters of Willow Creek. Therefore, there are few stream crossings along this trail. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one meadow area at the west end near Faggs Ranch. However, the trail is located on a National Forest System (NFS) road that is well drained. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Willow Creek watershed. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Willow Creek flows to Middle Fork Feather River, but the river is located more than 4 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, trail slightly crosses one goshawk PAC. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown but multiple historically occupied sites within a mile of the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in occupied forest carnivore habitat (marten). Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. There is some overlap between OSV use and non-motorized use by cross-county skiers and snowshoers on the eastern portion of the trail from its intersection with the Big Creek snow trail to its intersection with the Pacific Crest National Scenic Trail. Elsewhere, non-motorized use is currently low. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized recreationists; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. 1) The proposed designated trail crosses the Pacific Crest National Scenic Trail in one location at Lookout Rock. The designated trail would be located at an existing crossing where the underlying road crosses the PCT. OSV use of the trail would cause temporary impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity. 2) The trail is adjacent to the Pacific Crest National Scenic Trail, within 500 feet, for approximately 0.35 mile in the Lookout Rock area, associated with the crossing discussed above. OSV use of the trail would cause temporary impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses. 1) Designated motorized OSV trails crossing the PCT would be restricted to crossing at 90 degrees to the trail. The designated OSV trail would be located at the existing crossing of the underlying road. 2) Cross-country OSV use would not be designated within 500 feet of the Pacific Crest National Scenic Trail. OSV use within 500 feet of the PCT would be confined to the designated snow trail, as described above.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, the western portion of this trail is near the Bucks Highland community. Residents regularly utilize OSVs to access their residences and for winter recreation. OSV use of this trail is compatible with the characteristics of this community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Lower Daniels (7E54S)

This 3.2-mile designated OSV trail overlies National Forest System Road 24N36 from its intersection with NFS Road 23N18 to its intersection with Plumas County Road 414. It provides access to seasonal residences and connects to the Gravel Range, Willow Creek, and Bucks Summit/Four Trees designated OSV trails. Approximately 2.16 miles of the trail are on private property.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located near the ridge that divides the Buck Creek and Haskins Creek drainage from the Middle Fork Feather River basin. Therefore, there are several stream crossings along this trail. A short reach of the trail at the western end parallels Grizzly Creek, as close as 100 feet from that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one meadow area at the west end near Grizzly Lake. However, the trail is located on a National Forest System (NFS) road that is well drained. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Grizzly Creek flows to North Fork Feather River, more than 13 miles downstream of this proposed trail. Haskins Creek flows to Bucks Lake. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown but multiple historically occupied sites are within a mile of the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail in suitable forest carnivore habitat that may be occupied. Adjacent lands experience consistent recreation use throughout the year. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Some overlap between OSV use and non-motorized use by cross-county skiers and snowshoers may occur on the western portion of the trail where it crosses private land among several residences. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail abuts the Bucks Lake Recreation Area, including several season residences on private and National Forest land. Use of the trail by OSVs would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, Haskins Valley. OSV use of the trail is compatible with the characteristics of the community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Ararat Loop (8E55S)

This 7.8-mile designated OSV trail overlies National Forest System Road 23N19 from its intersection with NFS Road 23N60 at Lookout Rock to its intersection with NFS Road 23N55, NFS Road 23N55 from its intersection with NFS Road 23N19 to its intersection with NFS Road 23N75, NFS Road 23N75 from its intersection with NFS Road 23N55 to its intersection with NFS road 23N60. The trail is adjacent to the Pacific Crest National Scenic Trail (within 500 feet) for approximately 0.58 mile in the Lookout Rock area.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located on or near ridgetops at the eastern headwaters of Willow Creek. Therefore, there are few stream crossings along this trail. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses two small meadow areas. However, the trail is located on National Forest System (NFS) roads that are well drained. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadows would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Willow Creek watershed. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Willow Creek flows to Middle Fork Feather River, but the river is located more than 4 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, one spotted owl PAC and one goshawk PAC are bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF habitat. Occupancy along the trail is currently unknown and nearest historically occupied site is over 2 miles from the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail in suitable forest carnivore habitat that may be occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers may occur on the eastern portion of the trail near Lookout Rock, where it runs parallel to and within 200 feet of the Pacific Crest National Scenic Trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The trail is adjacent to the Pacific Crest National Scenic Trail, within 500 feet, for approximately 0.56 mile in the Lookout Rock area. OSV use of the trail would cause temporary adverse impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Upper Daniels (7E55S)

This 2.4-mile designated OSV trail overlies National Forest System Road 24N36 from its intersection with Plumas County Road 301 to its intersection with Plumas County Road 423. It connects to the Big Creek and Willow Creek designated OSV trails. It is within 500 feet of the Pacific Crest National Scenic Trail for approximately 0.15 mile at its eastern end.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This short trail is located on the southern slope of the Haskins Creek watershed. Therefore, there are several stream crossings along this trail. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Haskins Creek flows to Bucks Lake, which is more than 9 miles upstream of North Fork Feather River. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, one goshawk PAC is bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown but multiple historic observations occur within a mile of the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail in suitable forest carnivore habitat that may be occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers may occur on the eastern portion of the trail where it runs parallel to and within 200 feet of the Pacific Crest National Scenic Trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The trail is within 500 feet of the Pacific Crest National Scenic Trail for approximately 0.15 mile at its eastern end near the point where the Big Creek designated snow trail crosses the PCT. OSV use of the trail would cause temporary impacts to the non-motorized experience of PCT recreationists from noise and emissions associated with motorized activity.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the Pacific Crest National Scenic Trail without a special-use authorization”. The area within 500 feet of centerline of the PCT would not be designated for cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail abuts the Bucks Lake Recreation Area, including several seasonal residences. Use of the trail by OSVs would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, Haskins Valley is a seasonal community. The use of OSVs on the trail would be compatible with the characteristics of the community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Cold Water Loop (7E56S)

This 8.8-mile section of designated OSV trail overlies National Forest System Road 23N70 from its intersection with NFS Road 23N18 to its intersection with NFS Road 23N60, NFS Road 23N60 from its intersection with NFS Road 23N70 to its intersection with NFS Road 23N58, NFS Road 23N58 from its intersection with NFS Road 23N60 to its intersection with NFS Road 23N18. It provides a moderate difficulty trail loop that begins and ends on the Gravel Range designated OSV trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail runs mostly on the ridgetop around Greens Flat at the headwaters of Coldwater Creek and several steep tributaries to Middle Fork Feather River. Therefore, there are few stream crossings along this trail, although the trail does cross Catrell Creek and parallels Scotch Creek for roughly 1/3 of a mile. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one meadow area near Bull Flat. However, the trail is located on a National Forest System (NFS) road that is well drained. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Catrell Creek flows to Middle Fork Feather River, but the river is located more than 2 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF habitat. Frogs have not been detected near the trail with nearest historic detections over a mile from trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	NA

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the trial is adjacent to the Middle Fork Feather River Semi-Primitive Area and Inventoried Roadless Area for approximately 0.75 mile. Adverse impacts to the non-motorized experience provided by the semi-primitive area resulting from noise related to OSV use of this trail would occur but should be limited by the position of the semi-primitive area being downhill of the designated snow trail.	Cross-country OSV use would not be permitted within the Middle Fork Feather River Semi-Primitive Area. The Forest Service would provide clear maps, electronic information and adequate signage to educate recreationists about responsible practices, OSV area boundaries, and trail restrictions.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Grizzly Summit (6E50S)

This 3.0-mile designated OSV trail overlies National Forest System Road along its entire length from its intersection with Plumas County Road 414 to its intersection with NFS Road 23N18. It connects to the Bucks Summit/Four Trees, Granite Basin, and Gravel Range designated OSV trails.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located on the ridge that divides the Grizzly Creek drainage (North Fork Feather River basin) and the Little North Fork drainage (Middle Fork Feather River basin). Therefore, there are few stream crossings along this trail. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow at the top of the Little North Fork drainage. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	This trail is located primarily at the headwaters of the Little North Fork of Middle Fork Feather River. Middle Fork Feather River is listed for potential unknown toxicity. The Little North Fork flows to Middle Fork Feather River, located more than 17 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	Yes, one goshawk and one spotted owl PACs are bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF habitat. Frogs have not been detected near the trail with no historic detections nearby. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be expected to be low on this trail due to low levels of non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Letterbox Loop (7E57S)

This 7.3-mile designated OSV trail overlies National Forest System Road 23N73Y for its entire length, forming a loop that begins and ends on Plumas County Road 414 at two points approximately 2.4 miles apart.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located in the upper reaches of the Grizzly Creek watershed near Grizzly Summit. There are several stream crossings along this trail, but the trail does not parallel any perennial stream reaches. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow area. However, the trail is located on a National Forest System (NFS) road that is well drained. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the upper reaches of the Grizzly Creek watershed. Grizzly Creek flows to North Fork Feather River, located more than 11 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	Yes, two spotted owl PACs are bisected by the trail. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within suitable SNYLF habitat. Frogs have not been detected near the trail with no historic detections nearby. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in forest carnivore habitat. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized enthusiasts to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Lower Bucks Lake (7E58S)

This proposed ungroomed snow trial overlies National Forest System Road 24N24 from its intersection with NFS Road 24N33 to its terminus at Three Lakes Dam. It connects to the Mill Creek designated snow trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This 2.2-mile trail runs over NFS road 24N24. The majority of the trail is along the north shore of Lower Bucks Lake, with much of this length within 200 feet of the lake edge. The trail crosses several intermittent and ephemeral stream channels that flow to the lake or to Bucks Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Most of this trail drains to Lower Bucks Lake. The outlet of the lake is Bucks Creek, which enters North Fork Feather River more than 7 miles downstream of the lake. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Occupancy along the trail is currently unknown but multiple historic observations occur within a mile of the trail and extant population within 2 miles of trail. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses engaging in cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	The northern terminus of the trail accesses the Bucks Lake Wilderness boundary at Three Lakes. OSV use in this area would cause adverse impacts to the wilderness experience from noise.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No, the Bucks Lake Wilderness Area is managed by the Plumas National Forest.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail accesses several dispersed campsites and an organized camp facility run by The Boy Scouts of America along the eastern shore of Lower Bucks Lake, as well as a vault toilet and dispersed campsites at Three Lakes. OSV use of this trail would not cause adverse impacts to any of these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close designated groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Grizzly Forebay (6E51S)

This 4.4-mile ungroomed snow trail overlies National Forest System Road 24N34 from its intersection with NFS Road 24N36 to its intersection with NFS Road 24N34A, and NFS Road 24N34A from its intersection with NFS Road 24N34 to its terminus at Grizzly Forebay parking area. It connects to the Grizzly Loop designated snow trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This 4.4-mile trail runs over NFS road 24N34. The trail crosses several intermittent and ephemeral stream channels on the upper slopes and ridges above Grizzly Creek. A 0.1-mile segment of the trail is located within 200 feet of Grizzly Forebay. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. Most of the trail is located on or near ridges that are located more than 7 miles upstream of North Fork Feather River. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	Yes, the trail bisects one spotted owl PAC. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	Yes, the end of a spur trail bisects one eagle territory. Designating ungroomed trail would increase potential OSV conflicts in eagle territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, (4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with the Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, but trail should not impact aquatic habitat. No significant OSV conflict with frogs in this area.	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail in suitable forest carnivore habitat that may be occupied. Designation of ungroomed trails would increase potential conflict between OSV uses and forest carnivores and their prey populations. Sensitive forest carnivore habitat is within dense forest conditions that are not typically considered quality OSV travel areas. Do not anticipate significant OSV conflict with carnivores or their prey in this area.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes, the trail accesses a developed recreation site at Grizzly Forebay that includes pit toilets, a boat launch facility, and picnic/day use facilities. OSV use of the trail would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close designated groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Mt. Ararat (8E56S)

This 2.6-mile proposed ungroomed designated snow trail overlies National Forest System Road 23N62X from its intersection with NFS Road 23N19 to its intersection with NFS Road 23N75, and NFS Road 23N75 from its intersection with NFS Road 23N62X to its intersection with NFS Road 23N55. It connects to the Ararat Loop designated snow trail and accesses the summit of Mt. Ararat.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This 2.6-mile trail runs over NFS roads 23N62X and 23N75. The trail is located mostly on the ridgetop of Mt Ararat but does cross the upstream end of Mt Ararat Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Willow Creek watershed. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Willow Creek flows to Middle Fork Feather River, but the river is located more than 3 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV riders are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail with no historic detections nearby. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail is in forest carnivore habitat. Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized enthusiasts to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close designated groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	Provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Sherman Bar (8E57S)

This 1.8-mile proposed ungroomed snow trail overlies National Forest System Road 24N28 from its intersection with Plumas County Road 423. It connects to the Big Creek designated snow trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This 1.8-mile trail runs over NFS road 24N28 in upper reaches of the Morrow Creek watershed. The trail crosses a few intermittent or ephemeral stream channels. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Bear Creek watershed. Bear Creek flows to Middle Fork Feather River, located more than 6 miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants occur in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	Yes, trail crosses one spotted owl PAC. OSV use has potential to disturb owls and may disrupt pair bond formation and nesting. Designating an ungroomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Gold Lake Unit). Frogs have not been detected near the trail but historic observations are within one mile of the trail. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail crosses forest carnivore habitat that is likely occupied. Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be highest in the vicinity of the Big Creek snow trail and would generally decrease as the distance from the trail intersection increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. This trail is typically not included in the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system. While wheeled traffic is not permitted on the connecting Big Creek snow trail, several NFS roads that permit wheeled use year-round connect to this trail from other access points. Wheeled motorized use of this trail would cause adverse effects to the quality and safety of the OSV recreation experience by creating deep ruts in the trail surface.	Plumas National Forest and Plumas County may temporarily close designated trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Bald Eagle Mountain (7E59S)

This 4.4-mile proposed ungroomed snow trail overlies National Forest System Road 24N33 from Chucks Rock, which is the end of the groomed Mill Creek OSV trail, to a point where the trail reaches open terrain, making cross-country travel more efficient. It connects to the Mill Creek designated snow trail and provides access to Bald Eagle peak, the high point in the Bucks Lake area.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several intermittent and ephemeral channels that flow to Mill Creek, which then flows into Bucks Lake. It crosses one perennial stream, also a tributary to Mill Creek. Roughly 0.4 mile of the trail parallels Mill Creek within 300 feet of that perennial stream. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	North Fork Feather River is listed for potential water quality impairment due to mercury, polychlorinated biphenyls (PCBs), stream temperature, and unknown toxicity. OSV use would not contribute to potential mercury or PCB pollution. Fine sediment pollution could exacerbate potential stream temperature impairment. This trail is located in the upper reaches of the Bucks Creek watershed, above Bucks Lake. Below the Lake, Bucks Creek flows to North Fork Feather River, more than 8 miles downstream of the Lake. OSV use on this trail would not affect the 303(d) pollutants of concern for North Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass great gray owl, California spotted owl, and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites?	Yes, the trail bisects one eagle territory. Designating ungroomed trail would increase potential OSV conflicts in the eagle territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Bucks Lake Unit). Nearest known occupied aquatic habitat is less than 1 mile from the trail. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and Critical Habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized use by cross-county skiers and snowshoers would be generally low. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the trail is immediately adjacent to the Bucks Lake Wilderness boundary. Noise from OSV use of this trail has the potential to impact non-motorized wilderness visitors' solitude and quiet recreation experience. Illegal entry of OSVs into the Wilderness area has been documented along this section of trail.	The Forest Service would provide more effective signage along the wilderness boundary and electronic information to educate the public on responsible practices and OSV use restrictions in an effort to reduce conflicts and instances of Wilderness trespass.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No, the Bucks Lake Wilderness is managed by the Plumas National Forest.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. While not part of the temporary Forest Order that closes roads to wheeled traffic that are part of the groomed snow trail system, this trail is only accessible by roads closed under the order.	Plumas National Forest and Plumas County would cooperate to temporarily close designated trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	No. While designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide), they would not be permitted to use this ungroomed trail. There is currently limited use by class 2 vehicles in the area. However, their use is expected to increase.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	None.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed Bucks designated OSV use area. This trail passes through areas that are proposed to be designated for OSV use and areas that are proposed to be not designated for cross-country OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Davis Trails

15 proposed trails in this system. None of these trails have been groomed in the past. All are proposed for designation unavailable for grooming.

Cate Place (12E57S)

This proposed 4.2-mile, ungroomed OSV trail overlies National Forest System Road 24N57 from its intersection with NFS Road 24N10 to its intersection with NFS Road 24N58. It connects to the proposed Westside Lake Davis, Four Corners, Paradise Creek, and Cate Tie OSV trails. The trail generally follows the southern edge of Grizzly Valley west of Lake Davis to near Little Summit Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several perennial, intermittent, and ephemeral stream channels that flow to Big Grizzly Creek. However, the trail does not parallel any perennial streams. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the Big Grizzly Creek watershed, more than 3 miles upstream of Lake Davis. The outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 1 goshawk PAC would be bisected by the trail. OSV use of a designated, ungroomed trail in or adjacent to PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Ungroomed trails may concentrate or perpetuate cross-country OSV travel in PACs, but use is not likely to be as high as on groomed trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated OSV use area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No, the trail would pass through a relatively small patch of suitable habitat for forest carnivores, but this small patch of habitat is isolated on the landscape. Adverse effects are unlikely.	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized uses desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; However, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within a proposed designated OSV use area OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Jackson Creek North (13E50S)

This proposed 12.1-mile, ungroomed OSV trail overlies National Forest System Road 23N11 from its intersection with State Highway 70 to its intersection with NFS Road 24N12. Approximately 3 miles of the trail are on private property owned by Sierra Pacific Industries. It connects to the proposed Jackson Creek South, Little Long Valley, Paradise Creek, and Willow Creek OSV trails. The trail begins at the Jackson Creek picnic area adjacent to State Highway 70 and traverses several small drainages as it climbs to Happy Valley. From Happy Valley the trail continues up the Long Valley Creek drainage to "Five Points" on Grizzly Ridge, then descends into the Willow Creek drainage. The Jackson Creek Picnic Area is where the plowing of the road ends and the snow trail begins. This is an area where staging of vehicles with trailers occurs. There are no official staging areas associated with this trail system.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located primarily in the Long Valley Creek watershed, crossing the watershed divide into the headwaters of Freeman Creek and Lake Davis. It crosses several intermittent and perennial stream channels and many ephemeral channels. The trail parallels Long Valley Creek for approximately 1 mile (within 300 feet of the stream). Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located along Long Valley Creek, which is a tributary to the Middle Fork. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Long Valley Creek flows to Middle Fork Feather River, but the river is located more than 5 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 2 goshawk and 1 spotted owl PACs would be bisected by the trail. This segment of the trail would also overlap deer winter range. OSV use of a designated, ungroomed trail in or adjacent to PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Ungroomed trails may concentrate or perpetuate cross-country OSV travel in PACs, but use is not likely to be as high as on groomed trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	Yes, trail would overlap deer winter range. OSV use has potential to harass winter deer herds.	The Davis area designated for cross-country OSV use would not include deer winter range. Pass-through only OSV travel would be allowed on designated snow trails overlapping deer winter range. Limiting OSV use to the designated trails should mitigate adverse impacts to deer.
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail would bisect the largest and most contiguous patch of forest carnivore habitat in the area. Habitat in this area is generally fragmented and marginally suitable. Marten were detected 5 miles from this trail in 2007. Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing that exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Jackson Creek Picnic Area and would be reduced as the distance from the picnic area increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. Mount Jackson is valued as a backcountry ski area, however it is only skiable during exceptional snow years so use is sporadic. OSV use of this trail would not cause adverse effects.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail would begin at the Jackson Creek Picnic Area. OSV use at current levels does not cause adverse effects to the site however, the facilities would not be sufficient to accommodate a significant increase in OSV use. Parking is only sufficient for two to three vehicles and the restroom facility is an unmaintained pit toilet.	Monitor use of the Jackson Creek Picnic Area as ad hoc staging area. Current facilities may not be suitable if use increases significantly. Investigate feasibility of expanding capacity of the current site to accommodate limited wintertime staging.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Plowing ends at the Jackson Creek Picnic Area. No OSV crossing of plowed road is currently occurring. Increased use could result in difficulties plowing the parking area.	Work with County to ensure that plowing to the Jackson Creek Picnic Area allows for sufficient parking and staging.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; However, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	The west end of the trail begins near the community of Cromberg. Staging occurs at the Jackson Creek Picnic Area which is just beyond the outskirts of the community and approximately 0.5 mile from the nearest residences. Current use is compatible with the community but a significant increase in use could cause traffic issues unless staging facilities are improved.	Closely monitor trailhead usage. Work with County to ensure plowing provides adequate parking and staging areas.
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within an area proposed as designated for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Cate Tie (12E58S)

This proposed 1.9-mile, ungroomed OSV trail overlies National Forest System Road 24N11X for its entire length. It provides an alternate connection between the proposed Cate Place and Paradise Creek OVS trails.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several ephemeral stream channels that flow to Summit Marsh at the head of the Big Grizzly Creek. However, the trail does not cross or parallel any perennial or intermittent streams. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the Big Grizzly Creek watershed, more than 4 miles upstream of Lake Davis. The outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; However, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within an area proposed to be designated for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Four Corners (12E59S)

This proposed 7.8-mile, ungroomed OSV trail overlies National Forest System Road 24N85Yfrom its intersection with NFS Road 23N11 to its intersection with Plumas County Road 113. It connects to the proposed Cate Place and Jackson Creek North OSV trials.

The trail begins at “Five Points” on Grizzly Ridge and follows the ridge for several miles north and west before descending into Grizzly Valley.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located mostly on or near the top of Grizzly Ridge so the number of stream crossings is limited. The trail does cross three intermittent stream channels and several ephemeral channels but does not cross any perennial channels. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Big Grizzly Creek watershed, more than 4 miles upstream of Lake Davis. The outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross open designated OSV area; designating this trail will would likely increase cross-country travel in the open designated area and increase risk to frogs.	Historic SNYLF locations, suitable habitat, and critical habitat will would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat will would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within a proposed area designated for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Jackson Creek South (12E60S)

This proposed 5.9-mile, ungroomed OSV trail overlies National Forest System Road 23N48 from its intersection with NFS Road 23N11 to its intersection with NFS Road 23N12. It connects the proposed Jackson Creek North and Little Long Valley OSV trails. Approximately 1 mile of the trail is on private land owned by Sierra Pacific Industries. The trail follows Jackson Creek, north of Mount Jackson, then traverses an unnamed ridge and crosses into the South Fork Long Valley Creek drainage.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located in the Jackson Creek watershed. It crosses many ephemeral stream channels and parallels Jackson Creek for approximately 2 miles (within 300 feet of the stream). Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located along Jackson Creek, which is a tributary to the Middle Fork. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Jackson Creek flows to Middle Fork Feather River, but the river is located more than 2 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	Yes, trail would overlap deer winter range. OSV use has potential to harass winter deer herds.	The Davis area designated for cross-country OSV use would not include deer winter range. Pass-through only OSV travel would be allowed on designated snow trails overlapping deer winter range. Limiting OSV use to the designated trails should mitigate adverse impacts to deer.
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of the Jackson Creek Picnic Area and would be reduced as the distance from the picnic area increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within an area proposed to be designated for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Little Long Valley (12E51S)

This proposed 11.4-mile, ungroomed OSV trail overlies National Forest System Road 23N12 from its intersection with NFS Road 23N11 to its intersection with NFS Road 24N12. Approximately 1.25 miles of the trail are on private land owned by Sierra Pacific Industries. The trial connects to the proposed Jackson Creek North, Jackson Creek South, and Willow Creek OSV trails. It generally follows the South Fork Long Valley Creek drainage to a saddle 2 miles north of Penman Peak, then descends into the Willow Creek drainage.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located primarily in the Long Valley Creek watershed, crossing the watershed divide into the Willow Creek watershed. It crosses one perennial stream channel and many ephemeral channels. The trail parallels an intermittent stream, South Fork Long Valley Creek, for approximately 1.3 miles (within 150 feet of the stream). Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located along Long Valley Creek, which is a tributary to the Middle Fork. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Long Valley Creek flows to Middle Fork Feather River, but the river is located more than 6 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 1 goshawk PAC and 1 spotted owl PAC would be bisected by the trail. These two PACs are overlapping. OSV use of a designated, ungroomed trail in or adjacent to PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Ungroomed trails may concentrate or perpetuate cross-country OSV travel in PACs, but use is not likely to be as high as on groomed trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects the largest and most contiguous patch of forest carnivore habitat in the area. Habitat in the area is fragmented and marginally suitable. Marten were detected 7 miles from the trail in 2007. Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting group awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail due to current low use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within an area proposed to be designation for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Paradise Creek (12E61S)

This proposed 4.9-mile, ungroomed OSV trail overlies National Forest System Road 23N12 from its intersection with NFS Road 23N11 to its intersection with NFS Road 23N12E, NFS Road 23N12E from its intersection with NFS Road 23N12 to its intersection with NFS Road 24N58, and NFS Road 24N58 from its intersection with NFS Road 23N12E to its intersection with NFS Road 24N57. Approximately 2 miles of the trail are on private property owned by Sierra Pacific Industries. The trail connects to the proposed Jackson Creek North, Cate Tie, and Cate Place OSV trails. It begins at the confluence of Missouri Gulch and the South Fork Long Valley Creek and traverses northward to the top of Grizzly Ridge near the head of the Paradise Creek drainage, then descends the Paradise Creek drainage into Grizzly Valley near Little Summit Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail runs over Grizzly Ridge to connect the Long Valley Creek watershed with the Lake Davis trails near Summit Lake. The trail crosses Long Valley Creek at its southern end and parallels (within 300 feet) half-mile-long reaches of Bull Run Creek and Paradise Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of Long Valley Creek, which is a tributary to the Middle Fork. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Long Valley Creek flows to Middle Fork Feather River, but the river is located more than 7 miles downstream of this proposed trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 1 spotted owl PAC would be bisected by this trail. OSV use of a designated, ungroomed trail in or adjacent to PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Ungroomed trails may concentrate or perpetuate cross-country OSV travel in PACs, but use is not likely to be as high as on groomed trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No, the trail passes through forest carnivore habitat that is marginally suitable. Forest carnivores have not been detected in the general area during the last 40 years, and the nearest historic detection was over 5 miles from the trail.	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail due to current low use levels. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within an area proposed to be designated for cross-country OSV use. OSV use of this trail would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Westside Lake Davis (13E52S)

This proposed 8.0-mile, ungroomed OSV trail overlies National Forest System Road 24N10 from its intersection with Plumas County Road 126 to its intersection with Plumas County Road 113. It connects to the proposed Camp Five, Cow Creek, Eagle Point, Blue Cedar, and Freeman Point trails, all of which would provide OSV access to Lake Davis. This would be the primary access trail for OSV use in the proposed Lake Davis OSV trail system. The trail generally parallels the west shore of Lake Davis at a distance ranging from 0.2 to 1.7 miles. There are no official staging areas associated with this trail system. Staging of vehicles towing trailers occurs at the intersection of NFS Road 24N10 and Plumas County Road 126 which is a priority controlled T intersection with turning roadways. Plumas County plows these roads to create a triangular loop.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several perennial streams tributary to Lake Davis, including Big Grizzly Creek, Freeman Creek, Cow Creek, and Dan Blough Creek, However, the trail does not parallel any streams. Culverts (or a bridge for Big Grizzly Creek) exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	According to the Forest Service corporate databases for meadow locations, this trail crosses 12 meadow areas on the west side of Lake Davis. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surfaces. The trail would not cross any other meadows, wet bogs, or fens.	The meadows would be protected by allowing OSV use to occur in designated areas and on designated roads only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail crosses several perennial streams that flow to Lake Davis. Many of these crossings are located less than 1 mile upstream of the lake. The outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would bisects one eagle nesting territory and would run along the border of two other eagle territories and one winter roost site. Designating OSV trails in this area would result an increase in OSV cross-country travel in the Davis designated area. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. Five designated trails would provide access to Lake Davis from this trail. OSV use would be allowed on the designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No, the trail passes through forest carnivore habitat that is marginally suitable. Forest carnivores have not been detected in the general area during the last 40 years, and the nearest historic detection was over 5 miles from the trail.	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail is within 0.5 mile of the lake shore for approximately 2.5 miles, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized recreationists.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for fishing, and firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. The proposed snow trail intersects County Road 126 which is plowed in winter. Staging occurs on NFS land and private land at this intersection. The County plows a wide area in the triangle created by county road and NFS roads.	Coordinate with the County to ensure that plowing creates adequate parking and staging areas at the intersection of the trail with PC126.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. The eastern end of this trail is adjacent to the Lake Davis Highlands rural area. OSV use of this trail is generally compatible with the characteristics of this community and would not cause adverse effects.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Willow Creek (13E53S)

This proposed 12.4-mile, ungroomed OSV trail overlies National Forest System Road 24N12 from its intersection with State Highway 70 to its intersection with NFS Road 24N10. Approximately the first 0.2 mile of the trail are on private land and approximately 0.3 mile of the trial are on land owned by the City of Portola. The trail connects to the proposed Little Long Valley, Jackson Creek North, and Westside Lake Davis OSV trials. The trail begins at the western end of Humbug Valley near the community of Mabie and generally follows the Willow Creek drainage north to a low saddle southwest of Smith Peak. From there it follows the Freeman Creek drainage through Tree-mile Valley to Grizzly Valley.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail starts up the Willow Creek basin from CA Highway 70 and then crosses over the divide into the Freeman Creek basin, ending near Lake Davis. The trail crosses many ephemeral, intermittent, and perennial streams. A 1-mile trail segment parallels Willow Creek (within 300 feet of the stream) and a shorter segment (0.4 mile) parallels Freeman Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one narrow meadow area along Freeman Creek. However, the trail is located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Freeman Creek drains to Lake Davis, with the lake being approximately 1 mile downstream of the trail. The outlet of Lake Davis is more than 6 miles upstream of the Middle Fork so OSV use on this segment of trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River. This trail is located along Willow Creek, which flows directly to the Middle Fork, entering the river approximately 6 miles downstream of the nearest trail crossing. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, The trail would bisect two overlapping PACs, 1 goshawk PAC and 1 spotted owl PAC. OSV use of a designated, ungroomed trail in or adjacent to PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Ungroomed trails may concentrate or perpetuate cross-country OSV travel in PACs, but use is not likely to be as high as on groomed trails.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No, the trail passes through forest carnivore habitat that is marginally suitable.	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Humbug Valley and would be reduced as the distance from the valley increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes, this trail intersects with CA State Highway 70 and the intersection is on private land. There is no official staging area and not adequate parking. When plowing is adequate, staging occurs on private land (Terry Markwell). Crossing Highway 70 on an OSV would be related to tours at Chalet View Lodge. If crossing occurred at this location, there is generally adequate sight distance to cross safely.	Coordinate with County to ensure adequate snow removal occurs to provide safe parking and staging. Closely monitor the amount of use at staging location. Investigate options to improve parking and provide for staging on public land adjacent to the private property currently being utilized. Note – Ken Smith – Chalet View Lodge wants snowmobile tours from the lodge.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes, the southern end of the trail is adjacent to the community of Mabie. Use of the trail by OSVs would generally be compatible with the characteristics of the community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes, compatible.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The proposed trail is within the proposed Davis designated area for cross-country OSV use. Its designation would not cause adverse effects.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Camp Five (13E54S)

This proposed 0.6-mile, ungroomed OSV trail overlies National Forest System Road 24N13Y from its intersection with NFS Road 24N10 to its terminus at Camp Five Boat Ramp. It would connect to the proposed Westside Lake Davis OSV trail and provide access to the shore of Lake Davis.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail accesses Lake Davis from the proposed westside trail. The proposed trail does not cross any perennial, intermittent, or ephemeral streams and does not enter the RCA of any streams. The trail ends near Lake Davis, entering the RCA of the lake within 100 feet of the lake's shoreline. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Drainage from this trail could flow toward or into Lake Davis, particularly near the trail's terminus. Lake Davis drains to the Middle Fork but the outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would bisect eagle nesting territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. This trail would be one of five designated trails providing access to Lake Davis from the Westside Lake Davis trail. Pass-through only OSV use would be allowed on these designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail accesses the lake shore, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized recreationists.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes, the trail accesses a developed boat launch facility. OSV use of the trail would not cause adverse effects to the facility.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated, the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	No. This trail passes through areas that are proposed to not be designated for cross-country OSV use The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Blue Cedar (13E55S)

This proposed 0.76-mile, ungroomed OSV trail overlies National Forest System Road 24N71Y from its intersection with NFS Road 24N10 to its terminus at the shore of Lake Davis. It would connect to the proposed Westside Lake Davis OSV trail and provide access to the shore of Lake Davis.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail accesses Lake Davis from the proposed westside trail. The proposed trail does not cross any perennial, intermittent, or ephemeral streams. An intermittent tributary to Lake Davis parallels the trail, but the trail does not enter the RCA for that stream. The trail ends near Lake Davis, entering the RCA of the lake within 100 feet of the lake's shoreline. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Drainage from this trail could flow toward or into Lake Davis, particularly near the trail's terminus. Lake Davis drains to the Middle Fork but the outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would be between two eagle nesting territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat (4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. This trail would be one of five designated trails providing access to Lake Davis from the Westside Lake Davis trail. Pass-through only OSV use would be allowed on these designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail accesses the lake shore, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized recreationists.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No, the Blue Cedar Fishing Access is an undeveloped recreation site.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	No. This trail passes through areas that are proposed to not be designated for cross-country OSV use The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Cow Creek (13E56S)

This proposed 1.6-mile, ungroomed OSV trail overlies National Forest System Road 24N10B from its intersection with NFS Road 24N10 to its terminus near the shore of Lake Davis. The trail would connect to the proposed Westside Lake Davis OSV trial and provide access to the shore of Lake Davis.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail accesses Lake Davis from the proposed westside trail. The proposed trail does not cross any perennial, intermittent, or ephemeral streams but a short segment (0.3 mile) parallels Cow Creek within 300 feet of the stream. The trail ends near Lake Davis, entering the RCA of the lake within 100 feet if the lake's shoreline. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen. However, a 0.6 mile trail segment does parallel the meadow along Cow Creek. However, the trail is located on a National Forest System (NFS) road that is well drained.	The meadow would be protected by allowing OSV use to occur in designated areas and on designated trails only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Drainage from this trail could flow toward or into Lake Davis, particularly near the trail's terminus. Lake Davis drains to the Middle Fork but the outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would bisect eagle nesting territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. This trail would be one of five designated trails providing access to Lake Davis from the Westside Lake Davis trail. Pass-through only OSV use would be allowed on these designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail accesses the lake shore, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized recreationists.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No, the Cow Creek Fishing Access is an undeveloped recreation site.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	No. This trail passes through areas that are proposed to not be designated for cross-country OSV use The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Eagle Point (13E57S)

This proposed 1.2-mile, ungroomed OSV trail overlies National Forest System Road 23N10Y from its intersection with NFS Road 24N10 to its terminus at Eagle Point Fishing Access. It would connect to the proposed Westside Lake Davis OSV trail and provide access to the shore of Lake Davis.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail accesses Lake Davis from the proposed westside trail. The proposed trail does not cross any perennial, intermittent, or ephemeral streams and does not enter the RCA of any streams. The trail ends near Lake Davis, entering the RCA of the lake within 100 feet of the lake's shoreline. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen. However, a 0.4-mile trail segment does parallel the meadow to the north of the trail. However, the trail is located on a National Forest System (NFS) road that is well drained.	The meadow would be protected by allowing OSV use to occur only in designated areas and on designated trails when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Drainage from this trail could flow toward or into Lake Davis, particularly near the trail's terminus. Lake Davis drains to the Middle Fork but the outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would be between two eagle nesting territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. This trail would be one of five designated trails providing access to Lake Davis from the Westside Lake Davis trail. Pass-through only OSV use would be allowed on these designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would bisect SNYLF suitable habitat. Yellow-legged frogs have never been detected in the area despite extensive survey effort. Trail would cross designated OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use in designated areas and on designated trails only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail accesses the lake shore, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized uses.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No, the Eagle Point Fishing Access is an undeveloped recreation site.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50” wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	No. This trail passes through areas that are proposed to not be designated for cross-country OSV use The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Freeman Point (13E58S)

This proposed 1.3-mile, ungroomed OSV trail overlies National Forest System Road 24N79Y from its intersection with NFS Road 24N10 to its terminus at Lake Davis. It would connect to the proposed Westside Lake Davis OSV trail and provide access to the shore of Lake Davis.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail accesses Lake Davis from the proposed westside trail. The proposed trail does not cross any perennial, intermittent, or ephemeral streams and does not enter the RCA of any streams. The trail ends near Lake Davis, entering the RCA of the lake within 300 feet of the lake's shoreline. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur on designated trails only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Drainage from this trail could flow toward or into Lake Davis, particularly near the trail's terminus. Lake Davis drains to the Middle Fork but the outlet of Lake Davis is more than 6 miles upstream of the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would be between two eagle nesting territories. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles. This trail would be one of five designated trails providing access to Lake Davis from the Westside Lake Davis trail. Pass-through only OSV use would be allowed on these designated trails. These trails are surrounded by eagle nesting territories which would not be designated for cross-country OSV use.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses, such as cross-country skiing and snowshoeing which exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of Lake Davis and would be reduced as the distance from the lake increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; 6 Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would install multi-use signs at trailheads and trail junctions. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the lake shore of Lake Davis is a popular cross-country skiing and snowshoeing area. This trail accesses the lake shore, where noise from OSV use on the trail may temporarily impact the solitude and quiet recreation experience of non-motorized uses.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No, the Freeman Point Fishing Access is an undeveloped recreation site.	None.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Wheeled use of the underlying road is permitted year-round, and provides access to an area popular for firewood and Christmas tree cutting. If the trail is designated it would affect winter use management of this area.	If the trail is designated the Forest may choose to issue a seasonal, temporary Forest Order closing the designated OSV trails in the area to use by wheeled motor vehicles to avoid safety and use conflicts.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by OSVs over 50" wide. There is currently no observed use by this class of vehicles in the area. Trails overlying roads are generally wide enough to accommodate use by both classes of OSV; however, some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks are difficult to operate on ungroomed snow trails and can easily become stuck and degrade trail conditions for other uses. This is a safety concern.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. The trails proposed in the Davis area would not be available for grooming. Therefore, there would be no public use of Class 2 OSVs in this area. The Forest Service would educate OSV recreationists about trail etiquette and the safety hazards associated with large ruts and holes in the trail.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	No. This trail passes through areas that are proposed to not be designated for cross-country OSV use The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

County Road - Eastside Lake Davis – (Not FS jurisdiction; unofficial staging area)

This approximately 7.5-mile trail overlies Plumas County Road 112 from its intersection with National Forest System Road 24N80X to its intersection with NFS Road 24N10. It connects to the proposed Westside Lake Davis OSV trail. It provides an alternate access point to the OSV trails in the Lake Davis area from a point on County Road PC112 where the County stops plowing for snow removal. Staging occurs on the road where snow plowing ends. The trails generally parallels the east and north shore of Lake Davis at a distance ranging from 100 feet to 0.5 mile. This trail is not a proposed OSV trail because it overlies a County Road that is not under Forest Service jurisdiction.

Lakes Basin Trails

4 groomed and 3 ungroomed trails in this system. Connects to Tahoe NF trails (Haskall and Howard Creek). Trails on Tahoe NF are analyzed by Tahoe NF and criteria worksheets are complete. Trails are listed below following paper map "A Guide to Lakes Basin Snowmobile Trails."

Gold Lake Highway (12E52S)

This approximately 6.0-mile designated OSV trail overlies Plumas County Road 519 from the Gold Lake Staging Area to the Plumas/Sierra County Line, and Sierra County Road 620 from the Plumas Sierra County Line to the Plumas/Tahoe National Forest boundary. The trail continues onto the Tahoe National Forest where it overlies Sierra County Road 620 from the Plumas/Tahoe National Forest boundary to its intersection with California State Route 49 at Bassetts. This trail is the primary OSV trail in the Lakes Basin OSV trails system and provides access to several OSV trails on the Plumas and Tahoe National Forests. The entire trail length is 11.5 miles including the portion on the Tahoe National Forest.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The Gold Lake Highway trail crosses several perennial, intermittent, and ephemeral stream channels that flow to Gray Eagle and Frazier Creeks, which flows to Middle Fork Feather River. One short segment of trail is within 200 feet of Gray Eagle Creek. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely the road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located in the upper reaches of the Gray Eagle and Frazier Creek watersheds. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Streams that cross this proposed trail flow to Middle Fork Feather River, but the river is located more than 3 miles downstream of the trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. Since this trail accesses the Lakes Basin trail system, OSV use would be concentrated on this trail, particularly near the staging area. However, this segment of trail is located more than 500 feet from Gray Eagle Creek, minimizing the potential for emissions reaching the stream during runoff. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. This trail overlies a paved county road. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive plants exist in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, one goshawk PAC is bisected by the trail. Trail grooming and OSV use during the breeding season has the potential to disturb nesting goshawks and could disrupt nesting activities. Trail grooming and OSV use in the PAC has potential to harass goshawks during pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail is within occupied SNYLF Critical Habitat (Gold Lake Unit). Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail would bisect occupied marten habitat. Occupied marten habitat is physically and functionally connected to occupied marten habitat on the Tahoe National Forest. Marten habitat overlaps goshawk and SNYLF habitat along this trail (i.e., three overlapping resources are bisected by the trail at two locations, sections: 8,16,17,18,21). Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of the Lakes Basin Staging Area and would be reduced as the distance from the staging area increases. The staging area also provides access to a popular cross-country ski trail and several trails popular with snowshoers. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitor's desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. The Forest Service would install multi-use signs at trailheads and trail junctions of groomed trails. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. This trail parallels the Lakes Basin Ski Trail for approximately one mile from the Gold Lake Staging Area. Both trails share the same trailhead at the Lakes Basin Staging area. OSV use of this trail would not cause adverse effects on the cross-country ski trail. However, inadvertent use of the ski trail by OSVs could cause adverse effects to non-motorized visitors' recreation experience.	The Forest Service would install proper signage on multi-use and non-motorized trails, and provide electronic information and paper maps that clearly display and explain trail restrictions.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail is within the Lakes Basin Recreation Area which includes several campgrounds, day use areas, lodges, and trails. These recreation areas are used in the summer months. OSV use of this trail would not cause adverse effects.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Gold Lake Day Use Spur (12E53S)

This approximately 0.68-mile designated OSV trail overlies National Forest System Road 24N61. It accesses restrooms at the Gold Lake Day Use area, and the ungroomed Gold Lake designated OSV trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This short trail has few, if any, ephemeral stream crossings, but does run within 300 feet of Gold Lake near its western terminus. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely the road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. Any ephemeral stream that crosses this trail would flow to Gold Lake. The outlet of Gold Lake is the upstream head of Frazier Creek, which then flows over 6 miles before reaching the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, this trail overlaps occupied Critical Habitat for SNYLF. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. Occupied critical habitat adjacent to trail would not be designated for cross-country OSV travel. Designating the trail is likely to increase access to the area and probability of resource conflict. On-trail travel only would not likely have significant impacts on SNYLF or its Critical Habitat.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects occupied marten habitat. OSV trail use may harass marten and their prey.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would occur infrequently in this area due to its distance from the Lakes Basin Staging Area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. The Forest Service would install multi-use signs at trailheads and trail junctions of groomed trails. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail is within the Lakes Basin Recreation Area which includes several campgrounds, day use areas, lodges, and trails. These recreation areas are used in the summer months. OSV use of this trail would not cause adverse effects.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	System Road 21N61 **POTENTIAL EFFECT INDICATORS**	**If yes, would OSV use of the trail cause adverse effects? If so, how?**	**If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?**
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No, however there are several private seasonal residences along Gold Lake. At least one occupied part-time through the winter season. Residents and guests utilize OSVs for access and recreation. Designation of this trail would not cause adverse effects to the residents.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Howard Meadow (12E50S)

This approximately 1.25-mile designated OSV trail overlies Sierra County Road 721 from its intersection with Sierra County Road 620 to the Plumas/Tahoe National Forest boundary. It continues onto the Tahoe National Forest as a designated OSV trail with the same name. It connects to the Gold Lake Highway and Mills Peak designated OSV trails. It crosses a large parcel of private land for approximately ½ mile before it reaches the Plumas/Tahoe National Forest boundary.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This short trail is located in the extreme upstream end of the Frazier Creek watershed. The trail has few stream crossings, none of which are associated with a perennial or intermittent stream. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail crosses only ephemeral streams and is located at the extreme upstream end of the Frazier Creek watershed, more than 6 miles from the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, this trail overlaps occupied Critical Habitat for SNYLF. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects occupied marten habitat. OSV trail use may harass marten and their prey.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would occur infrequently in this area due to its distance from the Lakes Basin Staging Area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized recreationists; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. The Forest Service would install multi-use signs at trailheads and trail junctions of groomed trails. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or national park managed by other agencies?	No.	None.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Lakes Basin Recreation Area.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Mills Peak (12E51S)

This 2.0-mile designated OSV trail overlies an unnamed private road from its intersection with Sierra County Road 721 to its intersection with Sierra County Road 822, and Sierra County Road 822 from its intersection with the unnamed private road to its terminus at Mills Peak Lookout. It connects to the Howard Meadow Trail. The first 0.8 mile of the trail is on private property. Grooming does not continue all the way to the lookout. Depending on snow conditions, grooming generally ends where the road first reaches the ridgetop.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located on the southern ridge that runs up to Mills Peak. The trail has few stream crossings, none of which are perennial or intermittent. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail crosses only ephemeral streams and is located on the ridge that divides the Frazier Creek basin from the Sulphur Creek basin. Any runoff from the area of this trail would flow more than 6 miles before reaching the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, the trail would overlap SNYLF Critical Habitat, but not suitable aquatic habitat. No potential OSV use conflict identified.	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects occupied marten habitat. OSV trail use may harass marten and their prey. Habitat is not exceptionally dense in this area and groomed trail designation would increase OSV access and likely increase cross-country OSV in the area.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be infrequent. Non-motorized recreationists primarily use the north slope of Mills Peak for backcountry skiing and generally do not rely upon the groomed trails system to access the area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. The Forest Service would install multi-use signs at trailheads and trail junctions of groomed trails. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the trail accesses the Mills Peak Lookout which is adjacent to an area on the northern aspect of Mills Peak that is valued for backcountry skiing. Non-motorized use of the area is generally low and does not overlap with OSV use of this trail. Adverse effects are unlikely.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Lakes Basin Recreation Area but it does not abut any developed sites.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Gold Lake (12E54S)

This 2.5-mile ungroomed OSV trial overlies National Forest System Road 21N93 from its intersection with NFS Road 21N61 to Little Gold Lake. It connects to the Gold Lake Highway Trail. The trail generally follows the southeast shore of Gold Lake.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses three perennial tributaries and several ephemeral tributaries to Gold Lake. Short segments of the trail run within 150 feet of the edge of Gold Lake and the trail terminates at Little Gold Lake. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. All streams that cross this trail flow to Gold Lake. The outlet of Gold Lake is the upstream head of Frazier Creek, which then flows over 6 miles before reaching the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, this trail overlaps occupied Critical Habitat for SNYLF. Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water. Occupied critical habitat adjacent to trail would not be designated for cross-country OSV travel. Designating the trail is likely to increase access to the area and probability of resource conflict. On-trail travel only would not likely have significant impacts on SNYLF or its Critical Habitat.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects occupied marten habitat. OSV trail use may harass marten and their prey.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low as non-motorized use is low on this section of the trail. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. The Forest Service would install multi-use signs at trailheads and trail junctions of groomed trail. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Lakes Basin Recreation Area. It accesses two private parcels with a seasonal residence and a seasonal lodge on the southwest end of Gold Lake, as well as several dispersed campsites. Use of the trail would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No. The trail does access two private parcels with a seasonal cabin and a seasonal lodge. Neither facility is occupied during the winter. So, use of this trail by OSVs would not cause adverse effects to the residents.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Frazier Falls (12E56S)

This 6.0-mile ungroomed OSV trail overlies Plumas County Road 501 from its intersection with Plumas County Road 519 to the Plumas/Sierra County Line, and Sierra County Road 820 from the Plumas/Sierra County Line to its intersection with Sierra County Road 620. It connects to the Gold Lake Highway Trail. The trail follows the Frazier Creek drainage.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses several ephemeral stream channels that flow Frazier Creek, which flows to Middle Fork Feather River. Two short segments of trail are within 200 feet of Frazier Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located along the slopes above Frazier Creek, although most of the trail is located over 1,000 feet from Frazier Creek. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies. Frazier Creek flows to Middle Fork Feather River, entering the river approximately 3 stream miles from the terminus of this trail.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, one NOGO PAC in bisected by the trail. Trail use in the PAC has potential to harass goshawks during pair bond formation and nesting. Designation of ungroomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, this trail overlaps occupied Critical Habitat for SNYLF (Gold Lake Unit). Trail would cross open OSV area; designating this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, trail bisects occupied marten habitat. OSV trail use may harass marten and their prey. Occupied marten habitat is physically and functionally connected to occupied marten habitat on the Tahoe National Forest. Marten habitat overlaps goshawk and SNYLF habitat along this trail (i.e., three overlapping resources are bisected by the same trail).	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be highest at the northern end of this trail which is a popular snow play area and cross-country ski and snowshoe trailhead. Potential for conflict would decrease as the distance from the northern trailhead increases. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized visitors desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission free recreation on the trail. If future monitoring shows that resource conflicts are substantial in this area, the Forest Service may consider designating this trail for non-motorized use.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The trail is adjacent to a Wild and Scenic Eligible reach of Frazier Creek, but remains greater than 1,000 feet from the creek for most of its length. The lower (northern) portion of Frazier Creek is a popular cross-county ski and snowshoe area. Frazier Falls is used by ice climbers but it is not likely that OSV use of this trail would have negative impacts on that activity.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Yes. The trail is within the Lakes Basin Recreation Area including a trailhead for the Frazier Falls ADA Compatible Hiking Trail. The recreation area also includes several campgrounds, day use areas, lodges, and trails. These recreation areas are used in the summer months. OSV use of this trail would not cause adverse effects to these facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Mills Peak Lookout (12E65S)

This 0.25-mile designated OSV trail overlies Sierra County Road 822. It is the last section of the Mills Peak trail (12E51S) which extends from the end of the groomed route to the Mills Peak Lookout. Depending on snow conditions, grooming generally ends where the trail reaches the ridgetop leading to Mills Peak. From this point riders follow the open ridgetop to the parking area at the base of the lookout. The entire route is on National Forest System Lands.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located on the southern ridge that runs up to Mills Peak and consists of the final 0.4 of the ascent, terminating at Mills Peak. The trail appears to have no stream crossings, certainly no crossings which are perennial or intermittent. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located on the ridge that divides the Frazier Creek basin from the Sulphur Creek basin and appears to have no stream crossings. Any runoff from the area of this trail would flow more than 6 miles before reaching the Middle Fork. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be infrequent. Non-motorized recreationists primarily use the north slope of Mills Peak for backcountry skiing and generally do not rely upon the groomed trails system to access the area. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationist. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized visitors regarding solitude or noise and emission free recreation on the trail.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the trail accesses the Mills Peak Lookout which is adjacent to an area on the northern aspect of Mills Peak that is valued for backcountry skiing. Non-motorized use of the area is generally low and does not overlap with OSV use of this trail. Adverse effects are unlikely.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Lakes Basin Recreation Area but it does not abut any developed sites.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas and Tahoe National Forests would cooperate with Plumas and Sierra Counties to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated groomed OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Groomed trails are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on designated groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes. The trail is adjacent to the Tahoe National Forest, Yuba Northeast Area, currently managed as open to OSV use and proposed as designated for OSV use in the Tahoe OSV DEIS.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Johnsonville McCrea Road (11E50S)

This 6.2-mile designated OSV trail overlies National Forest System Road 23N08 from its intersection with NFS Road 23N09 to A-Tree Saddle. It provides a connector from the Lakes Basin OSV Open Area to the La Porte OSV Open Area via Plumas County Road 507, and it provides access between open areas on the north end of Eureka Ridge and the Lakes Basin. The trail crosses through an area that is closed to cross-country OSV travel in the McRae Meadow (SIA) area, west of Eureka Peak.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses numerous perennial, intermittent and ephemeral streams in the Jamison, Nelson, Bear, Squirrel, and Poplar Creek Watersheds and several ephemeral tributaries to Gold Lake. Segments of the trail run within 150 feet of the edge of Polar Creek. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The road underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail is adjacent to riparian areas and meadows but the road does	
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Middle Fork Feather River is listed for potential unknown toxicity. This trail is located along Polar, Nelson, Bear and Jamison Creels that flow into Middle Fork. OSV use on this trail should not affect the 303(d) pollutants of concern for Middle Fork Feather River.	
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects unlikely. Archaeological resources are below surface level, historic structures are avoided by OSV activity and no tribal cultural properties identified that would likely be affected from OSV uses.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	Yes, the ungroomed trail bisects McRae Meadow SIA.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. There are no known TES plants along the proposed trail, and as the trail overlies NFS Road 23N08 there is no suitable TES habitat on the proposed trail. Any unknown TES plants adjacent to the trail would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as the trail overlies an existing road (23N08) and OSV operators are not likely to risk damaging machines by running over vegetation adjacent to the road

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes. 3 spotted owl PACs are bisected by the trail and the trail runs along the border of 2 other owl PACs. OSV use in PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Trail designation may concentrate or perpetuate OSV cross-country travel in two PACs impacted by the trail and within OSV proposed cross-country travel areas by improving access for recreationists. However, the trail primarily runs between two cross-country travel areas where off-trail OSV use would not occur.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	Yes, approximately 1 mile of trail would overlap deer winter range. OSV use has potential to harass winter deer herds.	The relatively small section of trail overlapping deer winter range does not overlap proposed cross-country travel areas. Rather, this section of trail provides OSV users pass-through travel in deer winter range to access cross-country travel areas. Limiting OSV use to the designated trail should mitigate adverse impacts to deer.
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, the trail is within SNYLF suitable habitat, and is approximately 1 to 2 miles distance from historically occupied habitat. The trail would cross proposed open OSV area; designating this trail would likely increase cross-country travel in the designated area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations and suitable habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail crosses forest carnivore habitat. Fisher have not been detected near the trail, but historic marten observations were made on lands adjacent to the trail. Occupancy along the trail in unknown. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. However, historically occupied marten habitat adjacent to the trail is not within proposed OSV cross-country travel areas. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD-S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist in this area. Overlap between OSV use and non-motorized winter recreation activities would be infrequent. Non-motorized recreationists primarily use the southern end of Eureka Ridge near Eureka Peak for backcountry skiing as well as the Lost Sierra Ski Traverse route which generally follows the Pacific Crest Trail along the ridge system to the west of this trail, although occasional use does occur in the McRae Meadow area which overlaps with this trail for about 1 mile. Potential conflicts include: 1) Safety- both real and perceived risks of collisions with high speed OSVs may adversely affects the non-motorized recreation experience; 2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; 3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; 4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; 5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; 6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized visitors regarding solitude or noise and emission free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes, the trail would be adjacent to the Eureka Peak are which is a highly prized non-motorized backcountry ski destination and would cross the Lost Sierra Ski Traverse route which roughly follows a historic travel route used by miners in the late 1800's to travel between mining camps and compete in what may be the earliest known competitive ski races in the United States.	The Forest Service would install proper signage on multi-use and non-motorized trails, and provide electronic information and paper maps that clearly display and explain trail restrictions.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	N/A

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. Although not closed to wheeled vehicle use, the area is generally inaccessible to all classes of wheeled vehicles from the first snow well into the early spring.	N/A
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	No.	N/A

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	No.	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, The trail would be designated for the purpose of providing connectivity between areas designated for cross-country OSV use, utilizing existing roads to cross an area that would be closed to OSVs.	The Forest Service would install proper signage on multi-use and non-motorized trails, and provide electronic information and paper maps that clearly display and explain trail restrictions.

La Porte Trails

7 groomed trails and 2 ungroomed – these trails are listed in order, groomed trails first, based on the sequence in the paper map "A Guide to La Porte Snowmobile Trails"

Silvertip / Quincy Road Loop (9E52S)

This 21.6-mile designated OSV trail overlies Plumas County Road 511 from its intersection with Plumas County Road 514 to its intersection with National Forest System (NFS) Road 22N60, NFS Road 22N60 from its intersection with Plumas County Road 511 to its intersection with Plumas County Road 514, and Plumas County Road 514 for a short distance between its intersection with NFS Road 22N60 to its intersection with Plumas County Road 511 to form a trail loop. The OSV trail crosses the Pacific Crest National Scenic Trail at three locations on existing crossings of the underlying road (NFS Road 22N60). The OSV trail is within 500 feet of the Pacific Crest National Scenic Trail for approximately 2.9 miles. This trail connects to the Hogsback, Baptist Camp, Wagon Wheel, and Little Grass Valley Loop designated snow trails. Approximately 5.3 miles of these trails are on private property.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses many perennial, intermittent, and ephemeral stream channels. On the eastern half of the loop, the southernmost 7 miles of trail drain to streams that feed Slate Creek in the North Fork Yuba River watershed. The remaining trail, including the western half of the loop drains to South Fork Feather River. While this long trail does cross many perennial streams, it does not run parallel within the RCA of any perennial streams and does not enter the RCA for Little Grass Valley Reservoir. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since over half of the road lengths underlying the trail are paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by permitting OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses two small meadow areas, one near the headwaters of South Fork Feather River and one where the trail crosses Kenzie Ravine near Little Grass Valley Reservoir. However, the trail is located on a National Forest System (NFS) road that is well drained situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadows would be protected by designating OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road and resources.
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	South Fork Feather River is listed for potential unknown toxicity. South Fork Feather River is also listed for potential water quality impairment due to Polychlorinated Biphenyls (PCBs). OSV use would not contribute to potential PCB pollution. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	OSV use would be designated for open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 3 goshawk and 1 spotted owl PACs would be bisected by the trail and the trail would run along the border of 4 additional PACs. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists. Goshawk and bald eagle habitat overlaps the same portions of this trail.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would bisect eagle nesting territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within occupied SNYLF Critical Habitat (Slate Creek Unit). Occupancy along the trail is unknown but it was occupied during the 1990's. Occupied streams are within one mile of the trail location. Trail would cross open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by designating OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that is likely occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. The most overlap between OSV use and non-motorized winter recreation activities would occur in the vicinity of the Pacific Crest National Scenic Trail, and winter non-motorized use of this section of the PCT is currently low. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	The trail is within 500 feet of the Pacific Crest National Scenic Trail for approximately 2.9 miles, and crosses the PCT in three places within this distance. ROS adjacent to this section of PCT is "Roaded Natural", which is generally compatible with designation of this OSV trail. This section of the trail overlies existing NFS Road 22N60 and a short portion of PC511, and existing crossings are greater than 0.5-mile apart. Designation of this trail is not likely to affect the management of the PCT.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: "It is prohibited to use a motorized vehicle on the without a special-use authorization". The area within 500 feet of centerline of the PCT would be closed to cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	A portion of this trail is within the Little Grass Valley Recreation Area, but it does not abut any developed recreation sites.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. The Silvertip seasonal recreation community is adjacent to this trail. OSV use of this trail is compatible with the characteristics of this community.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes, residents are accustomed to accessing their residences by OSV during the winter season.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Little Grass Valley Loop (9E53S)

This 16.9-mile designated OSV trail overlies National Forest System Road 22N57 from its intersection with Plumas County Road 514 to its intersection with NFS Road 22N94, NFS Road 22N94 from its intersection with NFS Road 22N57 to its intersection with Plumas County Road 514, and Plumas County Road 514 from its intersection with NFS Road 22N94 to its intersection with NFS Road 22N57. It forms a trail loop around Little Grass Valley Reservoir. It connects to the Silvertip, Black Rock Loop, and Wagon Wheel designated OSV trails. Approximately 5.5 miles of this trail is on private land.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses many perennial, intermittent, and ephemeral stream channels. All of these streams eventually flow to Little Grass Valley Reservoir. While this long trail does cross many perennial streams, it does not run parallel within the RCA of any perennial streams. Except for a few very short reaches, the trail is not located within 300 feet of the reservoir, except for the segment of trail that runs over the dam at outlet of the reservoir. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since well over half of the road lengths underlying the trail are paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow area near the base of Goat Mountain. However, the trail at that point located on a National Forest System (NFS) road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Would the trail drain into a 303(d)-listed waterbody?	South Fork Feather River is listed for potential unknown toxicity. South Fork Feather River is also listed for potential water quality impairment due to Polychlorinated Biphenyls (PCBs). OSV use would not contribute to potential PCB pollution. All streams crossed by the trail flow to Little Grass Valley Reservoir, with the outlet stream of the reservoir being South Fork Feather River.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	Would the trail include designated botanical areas (SIA, RNA)?	No

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 1 goshawk and 1 spotted owl PACs would be bisected by the trail and the trail would run along the border of 3 other PACs. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (northern goshawk).

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	Yes, the trail would bisect eagle nesting territory. OSV use can result in disturbance and disruption to breeding bald eagles, which is prohibited by the Bald and Golden Eagle Act. The Bald and Golden Eagle Protection Act (1940, 16 U.S.C. 668 et seq.) prohibits anyone, without a permit issued by the Secretary of the Interior, from taking bald eagles, including their parts, nests, or eggs. The term 'take' includes any attempt to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. Plumas LRMP (1988) Bald Eagle Habitat Prescription (Rx-11) includes the following: Limit recreation use in bald eagle habitat, 4-96); Close the areas to ORV use (4-96); Preclude development of recreation facilities within the nesting territories (4-96). Between November 1 and March 31, limit activities within winter roost habitat to minimize disturbance (4-97). Consistent with Forest Plan (Rx11), bald eagle nesting territories would not be designated for cross-country OSV use. Pass-through only travel on designated OSV trails would be allowed in these areas. Limiting OSV travel to the trail only within (and adjacent to) eagle territories would likely mitigate potential adverse effects to eagles.
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail; there are no historic detections nearby. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by designating OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross occupied forest carnivore habitat. This area receives recreation use throughout the year and significant OSV use conflict with forest carnivores is not anticipated. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses engaging in cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized winter recreation activities is currently low on this trail system due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is within the Little Grass Valley Recreation Area which includes facilities for both summer and winter recreation use. ROS within the recreation area is “Roaded Natural”. Designation of this trail would be compatible with the standards and guidelines for this ROS designation. Adverse effects are not likely.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50" wide and over 50" wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50" wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. The trail is adjacent to many of the private seasonal recreation residences in the Little Grass Valley Reservoir area. Use of this trail by OSVs is compatible with the characteristics of the community.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes, residents are accustomed to accessing their residences by OSV during the winter season.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Wagon Wheel / Lexington Hill Loop (9E54S) – includes sections of trail that do not overlie roads

This 6.3 mile designated OSV trail overlies Plumas County Road 514 from its intersection with National Forest System Road 22N57 to its intersection with Plumas County Road 511, Plumas County Road 511 from its intersection with Plumas County Road 514 to the La Porte OSV Staging Area, NFS Road 21N53 for a short distance from the La Porte OSV Staging Area to its intersection with NFS Trail 9M05, NFS Trail 9M05 from its intersection with NFS Road 21N53 to its intersection with NFS Road 21N79, NFS Road 21N79 from its intersection with NFS Trail 9M05 to its intersection with NFS Road 21N16, (at this point the 2.1 mile Lexington Hill Loop Trail branches off to the south of the Wagon Wheel Trail overlying NFS Road 21N15 for its entire length and traversing cross-country for approximately 1,000 feet to form a loop that rejoins the 21N15 road.), NFS Road 21N16 from its intersection with NFS Road 21N79 to its intersection with an unnamed private logging road, and an unnamed Private Logging Road from its intersection with NFS Road 21N16 to its intersection with Plumas County Road 514. The trail connects to the Silvertip/Quincy Rd, Little Grass Valley Loop, and Black Rock Loop designated snow trails. Approximately 2.3 miles of this trail is on private land.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	East of the town of La Porte, CA, this trail follows a paved road, Plumas County road 511 in the East Branch of Rabbit Creek drainage. West of La Porte, the trail crosses the West Branch of Rabbit Creek several times. Rabbit Creek flows through La Porte to Slate Creek, which is a large tributary stream to North Fork Yuba River. West of La Porte, the trail is primarily located on the ridgetop that divides the Rabbit Creek basin from the Lost Creek watershed. There are a few ephemeral stream crossings along this ridge area. Culverts or constructed fords exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road or OHV trail, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by designating OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	No	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail. Cultural resource surveys have been completed on portions of proposed OSV trails that do not overlie existing roads and no cultural resources were identified.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No.	N/A.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within historically occupied SNYLF habitat. Occupancy along the trail is currently unknown but multiple historic observations occur within 1 mile of the trail and extant populations in the Slate Creek Critical Habitat unit are within 1 mile of the trail. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by designating OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that is likely occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has the potential to harass forest carnivores. OSV use may impact prey behavior and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities is currently low on this trail system due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail is adjacent to the Little Grass Valley Recreation Area which lies to the north of the trail. OSV use of this trail would not cause adverse impacts to the recreation area or its facilities.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	Yes. A portion of this trail is adjacent to the community of La Porte. Use of the trail by OSVs has been part of the characteristics of the community for many years.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	Yes.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Baptist Camp (10E50S)

This 3.5-mile designated OSV trail overlies Sierra County Road 900 from its intersection with Plumas County Road 511 to the crossing over Slate Creek near Poker Flat. This trail connects to the Silvertip/Quincy Rd designated snow trail and provides access to an organized church camp on private land near Delahunty Lake, and the Sawmill Ridge area. Approximately 1.1 miles of this trail are on private land.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The trail crosses 3 perennial streams at the headwaters of Slate Creek, which is a large tributary stream to North Fork Yuba River. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by designating OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	No	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes the trail would bisect 1 goshawk PAC. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail and there are no historic detections nearby. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail with the possible exception of the area around the Baptist Church Camp which is on private land. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest, Plumas County, and Sierra County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No. There is at least one remaining mining cabin on the private lands in the area but it is not occupied during the winter months.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Camel Peak Trail (9E51S)

This 10.0-mile designated OSV trail overlies NFS Road 22N94 from its intersection with NFS Road 22N27 to its intersection with NFS Road 22N24, NFS Road 22N24 from its intersection with NFS Road 22N94 to its intersection with NFS Road 22N25, NFS Road 22N25 from its intersection with 22N24 to its intersection with NFS Road 22N99Y. It connects to the Black Rock Loop designated OSV trail. Approximately 1.8 miles of the trial is on private land.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	The trail does not cross any perennial streams but does cross several intermittent and ephemeral streams that flow directly to the upper reach of Fall River. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	Fall River is listed for potential unknown toxicity. Spilling or leaking of fuels or oils from OSVs could cause chemical contamination of streams. Emissions from OSVs, release pollutants like ammonium, sulfate, benzene, and polycyclic aromatic hydrocarbons that are stored in snowpack. During spring snowmelt runoff, these pollutants can be delivered to surrounding waterbodies.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes, 1 goshawk and 1 spotted owl PACs would be bisected by the trail and the trail would run along the border of two other PACs. Trail grooming and OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Groomed trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail and there are no historic detections nearby. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that is likely occupied. Carnivore habitat overlaps raptor habitat along the trail. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success.	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail due to current low levels of non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Black Rock Loop (9E50S)

This 6.8-mile designated OSV trail overlies National Forest System Road 22N94 from its intersection with NFS Road 22N57 to its intersection with NFS Road 22N27, NFS Road 22N27 from its intersection with NFS Road 22N94 to its intersection with NFS Road 22N61, and NFS Road 22N61 from its intersection with NFS Road 22N27 to its intersection with NFS Road 22N57. It connects to the Little Grass Valley Loop and Camel Peak designated OSV trails.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is primarily located on the ridge that separates Little Grass Valley Reservoir from the Middle Fork Feather River watershed. The trail does not cross any perennial streams but a 1.0 mile segment runs parallel to an intermittent tributary to Black Rock Creek. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross a meadow, wet bog, or fen.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	South Fork Feather River is listed for potential unknown toxicity. South Fork Feather River is also listed for potential water quality impairment due to Polychlorinated Biphenyls (PCBs). OSV use would not contribute to potential PCB pollution. All streams crossed by the trail flow to Little Grass Valley Reservoir, with the outlet stream of the reservoir being South Fork Feather River. OSV use on this trail would not affect the 303(d) pollutants of concern for South Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No.	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail and there are no historic detections nearby. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that may be occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail due to low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed as designated for cross-country OSV travel.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

Hogsback Trail (10E51S)

This 6.0-mile designated OSV trail overlies Plumas County Road 511 from its intersection with NFS Road 22N60 to the Turn Table on the ridge where the road switches back into the Nelson Creek drainage in T23N, R10E, Section 16. It connects to the Silvertip/Quincy Road Loop, and Onion Valley designated OSV trails. The trail crosses the Pacific Crest National Scenic Trail at its southern terminus. The trail accesses the Onion Valley Warming Hut and generally follows Hogback ridge after crossing Onion Valley Creek. Approximately 0.25 mile of this trail is on private land.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail is located primarily along the ridgetop that divides the Onion Valley Creek basin from the Nelson Creek basin. Therefore, there are few stream crossings, although the trail does cross Onion Valley Creek near its headwaters, just downstream of Onion Valley Reservoir near the base of Pilot Peak. Culverts or bridges exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. However, this is unlikely since the entire length of the County road underlying the trail is paved. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses four meadow areas near the top of Washington Hill. However, the trail is located on a County road that is well drained and situated above the meadow surface. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadows would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	This trail is located an extreme upstream area of the Onion Valley Creek and Nelson Creek watersheds. Both of these watersheds flow to Middle Fork Feather River. Middle Fork Feather River is listed for potential unknown toxicity. Middle Fork Feather River is located more than 10 stream miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	Yes, sensitive and plants are in the area. These species should generally be below snow surface during OSV use with little chance for adverse effects. There is no mid-story vegetation within the trail. Mid-story vegetation adjacent to trails is vulnerable to damage through OSV use, and mid-story vegetation damage may impact TES plant habitat.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to natural resources. Most TES plants would occur below snow depth. Mid-story vegetation damage is not anticipated to be high as OSV operators are not likely to risk damaging machines by running over vegetation.
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No.	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Frogs have not been detected near the trail and there are no historic detections nearby. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that may be occupied. Designating groomed trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be greatest in the Onion Valley and Pilot Peak areas. Non-motorized use by backcountry skiers historically occurred in the Onion Valley area as an overnight stopping point, utilizing an existing cabin as a ski hut. These recreationists were largely displaced with the development of the OSV grooming program and construction of a warming hut in Onion Valley; the area currently receives little of its former use by backcountry skiers. Because the non-motorized recreationist group has already been displaced, conflict is unlikely, but it was not considered when the trail was originally designated. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked or groomed snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This would include installation of multi-use signs at trailheads and trail junctions for groomed trails. Appropriate signage may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. Grooming frequency on trails would occur several times per week and after major storms, typically between 4:00 p.m. and 6:00 a.m. Snow trails would be groomed for public OSV use to a minimum width of 10 feet and typically up to 14 feet wide. Snow trails would be groomed up to 30 feet wide in the more heavily used areas such as near trailheads.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	The trail crosses the Pacific Crest National Scenic Trail at its southern terminus where it intersects the Silvertip Trail. ROS along this section of PCT is “Roaded Natural”, which is generally compatible with designation of this OSV trail. This section of the trail overlies existing Plumas County Road 511, and existing crossings are greater than 0.5-mile apart. Designation of this trail is not likely to affect the management of the PCT.	The National Trail System Act, P.L. 90-543, Sec 7(c) prohibits the use of motorized vehicles by the general public along any national scenic trail. 36 CFR § 261.20 states: “It is prohibited to use a motorized vehicle on the without a special-use authorization”. The area within 500 feet of centerline of the PCT would be closed to cross-country OSV travel to minimize noise disturbance to non-motorized recreationists on the PCT. OSV use would be allowed on the designated snow trail. The Forest Service would provide signage and electronic information to educate the public on responsible practices and use restrictions to minimize conflicts between uses.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	The trail accesses the Onion Valley Warming Hut which is designed to serve as a recreation facility for OSV recreationists. Adverse impacts to this facility would not result from OSV use. The trail also accesses a historic cabin that was used for many years by backcountry skiers as a ski hut. Designation of this trail as a groomed OSV trail resulted in looting and vandalism of the cabin and displacement of the former recreationists from the area.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest and Plumas County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed as designated for cross-country OSV travel.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Silvertip Tie (10E53S)

This 3.3-mile designated OSV trail overlies National Forest System Road 22N21 from its intersection with Plumas County Road 511 to its intersection with NFS Road 22N60. This ungroomed trail connects the two designated OSV trails (Silvertip and Quincy Road) that form the Silvertip/Quincy Road Loop and forms a shorter loop trail.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses two perennial, and several ephemeral stream channels that flow primarily to South Fork Feather River above Little Grass Valley Reservoir. A short (0.2 mile) segment of the trail parallels a perennial tributary to the river, as close as 200 feet from that stream. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow area near the top of Gibsonville Ridge. This segment of trail is located on a National Forest System (NFS) road. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	South Fork Feather River is listed for potential unknown toxicity. South Fork Feather River is also listed for potential water quality impairment due to Polychlorinated Biphenyls (PCBs). OSV use would not contribute to potential PCB pollution. All streams crossed by the trail flow to South Fork Feather River within approximately 1 mile or less from the trail to the river.	OSV use would not be designated on open water. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Spill containment equipment would be kept at the groomer storage facilities. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. The highest concentration of emissions would occur at OSV trailheads and staging areas. OSV use along this trail would not be concentrated, minimizing the potential for concentration of emissions in snowpack. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants.
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	Yes the trail would bisect 1 goshawk PAC. OSV use in the PACs has potential to disturb owls and goshawks and may disrupt pair bond formation and nesting. Designated trails may concentrate or perpetuate OSV cross-country travel in the PAC by improving access for recreationists.	SNFPA ROD S&G 82 (pg. 61): Mitigate impacts where there is documented evidence of disturbance to the nest site from existing recreation, off highway vehicle route, trail, and road uses (including road maintenance). Evaluate developments for their potential to disturb nest site. If there is documented evidence of disturbance to the nest site(s), implement a breeding season limited operating period from March 1 through August 15 (spotted owl) or February 15 through September 15 (Northern goshawk).
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within historically occupied SNYLF habitat. Occupancy along the trail is currently unknown but multiple historic observations occur within 1 mile of the trail. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the trail would cross forest carnivore habitat that may be occupied. Designating trails likely increases cross-country OSV travel on lands adjacent to the trail. Forest carnivores occupy dense forest habitats on which are not typically conducive to OSV cross-country travel. Noise from OSV use near den sites has potential to harass forest carnivores. OSV use may impact prey behavior, subnivean (under snow) habitat, and forest carnivore foraging success	Discovery of a carnivore den site in the area may result in temporary closure of trail if disturbance to carnivores is suspected or documented. Proposed mitigations also include posting educational materials, trail signage, and promoting awareness of prohibitions against harassment of wildlife. Marten Den Sites (SNFPA ROD - S&G 89, pg. 62): Mitigate impacts where there is documented evidence of disturbance to the den site from existing recreation, off-highway vehicle route, trail, and road uses (including road maintenance). Evaluate proposals for new roads, trails, off highway vehicle routes, and recreation and other developments for their potential to disturb den sites.

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing that currently exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail as it receives low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.	The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions to reduce conflicts. This may increase safety awareness of recreationists, reduce any sense of entitlement felt by a particular group, and reduce any expectation of non-motorized recreationists regarding solitude or noise and emission-free recreation on the trail.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	No.	None
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	No.	None

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest, Plumas County, and Sierra County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.

UNGROOMED – Onion Valley Trail (10E52S)

This 3.0-mile designated OSV trail overlies National Forest System Road 23N24 from its intersection with Plumas County Road 511 to its intersection with NFS Road 23N60Y, and NFS Road 23N60Y from its intersection with NFS Road 23N24 to its intersection with Plumas County Road 511. This ungroomed trail connects to the Hogback designated OSV Trail at two points approximately 2 miles apart. Approximately 0.75 mile of the trail are on private property in the Monitor Flat area.

(b) Specific criteria for designation of trails and areas:

(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail be located within defined Riparian Conservation Areas for surface waters, including streams, lakes, and reservoirs?	This trail crosses two perennial streams, and several ephemeral or intermittent stream channels that flow to Onion Valley Creek or Bird Creek in the headwaters of these streams near the top of Washington Hill. The trail does not parallel any perennial stream channels. Culverts exist where the trail crosses streams so no damage to streambanks would occur. OSV use could cause rutting of the underlying road, which could result in sediment delivery during the subsequent runoff season. Spilling or leaking of fuels or oils from OSVs could cause stream contamination at stream crossings.	The roads underlying the trail would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent rutting and erosion of the road surface. OSV use would not be designated over open water. BMPs presented in the 2012 USDA Forest Service National Core BMP Technical Guide would be implemented for all OSV use. BMPs Rec-7 and Rec-2 would assure that OSV trailheads and staging areas would be located at a sufficient distance from waterbodies to adequately filter pollutants. All groomer equipment would be refueled and maintained at the groomer storage facilities, outside of RCAs. Refueling of OSVs is not expected to occur along the proposed trail, or would occur very infrequently.
Minimize damage to soil and water quality.	Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	The trail crosses one small meadow area near the top of Washington Hill. This segment of trail is located on a National Forest System (NFS) road. According to the Forest Service corporate databases for meadow and fen locations, this trail would not cross any other meadows, wet bogs, or fens.	The meadow would be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to the underlying road.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.	Would the trail drain into a 303(d)-listed waterbody?	This trail is located an extreme upstream area of the Onion Valley Creek watershed, which flows to Middle Fork Feather River. Middle Fork Feather River is listed for potential unknown toxicity. Middle Fork Feather River is located more than 10 stream miles downstream of this proposed trail. OSV use on this trail would not affect the 303(d) pollutants of concern for Middle Fork Feather River.	N/A
Minimize impacts on other forest resources.	Would the trail contain cultural, tribal, or historic sites?	Yes. Adverse effects are unlikely because: archaeological resources are below ground surface level, historic structures are avoided by OSV activity, and no tribal cultural properties have been identified that would likely be affected from OSV use of trail.	OSV use on designated trails would be allowed when there is adequate snow depth to avoid damage to cultural resources. OSV use on trails would not affect cultural resources where these trails overlie existing routes. No additional mitigation is needed.
Minimize damage to vegetation	Are TES plants known to occur in or around the trail under consideration, particularly those that are near, at, or above the surface of the snow?	No	N/A
Minimize damage to vegetation	Would the trail include designated botanical areas (SIA, RNA)?	No	N/A. No OSV trails would be designated in any designated SIA, RNA, or other designated botanical areas.

(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail encompass California spotted owl and/or goshawk nest sites or PACs?	No	N/A
Minimize harassment of wildlife.	Would the trail encompass known bald eagle nest sites or winter roosts?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.	Would the trail contain key deer winter range?	No	N/A
Minimize significant disruption of wildlife habitats.	Would the trail contain TES habitat and/or designated critical habitat?	Yes, trail would be within suitable SNYLF habitat. Occupancy along the trail is currently unknown. Trail crosses open OSV area; grooming this trail would likely increase cross-country travel in the open area and increase risk to frogs. OSV use has the potential to disrupt frog activities or degrade habitat if use occurs when snow depth does not adequately protect habitat or noise levels disturb overwintering frogs. Frogs often overwinter in aquatic habitats under ice; however, stream dwelling frogs on Plumas NF have been observed overwintering in rock crevices, undercut banks and in seeps within mud holes.	Historic SNYLF locations, suitable habitat, and critical habitat would be protected by allowing OSV use only when there is adequate snow depth to protect frogs and their habitats. In all action alternatives, OSV use would not be designated across open or flowing water. In addition, in Critical Habitat for SNYLF, cross-country travel by OSVs would not be designated within 50 feet of flowing water.
Minimize significant disruption of wildlife habitats.	Would the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No	N/A

(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high value areas for backcountry skiing?)	Yes. Potential conflicts between motorized uses and non-motorized uses such as cross-country skiing and snowshoeing exist on this trail. Overlap between OSV use and non-motorized winter recreation activities would be low on this trail as it receives low non-motorized use. Potential conflicts include: (1) Safety- both real and perceived risks of collisions with high-speed OSVs may adversely affects the non-motorized recreation experience; (2) Emissions- the smell and physiological effects of inhaled exhaust from OSVs may negatively affect the non-motorized recreation experience; (3) Noise- the noise produced by OSV use may negatively impact non-motorized recreationists desire for solitude and quiet recreation; (4) Entitlement- designation of this trail may result in a perception that motorized use is the preferred use and that non-motorized use is discouraged; (5) Displacement- non-motorized recreationists may avoid using the area due to the potential for disturbance from motorized uses; (6) Altercation- any of the above potential conflicts could result in physical altercations between recreationists. (7) Quality of snow surface - OSV use of snow trails may cause the snow surface to become tracked and rutted, depending on the firmness of the snow conditions. A rutted snow surface is difficult and potentially unsafe for non-motorized recreationists to cross-country ski, snowshoe, sled, or walk on. Safety is a particular concern when rutted tracks refreeze, resulting in a frozen, uneven surface. Given the range and speed of OSVs and the variable nature of snow conditions, OSVs can quickly impact large areas of untracked snow trail surfaces valued by all over-snow recreationists.
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Would the trail be within or adjacent to a location valued for non-motorized use, including: PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a wilderness area or National Park managed by other agencies?	Would the trail abut a wilderness area or National Park managed by other agencies?	No.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Would the trail abut a developed recreation site?	Would the trail abut a developed recreation site?	No.

(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Plumas National Forest, Plumas County, and Sierra County would cooperate to temporarily close groomed trails to use by wheeled vehicles.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	None
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this area receive use by both tracked over-snow vehicles under 50” wide and over 50” wide? Would this potentially create conflicts?	Yes. Designated OSV trails would allow use by Class 2 OSVs (over 50” wide). There is currently limited use by class 2 vehicles in the area however, their use is expected to increase. Trails overlying roads are generally wide enough to safely accommodate use by both classes of OSV. Some class 2 OSVs, such as highway vehicles modified with over-the-snow tracks can easily become stuck, even on groomed snow trails if conditions are not ideal, which may degrade trail conditions for other uses.	Class 2 OSVs would be allowed to operate on groomed trails only. Class 2 OSVs would not be allowed to operate cross-country or on ungroomed trails. Experience from areas where use by Class 2 OSVs does occur has shown that groomed trails are generally wide enough to safely accommodate use by both classes of OSVs. The Forest Service would provide signage and electronic information to educate the public on responsible practices and trail restrictions.

(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail cause adverse effects? If so, how?	If the trail is designated, what measures would be taken to manage OSV use to minimize these effects?
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail adjacent to neighborhoods and communities? If so, would OSV use of this trail be compatible with distinct characteristics of the community?	No.	None
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the sounds and emissions from OSV use of this trail be compatible with nearby populated areas?	N/A	N/A
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Would the trail be located adjacent to Federal or State lands designated for cross-country OSV use?	Yes, the trail is within the proposed La Porte designated OSV use area. This trail passes through areas that are proposed to be designated for cross-country OSV use and areas that are proposed to not be designated for OSV use. The trail would improve access to adjacent areas not designated for OSV use. OSV use of non-designated areas could occur and may cause adverse effects on the management of resources in those areas.	The Forest Service would provide accurate maps, signage and electronic information to educate the public on OSV use restrictions.