



United States Department of Agriculture

Tahoe National Forest Over-Snow Vehicle Use Designation Draft Environmental Impact Statement Volume II. Appendices



Forest
Service

Tahoe
National Forest

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Tahoe National Forest Over-snow Vehicle Use Designation

Draft Environmental Impact Statement

Tahoe National Forest

Nevada, Placer, Plumas, Sierra, and Yuba Counties, California

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Abstract: The Forest Service proposes to designate areas and trails for public over-snow vehicle (OSV) use on the Tahoe National Forest. These designations would occur on National Forest System lands within the Tahoe National Forest. The Forest Service would also identify designated trails where grooming for public OSV use would occur within the Tahoe National Forest

Consistent with the Forest Service's Travel Management Regulations at 36 CFR Part 212 Subpart C, areas and trails designated for public over-snow vehicle use would be displayed on a publicly available over-snow vehicle use map (OSVUM). Public OSV use that is inconsistent with the OSVUM would be prohibited under Federal regulations at 36 CFR §261.14.

This environmental impact statement (EIS) discloses the comparative analysis of the options being considered in designating areas and trails of the Tahoe National Forest for OSV use. We consider the environmental impacts of a proposed action, a no-action alternative, and three additional action alternatives developed in response to issues. A Notice of Intent to prepare an EIS was published in the Federal Register on February 23, 2015. After considering public comments received during the scoping period, and multiple interdisciplinary team discussions the Forest Service determined it would be necessary to modify the proposed action as reflected in this draft EIS (DEIS).

We encourage your review of this document. It is important that reviewers provide their comments at such times and in such a way that they are useful to the Forest Service's preparation of the final EIS.

Therefore, comments should be provided prior to the close of the comment period and should clearly articulate the reviewer's concerns and contentions. Comments must be received or postmarked within 45 days from the date of the Notice of Availability in the Federal Register. Failing to submit timely and specific comments can affect a reviewer's ability to participate in subsequent administrative review or judicial review. Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record for this proposed action. Comments submitted anonymously will be accepted and considered; however, anonymous comments will not provide the respondent with standing to participate in subsequent administrative review or judicial review.

Once the final EIS is prepared, it and the associated draft decision document (Record of Decision) are subject to a pre-decisional administrative review process (objection process) pursuant to 36 CFR 218, subparts A and B. Objections will only be accepted from those who have previously submitted specific written comments regarding this proposed project during scoping or other designated opportunity for public comment in accordance with 36 CFR 218.5(a). Issues raised in objections must be based on previously submitted, timely, specific written comments regarding this proposed project unless based on new information arising after the designated comment opportunities.

Send comments to: Joe Chavez, on behalf of Eli Ilano, Forest Supervisor, Tahoe National Forest, 631 Coyote Street, Nevada City, CA 95959; (530) 478-6158. Comments may also be sent via facsimile to 530-478-6109, submitted on the project website at http://www.fs.fed.us/nepa/nepa_project_exp.php?project=45914, or sent via email to tahoe_nf_comments@fs.fed.us, with the email's subject line, "Comments on Tahoe NF OSV Designation." The publication date of the Notice of Availability in the Federal Register is the exclusive means for calculating the time to submit written comments on a proposed project or activity that is analyzed and documented in a DEIS (36 CFR 218.24(c)(2)).

Tahoe National Forest Over-snow Vehicle Use Designation

Revised Draft Environmental Impact Statement

Volume II. Appendices

The following appendices support the information documented in this revised draft environmental impact statement.

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Appendix A. Scoping Comment Categories

Subject	Approximate Percentage of Comments
Wildlife	5
Watersheds (soil and water)	4
Transportation	1
Socioeconomics	6
Recreation	42
Noise	10
National Forest Management Act	5
National Environmental Policy Act	15
Fisheries	2
Climate Change	2
Botany	2
Air Quality	6
Total	100%

Public Scoping Classification Code Definitions

Identification of Issues	Description	Classification Code
Significant (or Key) Issues (Write an issue statement)	A point of disagreement, debate, or dispute over a proposed action based on environmental effects that can often be resolved by developing an alternative to the proposed action, modifying the proposed action in some way, and/or developing site-specific non-routine mitigation measures or design features. OR The issue cannot be adequately addressed with standard mitigation and is not resolved by existing management guidance or direction. An issue should describe a specific action and the environmental effect(s) expected to result from that action – “Cause-effect.” Key issues are those most relevant to the analysis (significant issues should only be used when referring to significant environmental effects (SEE), which are addressed in an EIS. For an EA, if you have SEE, you will need to do an EIS.)	1.1 OR 2.1
Alternatives (Don't need to write an issue statement but should address these comments)	A new alternative suggested by the public or another agency or group or a new alternative component suggests. OR Suggestions for changes to the alternatives or the proposed action.	3.1
Nonsignificant (Non-Key) Issues: A point of disagreement, debate or dispute over a proposed action based on environmental effects that fails into one of these categories. (Don't write an IS; however, need to identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review (1506.3), narrowing the discussion of these issues in the statement to a brief presentation of why they will not have a significant effect on the human environment or providing a reference to their coverage elsewhere (40 CFR 1501.7(a)(3)), and FSH 1509.15 (12.41)).	<u>Already decided by law, regulation or policy</u> <u>Irrelevant to the decision to be made</u> <u>Conjectural in nature or not supported by scientific evidence</u> Impacts are limited in extent, duration, and intensity due to project design or limited nature of impact Can be addressed through implementation of routine or standard project design features or mitigation measures <u>Outside the scope of the proposed action</u>	<u>4.1</u> <u>4.2</u> <u>4.3</u> <u>4.4</u> <u>4.5</u> <u>4.6</u>
Suggestion/comment or procedural concern (Don't need to write an issue statement but should briefly address these comments)	General concerns, questions, or suggestions not specifically related to the proposed action's effects	5.1
Document specific comments and/or document corrections (Don't need to write an issue statement but should briefly address these comments)	If we need to identify the document specific comments, we would need to set up “categories” that are specific to the resource or by some categories identified in the coding structure. Document specific comments especially if the proposed action is specific. Also includes document corrections of factual information corrections	6.1

Appendix B. Forest Plan Direction and 36 CFR §212.55

Tahoe National Forest Land and Resource Management Plan (USDA Forest Service 1990): Direction related to Over-snow Vehicle (OSV) Use

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
1	Carman	Open to winter over-the-snow vehicles.	Roaded natural
2	Ida	Designated routes only. ¹	Rural
3	Coolbrith	Closed [to motor vehicle travel] in winter (TNF LRMP, pg. V-85).	Roaded natural
4	Sunnyside	Open to winter over-the-snow travel.	Semi-primitive motorized except along the main haul route - Roaded natural
5	Lavezzola	Open to winter over-the-snow travel.	Roaded natural and semi-primitive motorized in the Sierra Buttes area
6	Canyon	Open [to over snow vehicles].	Roaded natural, except the inner gorge along Canyon Creek, which is semi-primitive motorized
7	Calpine	Open to over snow vehicles in winter. ² (Refer to the LRMP map titled <i>Transportation Element: Travel Plan for Off Road Vehicles</i> (1989).)	Roaded natural
8	Chapman	Open to over-the snow travel in winter except area near Yuba Pass where travel confined to designated routes only.	Roaded natural
9	Lakes Basin	Open for winter [motorized] use.	Roaded natural except for semi-primitive motorized in the Sierra Buttes area
10	Cal Ida	Open for winter [motorized] use.	Roaded natural

¹ This direction applies to OSVs. Management Practice A5 (which is direction for this MA) states: “Restrict [motorized] use to designated routes for summer or winter periods or both.” Direction for this particular MA does not distinguish between summer and winter use so the assumption is the “designated routes only” applies to both.) (See TNF LRMP, pg. V-51 and description of “Off-Highway Vehicle Restrictions” for this MA.)

² Designated routes only [in summer]. Refer to the LRMP map titled *Transportation Element: Travel Plan for Off Road Vehicles* (1989).

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
11	Smithneck	Open, except for designated routes only in Bear and Jones Valleys for protection of winter deer range and watershed research protection. (Notes: The northern portion of this MA is key deer winter range as shown on the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985) and referenced in LRMP standard and guideline #27 (pg. V-30). Restricting OSV travel to designated routes in the northern portion of this MA is intended to protect key deer winter range. The designated routes only restriction in Jones and Bear Valleys was intended to apply to summer OHV use. Refer to the LRMP map titled <i>Transportation Element: Travel Plan for Off Road Vehicles</i> (1989) Note that the <i>Tahoe National Forest Motorized Travel Management Project Record of Decision</i> (2010) prohibits public cross-country wheeled motor vehicle travel.	Roaded natural
12	Antelope	Closed to all motorized vehicle use, including over-the snow vehicles, from November 1 - May 1 during the critical wildlife life cycle... This restriction can be amended if weather conditions are such that deer are not on the winter range. (Note: This seasonal restriction effectively closes this MA to OSV use.)	Roaded natural
13	Forty-Niner	Designated routes only. ¹	Roaded natural, except for a small portion of semi-primitive motorized in the Sierra Buttes area
14	Devils Postpile	Closed [to OSV use].	Semi-primitive non-motorized
15	Harding	Closed [to OSV use].	Roaded natural
16	Babbitt	Closed [to OSV use].	Semi-primitive non-motorized
17	Not used	N/A	
18	Henness	Over-the-snow open.	Roaded natural
19	Eighty-Nine	Open over-the-snow.	Rural around residential areas and developed site at southern end of MA: all other areas Roaded natural
20	Cornish	Open [to over snow vehicles].	Roaded natural Semi-primitive motorized within Middle Yuba gorge
21	Sardine-Worn	Open over-the-snow.	Roaded natural
22	Goodyears	Designated routes only. ¹	Rural
23	Pendola	Designated routes only, except closed south of the Long Point Road because of key winter deer range (between November 1 and May 1). (Note: This restriction effectively closes the area south of Long Point Road to OSV use.) This restriction can be amended weather conditions are such that deer are not on the winter range.	Roaded natural

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
24	Oregon	Designated routes only, except closed in wildlife areas such as Plum Valley, Lohman Ridge, and Studhorse Canyon (November 1 - May 1). (Note: This restriction effectively closes the southwestern portion of this MA to OSV use. The closed area is identified as key deer winter range, as shown on the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985), which is referenced in LRMP standard and guideline #27 (pg. V-30).) This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural
25	Milton-Jackson	Over-the-snow vehicle travel open.	Roaded natural
26	Galloway	Designated routes only. ¹	
27	<i>Not used</i>	N/A	
28	Pinoli	Macklin Creek Drainage and Austin Meadows are closed. Designated routes only [in summer] from Pinole Peak and Pyramid Peak on the west to the eastern boundary of the Management Area ³ ; open to over-the-snow. Seasonal closure in the deer holding area when the deer are using the area.	Roaded natural except semi-primitive motorized along Middle Yuba River.
29	Pass	Designated routes only. ¹	Rural
30	Ruby	Designated routes only. ¹	Rural
31	Kyburz	Restricted winter [designated routes only], ⁴ except over-the-snow vehicle travel is prohibited from February 1 to July 15.	Roaded natural
32	Stampede-Boca	Open [to] over-the-snow [vehicles].	Roaded natural
33	Lola	Over-the-snow vehicle travel open.	Roaded natural with rural around ski base facilities if developed
34	Bullards Bar	Designated routes only. ¹	Rural in developed sites, Roaded Natural in all other areas
35	Independence	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized
36	Sagehen Basin	Suggested routes winter (Open).	Roaded natural
37	Meadow Lake	Open to over-the-snow vehicle travel. ⁵	Semi-primitive motorized
38	Billy	Open for over-the-snow [vehicles] in winter.	Roaded natural and rural
39	Bowman	Open to over-the snow [vehicles].	Semi-primitive motorized

³ The restriction to designated routes only was intended to apply to summer OHV use as indicated on the LRMP map titled *Transportation Element: Travel Plan for Off Road Vehicles* (1989). Note that the *Tahoe National Forest Motorized Travel Management Project Record of Decision* (2010) prohibits public cross-country wheeled motor vehicle travel.

⁴ Over snow vehicle use is restricted to designated routes assigned by Management Practice A5 for this MA (TNF LRMP, pg. V-206 and V-51).

⁵ This MA's restriction to designated routes only applies to travel over land (i.e., summer use). Refer to the LRMP map titled *Transportation Element: Travel Plan for Off Road Vehicles* (1989). The *Tahoe National Forest Motorized Travel Management Project Record of Decision* (2010) prohibits public cross-country wheeled motor vehicle travel.

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
40	Moonshine	Designated routes only. ¹	Rural
41	Grouse	Open to over-the snow vehicles.	Semi-primitive non-motorized
42	South Yuba	Most of the area within this MA is open to over-the-snow use with the following exception: Southwest of Bloody Run Creek and the Graniteville Road is designated routes only, except closed November 1 to May 1. (Notes: This seasonal restriction effectively closes this portion of the MA to OSV use. This seasonal restriction applies to an area delineated as key deer winter range on the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985), which is referenced in LRMP standard and guideline #27 (pg. V-30).) This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural except semi-primitive motorized along the Middle Yuba River, part of South Yuba River, and Canyon Creek from Holbrook Flat to Windy Point Cliff
43	Sagehen Station	Closed [to over-the-snow vehicles].	Roaded natural
44	Castle	The Pacific Crest Trail is closed. Open over-the-snow, except in the Castle Valley and Round Valley areas, where travel will be restricted to designated routes only.	Semi-primitive motorized
45	Meadow	Open to over-the-snow vehicles.	Roaded natural
46	Prosser Hill	Open, over-the-snow [vehicles].	Roaded natural
47	Fordyce	Open to over-the-snow [vehicle] travel - winter.	Semi-primitive motorized.
48	Red	Open [to over-the snow vehicles].	Semi-primitive motorized except Roaded natural in western half of section 18, T.17.N, R.13 E.
49	Magonigal	Open to over-the-snow [vehicle] travel.	Roaded natural except semi-primitive motorized in vicinity of upper Lola Montez Lake.
50	Prosser Reservoir	Open [to] over-the-snow [vehicle travel].	Rural in developed sites and Roaded natural elsewhere.
51	Hirschdale	Open, over-the-snow [vehicle travel].	Rural
52	Fuller	Open to over-the-snow [vehicle] travel.	Rural
53	Donner	Open [to over-the snow vehicles].	Rural or Roaded natural. See element map for detail.
54	Truckee	Closed in developed administrative sites. Designated routes only for remainder. ¹	Rural
55	Boreal Ridge	Closed [to over-the-snow vehicles].	Rural
56	Donner Pass	Designated routes only ¹ , except open over-the-snow, in Section 14, north of Soda Springs.	Rural and Roaded natural per the initial inventory

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
57	Spaulding	Designated routes only ³ in vicinity of Cisco Grove and Big Bend. Remainder of MA is open [to over-the-snow vehicles].	Rural
58	Steephollow	Closed to over-the-snow vehicle travel.	Roaded natural
59	Casa Loma	Designated routes only. ¹ Seasonal closure on key winter deer range November 1 to May 1, when deer are using the area. (Note: This seasonal restriction effectively closes this MA to OSV use.)	Roaded natural
60	Summit	Open [to over-the-snow vehicles] in winter, except for special-use permit areas (includes ski areas).	Rural with portions roaded natural
61	Twenty	Open to over-the-snow travel.	Roaded natural
62	Queens	Designated routes only winter and summer.	Semi-primitive motorized
63	Emigrant	Designated routes only ³ in vicinity of Cisco Grove and Big Bend. Remainder of MA is open [to over-the-snow vehicles].	Rural
64	East Orchard	Closed [to over-the-snow vehicles].	Rural
65	Chalk	Open, except restricted ⁶ in Burlington Ridge area and Greenhorn Road, November 1 to May 1. This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural
66	Yuba Gap	Open [to over-the-snow vehicles].	Rural
67	Mears	Open to over-the-snow [vehicle] travel.	Roaded natural
68	Sawtooth	Open [to over-the-snow vehicles].	Roaded natural
69	Truckee River	Designated routes only ¹ , except for Pole, Silver, and Deep Creek drainages, which are closed to over-the-snow vehicles.	Rural
70	Pole	Open [to] over-the-snow [vehicles], except in the Deep, Silver, and Pole Creek drainages, where it is closed to over-the-snow [vehicles].	Roaded natural
71	Tinkers	Winter open [to] over-the-snow vehicles, except in developed ski resorts, where it is closed [to over-the-snow vehicles]. Closed to over-the-snow [vehicles] in the Pole, Deep, and Silver Creek drainages.	Rural for Squaw Valley, rural for Sugar Bowl and Upper Cold stream Canyon, semi-primitive non-motorized for Lower Shirley Canyon, Roaded natural for the balance of the area
72	Glacier Meadows	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized
73	Monumental	Open [to over-the-snow vehicles].	Roaded natural
74	Martis	Closed [to over-the-snow vehicles].	Roaded natural
75	Onion	Closed [to over-the-snow vehicles].	Semi-Primitive non-motorized within most of the area. Roaded natural appearing along Soda Springs Riverton Road. Both are subject to research objectives

⁶ Based on the Management Practices (A4 and A5) assigned to the Chalk MA, “restricted” means that OSVs are limited to designated routes only. (See TNF LRMP, pg. V-354 and V-51.)

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
76	Loch Leven	Open to over-the-snow travel.	Roaded Natural
77	Cisco Butte	Closed [to over-the-snow vehicles].	Rural
78	Blue	Open [to over-the-snow vehicles].	Adjacent to 1-80, rural; other areas Roaded natural
79	Cedars	Designated routes only ¹ [in the western portion of this MA, specifically section 10, the northwest quarter of section 11, the northeast corner of section 16, and section 20]. Note: The LRMP classifies the eastern portion of this MA as semi-primitive, non-motorized (LRMP, p. V-414). Also, refer to the LRMP map titled <i>Recreation Element: Recreation Opportunity Spectrum</i> (1989). Hence, the eastern portion of this MA is closed to OSV use.	Roaded natural and semi-primitive motorized in the western portion and semi-primitive non-motorized in the eastern portion
80	Granite Chief	Closed [to over-the-snow vehicles].	Primitive
81	Snow	Closed except for designated routes [in summer]. Open to over-the-snow travel in semi-primitive motorized and roaded natural areas. (Note: The LRMP map titled <i>Recreation Element: Recreation Opportunity Spectrum</i> (1989) shows most of this MA is classified as semi-primitive non-motorized and therefore closed to OSV use. (Refer to the LRMP map titled <i>Transportation Element: Travel Plan for Off Road Vehicles</i> (1989).) Sections 14 and 16 are classified as semi-primitive motorized; these sections are open to OSV use.	Semi-primitive non-motorized, semi-primitive motorized, and roaded natural.
82	North Fork	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized
83	Wabena-Steamboat	Open [to] over-the-snow vehicles.	Roaded natural
84	Humbug-Sailor	This MA is open to over-the snow vehicles ⁷ with the following exceptions: All routes <u>into</u> the American (MA #087) and the North Fork of the American River (MA #082) are closed to motorized vehicles. Permits may be granted for exceptions. On key winter deer range, closed November 1 to May 1. (An area of key deer winter range is located at the southwestern edge of this MA. Refer to the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985), which is referenced in LRMP standard and guideline #27 (pg. V-30). Note that this seasonal restriction effectively closes a small area of this MA to OSV use.) This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural.
85	Sugar Pine Point	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized.

⁷ Designated routes only [in summer]. (Refer to the LRMP map titled *Transportation Element: Travel Plan for Off Road Vehicles* (1989). Note that the *Tahoe National Forest Motorized Travel Management Project Record of Decision* (2010) prohibits public cross-country wheeled motor vehicle travel.)

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
86	Scott	Designated routes only, winter and summer, except as otherwise authorized by special-use permit. (Note the Alpine Meadows Ski Area is closed to OSV use.)	Roaded natural; rural for base facilities of ski areas and for the private land within the area.
87	American	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized
88	Squaw Peak	Closed [to over-the-snow vehicles].	Rural
89	French	Open to over-the-snow vehicles.	Rural for developed sites. Roaded natural for all other areas.
90	Divide	Open to over-the-snow vehicles.	Roaded natural
91	Sunflower	Open winter to over-the-snow vehicles.	Semi-primitive non-motorized in Duncan Creek and Little Robinson Valley. Roaded natural in other areas.
92	Peavine	Open to over-the-snow vehicles in winter.	Roaded natural for those areas with vegetation management, and semi-primitive motorized for the steep canyon lands.
93	Ward	Closed [to over-the-snow vehicles].	Rural
94	Elliot	Closed [to over-the-snow vehicles].	Roaded natural
95	Macy	Closed [to over-the-snow vehicles].	Roaded natural
96	Sugar Pine	Open [to over-the-snow vehicles] in winter.	Roaded natural
97	Big	Open to over-the snow vehicles.	Roaded natural
98	Eldorado	Open to over-the snow vehicles.	Roaded natural for the areas with vegetation management and semi-primitive motorized for the steep canyon lands.
99	Mosquito	Open to over-the snow travel.	Roaded natural
100	Lyon Peak/Needle Lake	Closed [to over-the-snow vehicles].	Semi-primitive, non-motorized
101	Brimstone	Open to over-the-snow vehicles. ⁸ (Refer to the LRMP map titled <i>Transportation Element: Travel Plan for Off Road Vehicles</i> (1989).)	Roaded natural.

⁸ Designated routes only [in summer]. Refer to the LRMP map titled *Transportation Element: Travel Plan for Off Road Vehicles* (1989). Note that the *Tahoe National Forest Motorized Travel Management Project Record of Decision* (2010) prohibits public cross-country wheeled motor vehicle travel.)

MA #	Management Area (MA)	OSV Use	Recreation Opportunity Spectrum
102	End of the World	Designated routes only ¹ except seasonal closure of deer holding area during the period September 15 to December 31 annually. During winters with low precipitation, this area will be closed. (Note: The deer holding area is shown on the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985), which is referenced in LRMP standard and guideline #27 (pg. V-30).) This restriction can be amended if weather conditions are such that deer are not on the holding area.	Roaded natural for most of the area and semi-primitive motorized in the Middle Fork of the American River Canyon.
103	West Seed Orchard	Designated routes only. ¹	Roaded natural.
104	Grouse Falls	Closed [to over-the-snow vehicles].	Semi-primitive non-motorized.
105	Barker	Over-the-snow [vehicles], open.	Roaded natural, Semi-primitive motorized for the southwest portion of the MA.
106	Big Oak	Closed November 1 to May 1. (Note: This seasonal restriction effectively closes this MA to OSV use.) This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural.
107	Big Tree	Closed [to over-the-snow vehicles].	Roaded natural.
108	Little Oak	On key winter deer range, closed November 1 to May 1. (Note: Key deer winter range is displayed on the LRMP map titled <i>Fish and Wildlife Element: Fish and Wildlife Habitat</i> (12/1985), which is referenced in LRMP standard and guideline #27 (pg. V-30).) This restriction can be amended if weather conditions are such that deer are not on the winter range.	Roaded natural and semi-primitive motorized in the Middle Fork of the American River Canyon.
109	Berry	Open for over-the-snow [vehicle] use.	Roaded natural.

Sierra Nevada Forest Plan Amendment

Forestwide 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).

Wheeled Vehicles

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 (2004 Record of Decision, page 59).

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.

Appendix C. How Cumulative Impacts were Considered

We considered whether the potential impacts of the alternatives would accumulate with the impacts of past, other present and reasonably foreseeable future actions in both time and geographic space (FSH 1909.15, Sec. 15.2). If the proposed action or alternatives being analyzed in this DEIS would result in no direct or indirect impacts, there could be no cumulative impacts. It logically follows that if the direct and indirect impacts of the action would occur within a different context than the impacts of past, present, and reasonably foreseeable future actions, there would also be no potential for impacts to accumulate in time and geographic space.

Consideration of Past Actions

The analysis of cumulative impacts begins with consideration of the direct and indirect impacts on the environment that are expected or likely to result from the proposed action and alternatives. Once the direct and indirect impacts are determined, we then look for existing (residual indirect) impacts of past actions.

Only those residual impacts from past actions that are of the same type, occur within the same geographic area, and have a cause-and-effect relationship with the direct and indirect impacts of the proposed action and the alternatives are considered relevant and useful for the cumulative impacts analysis.

To understand the contribution of past actions to the cumulative impacts of the alternatives, this analysis relies on current environmental conditions as a proxy for the impacts of past actions. This is because existing conditions reflect the aggregate impact of all prior human actions and natural events that have affected the environment and might contribute to cumulative impacts.

The cumulative impacts analysis does not attempt to quantify the impacts of past human actions by adding up all individual residual impacts of prior actions on an action-by-action basis. There are practical reasons for not taking this approach. First, a catalog and analysis of all past actions would be impractical to compile and unduly costly to obtain. Current conditions have been impacted by innumerable actions in the past, and isolating the impacts of each individual past action that might continue to have residual impacts would be nearly impossible.

Second, providing the details of past actions on an individual basis would not be useful to predict the cumulative impacts of the proposed action and alternatives. In fact, focusing on individual impacts of past actions would be less accurate than looking at existing conditions. This is because there is limited information on the environmental impacts of individual past actions and one cannot reasonably identify each and every past action that has incrementally contributed to current conditions. By looking at current conditions, we are sure to capture all the residual impacts of past human actions, regardless of which particular action or event contributed those impacts.

This practice adheres to direction in the Council on Environmental Quality's interpretive memorandum of June 24, 2005, regarding analysis of past actions, which states, "agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions." For these reasons, our analysis of past actions is based on current environmental conditions.

Consideration of Reasonably Foreseeable Future Actions

Cumulative impacts can only occur when the likely impacts resulting from the proposed action or alternatives overlap spatially and temporally with the likely impacts of reasonably foreseeable future actions (FSH 1909.15, Sec. 15.2).

The Code of Federal Regulations at 36 CFR Part 220 provides direction for identifying reasonably foreseeable future actions that should be considered in the analysis of cumulative impacts. Reasonably foreseeable future actions are those Federal or non-Federal activities not yet undertaken, for which there are existing decisions, funding, or identified proposals” (36 CFR 220.3).

“Identified proposals for Forest Service actions are those for which the Forest Service has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal and the effects can be meaningfully evaluated (40 CFR 1508.23)” (36 CFR 220.4(a)(1)).

The relevance and usefulness of other ongoing or reasonably foreseeable future activities or events that might result in impacts that would accumulate with the specific direct and indirect impacts to specific resources depends on the context in which those direct and indirect impacts are considered. Those actions and events are discussed in the relevant resource sections.

Therefore, the other present and reasonably foreseeable future actions were considered in two phases. The first phase determined whether another present or reasonably foreseeable action was relevant and useful to the analysis. The other present or reasonably foreseeable future action would only be relevant and useful if its impacts would accumulate with the impacts of the alternative being analyzed. The second phase determined the cumulative impacts of those actions determined to be relevant and useful.

Other Present and Reasonably Foreseeable Future Actions Considered in Cumulative Impacts Analyses

Routine maintenance occurs throughout the project area on roads and in campgrounds. Routine Forest Service use of mineral material sources occurs in these designated areas throughout the project area. Routine noxious weed management (hand pulling/digging) occurs along forest roads throughout the project area. A wide range of recreational use occurs in all seasons across the forest, and forestwide campgrounds and roads receive routine use during the months that climate conditions allow. Ongoing maintenance and use of communication sites and personal use woodcutting occur throughout the project area. Ongoing actions and reasonably foreseeable future actions included include snowplowing of winter recreation parking areas.

Grazing on range allotments is also ongoing. Twenty-seven of the Tahoe National Forest’s 37 grazing allotments are active and livestock grazing and associated activities are taking place in these areas. Some trampling and herbivory of many sensitive plant species are likely taking place, but the sustainability of these species are being maintained. These allotments are shown in the following table.

Tahoe National Forest Grazing Allotments

Allotment	Livestock	Season of Use	AUMs	Allotment Acres
American River Ranger District				
• Chipmunk	Cattle	8/1 to 10/31	487	34,321
• Mosquito	Cattle	6/1 to 9/30	1,059	27,011
• Deadwood	None-Vacant	Vacant	0	11,418
• Duncan Sailor	None-Vacant	Vacant	0	23,836
• Sugar Pine	None-Vacant	Vacant	0	22,322
• Volcano	None-Vacant	Vacant	0	11,052
Sierraville Ranger District				
Antelope	Cattle	4/25 to 6/26	156	12,266
Bear Valley	Cattle	6/1 to 9/1	404	14,239
Beckwourth	Sheep	5/16 to 9/30	794	15,140
English	Cattle	7/1 to 9/30	599	22,234
Harding Point	Cattle	5/16 to 6/15	80	4,225
Independence	Cattle	7/1 to 10/15	557	7,715
Kyburz	Sheep	7/1 to 7/31	224	26,507
Lincoln Valley	Sheep	9/1 to 9/30	197	12,004
Nichols Canyon	Cattle	6/1 to 9/15	232	11,225
Pass Creek	Cattle	7/1 to 9/1	329	10,903
Payen	Cattle	7/1 to 9/15	401	11,783
Perazzo Meadows	Cattle	7/1 to 10/10	484	4,733
Smithneck	Cattle	5/15 to 9/30	862	26,871
Beckwourth Peak	None-Vacant	Vacant	0	255
Bickford	None-Vacant	Vacant	0	4,793
Euer Valley	None-Vacant	Vacant	0	8,282
Haypress	None-Vacant	Vacant	0	14,638
Truckee Ranger District				
Boca	Active	Sheep	1,826	46,903
Yuba Ranger District				
American Hill	Active	Cattle	386	22,464
Canyon Creek	Active	Cattle	403	20,727
Gold Valley	Active	Cattle	301	11,741
Haskell Peak	Active	Cattle	154	3,228
Howard Creek	Active	Sheep	244	10,046
Middle Yuba	Active	Cattle	312	12,891
Mt Haskell - PNF	Active	Cattle	59	3,416
Oregon Creek	Active	Cattle	730	10,831
Our House	Active	Cattle	545	10,031
Saddleback	Active	Sheep	802	21,182
Webber Lake	Active	Sheep	998	4,379
Devils Peak	Vacant	None-Vacant	0	27,964
Willow Creek	Vacant	None-Vacant	0	20,889

Geodatabase

The geodatabase (gbd) location for GIS data related to all projects listed in this document is:

T:\FS\NFS\R05\Project\OverSnow_2016\GIS\Tahoe\Data\Geodatabase\OngoingAndFutureActions

PRESENT ACTIONS

Forestwide

1. 2017 MVUM Update Project

Description: The project includes the following actions:

- 1) Remove fixed seasonal closures (which currently do not allow wheeled motorized vehicles to travel from January 1 through March 31) for specific paved National Forest Transportation System (NFTS) roads as follows:
 - (a) Remove fixed seasonal closures on approximately 0.9 mile of two paved NFTS roads. These roads would be open to public wheeled motor vehicle travel year round.
 - (b) Remove fixed seasonal closure dates that currently extend from January 1 through March 31 on approximately 46.6 miles of four paved NFTS roads that are dually designated as snow trails. These four paved roads would be “open to wheeled motorized vehicle travel by the public except when managed as a snow trail.”
- 2) Remove fixed wet weather seasonal closures from approximately 25 miles of NFTS roads and 45 miles of motorized trails in the Burlington area. The Forest Service would use soil moisture conditions, timing, and weather factors to determine when roads and motorized trails in the Burlington area would be closed.
- 3) Close approximately 3.3 miles of NFTS road segments dead ending on private lands to public wheeled motor vehicle travel.
- 4) Close approximately 4.6 miles of isolated, disconnected road segments on NFS lands that cannot currently be legally reached by public wheeled motor vehicle travel.

The 2017 MVUM Update Project proposes several administrative and usage changes to the Tahoe National Forest transportation system.

Web Link: <http://www.fs.usda.gov/project/?project=48411>

American River Ranger District

1. *Deadwood Vegetation Management Project*

Description: The project includes the following actions: (1) thin approximately 2,433 acres with ground-based equipment and conduct necessary follow-up fuels treatment; (2) thin approximately 77 acres with cable yarding equipment with follow-up fuels treatments; (3) pre-commercial thin approximately 129 acres of natural stands; (4) pre-commercial thin approximately 349 acres of plantation stands; (5) prescribe burn approximately 613 acres (not including follow-up fuels treatments); (6) reduce surface and ladder fuels along 16 miles (approximately 1,000 acres) of roads and ridge-tops to create fuelbreaks; and (7) change the maintenance level on one National Forest Transportation System (NFTS) road; (8) change the season of allowed motorized vehicle use on one NFTS road; (9) add 10 short unauthorized route segments to the NFTS; and (10) decommission one unauthorized route. Most of these vegetation

and fuels treatments will be conducted in plantations (2,956 acres). Approximately 654 acres of treatments will be conducted in natural stands. The 1,000 acres of fuelbreaks include removing only surface and ladder fuels (grasses, shrubs, and/or trees less than 10 inches dbh).

Web link: <http://www.fs.usda.gov/project/?project=32941>

2. East Fork Thinning Project

Description: The project includes the following actions: (1) thin 438 acres with ground based equipment followed by mechanical and/or hand fuels treatments; (2) thin 117 acres with skyline cable yarding equipment followed by prescribed burning; (3) mechanically thin small conifers and remove shrubs on 694 acres of plantations and 102 acres of natural stands with mastication equipment; (4) hand thin small conifers and shrubs on 110 acres of plantations and 65 acres of natural stands; and (5) treat 49 acres of surface and ladder fuels within 50 feet of portions of the 45 Road.

3. Big Hope Fire Salvage and Restoration Project

Description: The project includes the following activities: (1) salvage harvest of fire-killed trees with ground based equipment (approximately 3,010 acres); (2) salvage harvest fire-killed trees with aerial (cable or helicopter) logging systems (approximately 435 acres); (3) falling and removing trees posing a safety hazard along roads and trails and at trailheads and recreation sites (approximately 125 miles/ 5,520 acres); (4) site preparation, conifer tree planting, and release of planted trees in burned areas (approximately 7,300 acres); and (5) road repair and maintenance, as needed, for approximately 125 miles of existing National Forest Transportation System (NFTS) roads.

Web Link: <http://www.fs.usda.gov/project/?project=42946>

4. Sunny South Insect Treatment Project

Description: The project implements approximately 2,700 acres of treatments including: thinning of at risk stands, mastication, prescribed burning, soil decompaction of existing non-system routes (temporarily used for project activities, approximately 13 acres), removal of insect affected dead and dying trees and reforestation on NFS lands (approximately 600 acres) with associated management requirements.

Web link: <http://www.fs.usda.gov/project/?project=48304>

5. Biggie Vegetation Management and Fuels Reduction Project

Description: The project includes the following actions: (1) thin approximately 1,203 acres with ground based equipment; (2) thin approximately 324 acres with cable yarding equipment; (3) precommercial thin approximately 305 acres of natural stands; (4) precommercial thin approximately 332 acres of plantation stands; (5) prescribe burn approximately 256 acres (not including follow-up fuels treatments in areas proposed for thinning); (6) implement prescribed burning follow-up fuels treatments within the thinned areas; (7) reduce surface and ladder fuels along 13 miles (approximately 481 acres) of roads and ridge-tops to create fuelbreaks. (There are approximately 174 acres of overlap between fuelbreaks and other proposed vegetation treatments.); and (8) protect 11 rust-resistant sugar pines by radial thinning within 150 to 300 feet around each sugar pine tree and reducing surface and ladder fuels within the vicinity of the protected sugar pine trees (64 acres).

Web link: <http://www.fs.usda.gov/project/?project=37683>

6. PCWA Gate

This decision authorizes Placer County Water Agency (PCWA) to install a gate on NFS Road 96 (Mosquito Ridge Road) at a location to the east, and within 1,000 feet of, Interbay Road (NFS Road 96-17), past an area safe for vehicles to turn around. PCWA needs to use this road during the winter to access its French Meadows and Hell Hole Reservoirs. PCWA will plow the road; however, not to standards required for public access and safety. A gate is needed to ensure a 15-mile segment of the Mosquito Ridge Road is closed to wheeled motor vehicle use from January 1 through March 31 (consistent with the Tahoe National Forest Motor Vehicle Use Map (MVUM 2013).) The Forest Service will issue a road use permit to allow PCWA to plow an approximately 15-mile segment of the Mosquito Ridge Road, from east of Interbay Road to the intersection with NFS Road 22. Due to OSV use on NFS Road 43, a sign alerting OSV users of potential pavement will be placed along the shoulder of NFS Road 43 approximately 100 yards north of its intersection with the Mosquito Ridge Road.

Additional Information: Karen Walden, Environmental Coordinator, American River Ranger District

Sierraville Ranger District

1. Phoenix Project

Description: This project includes the following actions:

- Mechanical thinning of selected trees from below on approximately 2,675 acres. Live trees greater than or equal to 30 inches diameter breast height (dbh) would remain.
 - ♦ Group selection (GS) harvest (30-inch dbh limit) on approximately 273 acres. Live trees greater than or equal to 30 inches dbh would remain.
 - ♦ Aspen restoration (40-inch dbh limit) on approximately 225 acres. In general, trees marked for removal would be less than 30 inches dbh. Some trees greater than 30 inches would be removed on a case by case basis, where it is determined that their removal would significantly benefit the aspen restoration objective. In no case would trees greater than 40 inches be removed.
- Hand thinning and piling on approximately 996 acres.
- Mechanical thinning by mastication of brush and saplings on approximately 800 acres.
- Existing ground fuels or harvest generated fuels would be removed, masticated, piled mechanically or by hand, or burned in the mechanically thinned areas as needed to achieve the desired fuel objectives.
- Road maintenance on up to approximately 135 miles of roads.
- Road repair for watershed restoration including 4.2 miles of road decommissioning, 53.8 miles of road drainage improvement, and 9.8 miles of surface improvement.
- Use approximately 6.9 miles of temporary roads. Decommission these temporary roads after use.
- Reconstruct approximately 2.1 miles of existing National Forest System roads.
- Construct 2 new permanent roads totaling approximately 1.7 miles in length.
- Restrict access to 30 existing and newly constructed permanent roads with gates or earth barriers to reduce potential disturbance to wildlife. The total affected road miles would be approximately 47 miles.

Additional Information: Karie Wiltshire, Environmental Coordinator, Sierraville Ranger District

2. Saddle Project

Description: The project includes the following actions: implementation of up to 4,151 acres of vegetation (silvicultural) management prescriptions (including hand thinning, variable thinning, radial thinning, group selection, meadow and aspen restoration) and up to 534 acres of prescribed burn optional areas. These activities will require use of up to 8.1 miles of existing, tilled roads or roadbeds. All temporarily-used roads will be obliterated after project implementation. Most of the Saddle Project's treatments will be conducted near the community of Calpine, and will complement and complete fuels management needs in the Calpine Wildland Urban Interface (WUI).

Web Link: <http://www.fs.usda.gov/project/?project=30935>

3. Dingo Aspen Restoration, Thinning, and Group Selection Project

Description: This project includes the following actions: (1) aspen restoration on approximately 162 acres by removing conifers (Restoration treatments may extend beyond the perimeter of an aspen stand up to 1½ times the height of conifers.); (2) mechanical thinning from below and hand thinning on approximately 138 acres; and (3) group selection (GS) harvest with groups less than or equal to 2 acres in size, on approximately 10 acres. (Within the GS units, all live trees greater than or equal to 30 inches DBH would be retained, except as needed for equipment operability.) In the aspen restoration treatment units, when fuels treatments are determined necessary, pre-existing ground fuels will be removed, masticated, or piled mechanically or by hand to achieve fuel treatment objectives. In the thinning and group selection treatment units, some pre-existing ground fuels and/or non-merchantable vegetation on approximately 40 percent of those areas mechanically thinned will be removed, masticated, or piled mechanically or by hand to achieve fuel treatment objectives. Piles created mechanically or by hand will be burned.

Other actions include the following:

- Relocate National Forest System Road 05-72 (which is currently in riparian areas in Unit 7304039) after project implementation. Approximately 0.5 mile of existing unauthorized roadbed and 0.7 mile newly constructed road would become the new National Forest System Road 05-60-15 and 0.6 mile of the existing route 05-72 would be obliterated.
- Install and replace a road drainage system (culverts and French drains) along the Treasure Mountain Road near Unit 7304150 to restore the hydrologic connectivity of the waterflow.
- Decommission and obliterate 1.1 miles of roads that are not part of the National Forest Transportation System (also known as non-system roads). This includes:
 - ♦ Removing a culvert and obliteration of a non-system road in Unit 7304151, and the reshape of the adjacent landscape and slope to restore the hydrologic connectivity.
 - ♦ Obliterating a non-system road, removing adjacent landing fills, and reshaping the adjacent landscape on routes in and around Units 7304139 and 7304163. These actions would restore the seasonal drainage and the hydrologic connectivity in this part of the project area.
- Install a gate to eliminate public access at the beginning of the National Forest System Road 05-70 to protect sensitive wildlife.
- Use approximately 2.8 miles of previously tilled temporary roads or existing roadbeds to provide short-term access to treatment units. Decommission the roads after project completion. Road decommissioning would include actions to reduce compaction as needed, dispersing water flows

with waterbar or drainage placement, and providing cover with mulch, slash, wood chips or weed-free straw (preferably with materials from the surrounding setting).

- Construct approximately 0.1 mile of temporary road to provide short-term access to treatment units. Construct the roads to a 12-foot width with minimal cuts and fills. Decommission this road section after project completion. Road decommissioning would include actions to reduce compaction as needed, dispersing water flows with waterbar or drainage placement, and providing cover with mulch, slash, wood chips or weed-free straw (preferably with materials from the surrounding setting).
- Use 3 temporary stream crossings during project implementation to provide short-term access to the treatment units. One would cross a perennial stream adjacent to National Forest System Road 89-55 and the others would be low water crossings over seasonal-flowing streams on existing non-system temporarily-used roads. Crossings would be constructed and used during low flows only, and would be removed before the onset of winter. Post-use, crossing locations would be cleaned out, reshaped, and stabilized.
- Maintain approximately 17 miles of existing National Forest System roads to provide for public and contractor safety, road surface protection, and erosion control.

Additional Information: Karie Wiltshire, Environmental Coordinator, Sierraville Ranger District

4. Ox Project

Description: The proposed project includes approximately 677 acres of vegetation treatments as follows: (1) variable density mechanical thinning (131 acres); (2) variable density hand thinning (20 acres); (3) variable density mechanical thinning in plantations (484 acres); (4) variable density hand thinning in plantations (13 acres); and (5) hand or manual aspen enhancement (27 acres) and mechanical aspen enhancement (2 acres) by removing the majority of conifers less than 30 inches dbh. Pre-existing surface fuels, activity-generated and/or non-merchantable vegetation (less than 11 inches dbh) on approximately 25 to 50 percent of silviculturally treated areas may receive a secondary phase of treatment to achieve fuel treatment objectives. Treatments will be completed by hand or mechanically (grapple piled or masticated or removal of material), or a combination of methods to achieve desired fuels objectives. Prescribed fire would be applied on up to approximately 25 to 50 percent of the silvicultural treatments by Forest Service staff.

The following watershed restoration actions are designed to improve aquatic organism passage, overland flows and subsurface processes to reduce legacy impacts to riparian areas:

Action W-1: (Valley Loop Road (012-055-15)): This action would replace an existing gabion structure crossing with an open-bottom bridge or stream simulation culvert design to facilitate fish passage and increase access to fish habitat. It is expected to require some road realignment within 200 feet of the approach on each side of the crossing. A constructed channel grade control designed to hold the existing grade would also be implemented. Upstream and downstream elements using pool/cascade design features would be implemented to ensure fish passage up to the constructed perennial stream crossing. The downstream structures would use both rock and wood to create roughness and diversity for fish passage, and would be needed for approximately 250 to 500 feet along the channel depending on the slope and existing grade of the crossing. Similar upstream structures would be implemented up to 75 feet upstream of the crossing. Recontouring of the roadway and approach to the drainage would be completed to ensure that during a flood situation, water would follow the drainage way and would not divert away from the drainage. Action W-1

would open access to approximately 2.0 miles of juvenile rearing habitat and spawning areas for adults.

Actions W-2 and W-3 (Long Valley Creek Road (012-055) Crossings A and B): These actions would remove the existing embedded fallen bridge structure (degraded and unusable) over two perennial stream crossings. This action would not replace the original bridge function. The reconstructed channel would be designed to match the stream channel gradient that previously existed prior to installation of the bridge and would incorporate fish passage design components including structures would use both rock and wood to create roughness and pools for fish passage. The downstream pool construction would be needed for approximately 150 to 250 feet depending on the final design slope based on upstream and downstream conditions each of the stream crossings. Actions W- 2 and W-3 would create access to a total of approximately 2.2 miles of juvenile rearing habitat and spawning areas for adults. The needed re-contouring of the remaining road bed that continues past the existing old bridge is described in Action W-4 below.

Action W-4 (Long Valley Creek Road (012-055-20 and 012-055-30): Currently the road which crosses two perennial streams (described in Actions W-2 and W-3 above) concentrates the natural water flow from the upland drainage above project Units Ox-7, Ox-4 and a portion of Ox-10 along the length of the road. Through obliterating approximately 0.7 miles (1.7 acres) of the existing road template that currently interrupts dispersed surface and subsurface flows, the downstream riparian system has the potential to-expand in vigor and improve the hydric conditions. Action W-4 would re-grade the road to match the natural topographic configuration, sub-soil compacted areas, and reconnect drainage swales across the road to restore hydrologic connectivity and improve delivery of water to the downstream riparian system. Mulching and the protection of existing down wood would control erosion and maintain soil productivity. While it is expected that the area will naturally re-vegetate, seeding with native weed-free vegetation, brush forbs and grasses may be implemented as needed to achieve desired species composition. Action W-4 would improve hydrologic connectivity and restore riparian systems on approximately 10 acres.

Road and transportation system maintenance and management actions include the following:

A. The status of the following routes would be changed with this Proposed Action:

Action R-1: Under Action W-4 described in the watershed actions above, NFS routes 012-055-20 and 012-055-30 (maintenance level 1 closed routes) would be obliterated to improve hydrologic connectivity and restore riparian systems. These routes would be removed from the National Forest Road System, removing a total of 0.437 miles from the National Forest System.

Action R-2: This route provides access to radio repeaters used by: Sierra County Sheriff, Sierra County Public Works, California Department of General Services, and California Department of Transportation (CALTRANS), but is not currently a designated NFS route. To provide for long-term access and maintenance it would be designated as NFS route 09-15-45 with an operational maintenance level 2 with administrative use only.

B. Use approximately 1.2 miles of previously tilled temporary roads and existing unclassified non-system roads to provide short-term access to plantation units. Temporary roads will be decommissioned including actions to reduce compaction as needed, dispersing water flows with waterbar or drainage placement, and where needed to maintain hydrology pull berms and reestablish topography. Final configuration will provide ground cover with mulch, slash, wood chips or weed-free straw (preferably with materials from the surrounding setting) in amounts adequate to control erosion.

C. Maintain approximately 16.6 miles of existing National Forest System roads to provide for public and contractor safety, road surface protection, and erosion control.

Web Link: <http://www.fs.usda.gov/project/?project=41703>

Truckee Ranger District

1. Sagehen Project

Description: This project includes the following actions: (1) variable thinning (along with retention of small dense cover areas and creation of small openings) in natural stands using mechanical, manual, and prescribed fire treatments on approximately 1,660 acres; (2) thinning of plantations on approximately 960 acres; (3) conifer removal in 6 acres of aspen stands using mechanical and manual methods; and (4) stabilizing and restoring approximately 1.0 mile of road to a more natural state through decommissioning and re-contouring the roadbed to a hydrologically neutral state.

Web link: <http://www.fs.usda.gov/project/?project=9156>

2. Dry Creek Project

Description: This project includes the following actions:

- (1) Underburning will be applied across 1,120 acres, and in the form of pile burning, on 195 acres. In addition, mechanical and manual vegetation treatments will occur across 1,885 acres. These treatments combined are designed to mimic what active fire will achieve in an active fire regime. This project reduces hazardous fuel loadings across 2,773 acres with mechanical, manual and prescribed fire vegetation treatments. (Note the overlap between a portion of the underburning and pile burn acreages with the mechanical and manual vegetation treatments.)
- (2) Seven sites will be treated with restorative actions including stabilization of headcuts, elimination of gullies, grade control structures, decommissioning of non-system roadbeds, and minor re-routing of one Forest Service system road to reduce erosion and to improve/re-establish hydrologic connectivity.
- (3) Approximately 22 acres of aspen stand treatments will reduce and/or eliminate conifer competition and will regenerate the aspen stands. Perpetuate the aspen stands over the long term.

Web Link: <http://www.fs.usda.gov/project/?project=41631>

3. Sugarplum Project

Description: The harvest prescription is over-the-snow salvage, sanitation, and thinning on 197 acres in the Sugar Bowl Ski Area. All work is planned in areas with already established ski runs and lifts. No new ski terrain, ski runs, ski lifts, or ski areas are developed under this project. Salvage harvest will remove all currently dead and dying standing trees posing a hazard to improvements and forest users. Away from improvements, dead and dying trees will be salvage harvested while still maintaining some snags for wildlife habitat (where not a high risk of insect or disease transmission). Sanitation harvest will remove damaged and/or diseased trees that have indicators of a weakened condition in the roots or bole of the tree. Adjacent trees remaining from the salvage and sanitation harvest will be thinned to minimize the risk of insect or disease spread and to create an environment that will enhance the health and vigor of the remaining trees. Thinning would occur from below, thereby retaining the tallest, best formed, damage- and disease-free trees on site.

Additional Information: Karie Wiltshire, Environmental Coordinator, Truckee Ranger District

4. Onion Creek Project

Description: Forest thinning and sanitation treatments will be conducted on approximately 155 acres to establish a roadside fuelbreak along approximately 2.5 miles of road. Project is located in the wildland urban intermix zone near private lands at The Cedars and Serene Lakes.

Additional Information: Karie Wiltshire, Environmental Coordinator, Truckee Ranger District

5. Prosser Wildland Urban Intermix Project

Description: The Prosser WUI (wildland-urban intermix) Project will treat vegetation and improve stand conditions on 151 acres of NFS lands near structures located near the Prosser Lakeview Estates along East Alder Creek Road. Identified treatment units will be thinned and/or masticated with some material piled and burned. Because the majority of the Project area encompasses sensitive resources, most of the units will be treated with a low-pressure minimally ground disturbing “spider” masticator and with hand thinning under consultation with resource specialists.

Web Link: <http://www.fs.usda.gov/project/?project=45345>

6. North American Ski Training Center Special Use Permit Renewal

Description: Renew SUP Special Use Permit TRU670301B for guiding and instruction of rock climbing, winter mountaineering, back-country skiing, natural ice climbing, snowboarding, snow shoeing excursions, and leading of avalanche seminars.

Additional Information: Mary Westmoreland, Special Uses Permit Administrator, Truckee Ranger District

7. Tahoe Nordic Search and Rescue (TNSAR) 5-year Special Use Permit Renewal

Description: The existing Special Use Permit TRU197 for The Great Ski Race was issued to Tahoe Nordic Search and Rescue (TNSAR). The 5-year permit renewal would reauthorize TNSAR's use of NFS lands for this one-day annual ski race using NFS routes and existing staging areas.

Additional Information: Joseph Canas, Recreation Technician, Truckee Ranger District.

8. Truckee River 2016 Tributaries Project

Description: Actions include watershed remediation to increase infiltration and allow slope hydrologic properties to be re-established while decreasing the length of concentrated flow patterns; road obliteration in the Prosser Creek watershed area; and forest systems route drainage improvements.

Additional Information: Karie Wiltshire, Truckee Ranger District.

Yuba River Ranger District

1. Camp Project

Description: The project includes the following actions: (1) underburn approximately 4,472 acres; (2) hand thin/machine or hand pile/pile burn/underburn approximately 2,195 acres; (3) mechanically thin approximately 1,715 acres; (4) precommercially thin approximately 16 acres; (5) improve/create cover piles and log structures for wildlife habitat on approximately 135 acres; (6) cultivate hardwood sprouts using handcutting on approximately 474 acres; (7) hand pull non-native invasive plant species along roads and in treatment units; (8) re-route approximately 0.5 mile of a non-motorized trail; (9) re-route a section of stream channel to its original alignment by raising the ground level of the existing diverted channel using onsite fill material (total disturbance area not to exceed 0.1 acre); (10) maintain approximately 34 miles of roads; (11) repair approximately 16.2 miles of roads; (12) remove hazard trees along

Maintenance Level 3, 4, and 5 roads and high use recreation/administrative sites within treatment units only; and (13) decommissioning/closing/gating approximately 15.6 miles of roads (of which approximately 13.7 miles are unauthorized routes).

Web Link: <http://www.fs.usda.gov/project/?project=39521>

2. Plum Project

Description: The project includes the following actions: (1) underburn approximately 1,242 acres, masticate approximately 37 acres, (2) hand thin/tractor pile/burn approximately 403 acres, (3) mechanically thin approximately 1,738 acres, and (4) precommercially thin approximately 44 acres. Because some areas will receive more than one treatment, the total treated area for all activities under this Project is approximately 3,050 aggregate acres. Canopy cover on mechanically thinned acres would not fall below 50 percent in any unit outside Wildland Urban Intermix (WUI) defense zones. Conifers that are over 29.9 inches dbh would not be thinned (excluding hazard trees). Additional benefits from some of the proposed actions listed above include treating smaller diameter materials (less than 10 inches dbh) on approximately 485 acres (through the hand thinning/tractor piling, mastication, and precommercial thinning), maintaining approximately 21 miles of roads, repairing approximately 6 miles of roads, improving/creating cover piles and log structures for wildlife habitat on approximately 175 acres, enhancing hardwoods by removing small conifers (less than 10 inches) beneath and around oaks in specific units, and decommissioning/closing approximately 7.23 miles of roads.

Web Link: <http://www.fs.usda.gov/project/?project=32911>

3. Gold Project

Description: The project includes the following actions: (1) underburn approximately 673 acres, (2) masticate approximately 67 acres, (3) treat (restore) approximately 22 acres of aspen, (4) hand thin/hand pile/burn approximately 65 acres, (5) hand thin/tractor pile/burn approximately 621 acres, (6) mechanically thin approximately 777 acres, (7) precommercially thin approximately 42 acres, and (8) plant approximately 133 acres. Canopy cover on mechanically thinned acres would not fall below 40 percent in any unit. Conifers that are over 29.9 inches dbh would not be thinned (excluding aspen stands and hazard trees). Additional actions include treating smaller diameter materials (less than 10 inches dbh) on approximately 795 acres, aspen stand restoration on approximately 22 acres, reconstruct approximately 1 mile of roads, improve/create cover piles and log structures for wildlife habitat on approximately 240 acres, enhancement of hardwoods, removing hazardous trees along maintenance level 3, 4, and 5 Forest Service system roads, and within or immediately adjacent to high-use recreational and administrative sites, and decommissioning approximately 4.8 miles of roads. These additional actions are funding-dependent.

Web Link: <http://www.fs.usda.gov/project/?project=28369>

4. Bloody Run Sub-Watershed Improvement Project

Description: The project includes the following actions: (1) underburn approximately 1,260 acres, (2) mechanically thin and hand cut/hand pile/pile burn approximately 598 acres, (3) hand cut/hand pile/pile burn approximately 61 acres, (4) masticate and enhance oaks on approximately 127 acres, (5) mechanically thin approximately 87 acres, (6) site prep/ treat weeds/plant native conifers on approximately 6 acres, and (7) conduct non-native invasive plant treatment (cutting or pulling target non-native invasive plants) on approximately 7 acres. Canopy cover on mechanically thinned acres would not fall below 40 percent in any natural stand. Additional actions include enhancing hardwoods, protecting large trees, applying borate on freshly cut stumps to minimize root infections, non-native invasive plant

removal (by pulling or cutting if plants are found within any treatment unit or within 100 feet of roads in the Project area), repairing approximately 2 miles of roads, replacing 2 undersized culverts, removing hazard trees, decommissioning/closing approximately 2.6 miles of roads.

Web Link: <http://www.fs.usda.gov/project/?project=40396>

5. Coleman Project

Description: The project includes the following actions: (1) underburn approximately 388 acres, (2) masticate approximately 387 acres, (3) treat for non-native weeds on up to approximately 539 acres, (4) enhance hardwoods on approximately 467 acres, (5) machine pile approximately 38 acres, (6) plant native conifers on approximately 42 acres, and (7) mechanically thin approximately 467 acres. Additional actions include protecting large trees, applying borate on freshly cut stumps to minimize root infections, maintaining approximately 3.35 miles of existing roads to implement project activities, and removing trees encroaching on, and within 10 feet of, National Forest Transportation System roads.

Web Link: <http://www.fs.usda.gov/project/?project=40398>

6. Western Nevada County Community Defense Project

Description: This project includes the following proposed actions: (1) underburn approximately 2,366 acres; (2) masticate and underburn approximately 157 acres; (3) hand thin, machine pile, pile burn and/or underburn 152 acres; (4) hand thin, hand pile, pile burn and/or underburn 970 acres; (5) mechanical thin and underburn 648 acres; (6) develop 7 helispots on 7 acres; and (7) create 4 water developments on 4 acres. Additional actions include protecting large trees; applying borate on freshly cut stumps to minimize root infections; maintaining approximately 3.23 miles of existing roads; and constructing approximately 5.03 miles of temporary roads (whether utilizing existing road prisms, existing unclassified, non-system road prisms or newly constructed road prisms) to implement project activities. New infestations of non-native invasive plants will be managed by pulling, scattering and/or piling plant material for burning to prevent establishment and spread. Existing infestations will be controlled or eliminated by hand clipping, digging, or pulling along roadsides within specific units and on landings. The proposed project also includes identification and removal of hazardous trees along National Forest System roads.

Web Link: <http://www.fs.usda.gov/project/?project=43595>

REASONABLY FORESEEABLE FUTURE ACTIONS

American River Ranger District

1. French Meadows Project

Description: Project objectives are to improve forest and watershed health and resilience, to enhance wildlife habitat, and to reduce the risk of uncharacteristic, high-severity wildland fire as proposed in the French Meadows Project. The Project area is located 30 miles east of Foresthill, California on National Forest System (NFS) lands surrounding French Meadows Reservoir. The legal location includes portions of T15N, R13E, Sections 25, 26, 35, 36; T15N, R14E, Sections 1, 2, 3, 9-11, 14-17, 20-22, 24, 26-34, 36; and T16N, R14E, Section 34 of the Mount Diablo Base Meridian, in Placer County, California.

The following activities are proposed:

- Mechanically thin approx. 2,245 acres with ground-based equipment.

- Prescribe underburn on approx. 6,122 acres (not including follow-up fuels treatments).
- Protect five rust-resistant sugar pines by radial thinning and reducing woody fuels.
- Restore meadows, cottonwood and aspen communities.
- Fall and/or remove trees posing an imminent hazard to public safety along roads, designated trails and recreation facilities within the project boundaries.
- Pre-commercial mechanical thin on approx. 1,646 acres and mastication thin on approx. 1,275 acres.
- Reforest approx. 102 acres.
- Release mastication on approx. 411 acres.
- Follow-up thinning with mastication, tractor pile and burn, or broadcast burn fuels treatments (approx. 4,225 acres overlap).
- Construct approx. 6 miles of non-motorized trails; reconstruct and maintain roads (e.g., regrading and replacing culverts) on approx. 20.8 miles of roads; build approx. 2.1 miles of short temporary spur roads and decommission; close approx. 0.9 mile of NFS roads to public wheeled motor vehicle travel and gate; decommission approx. 6.1 miles of road.
- Authorize installation of pressure transducers, dendrometers, and sensors for research.

Web Link: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=51549

Sierraville Ranger District

1. Little Truckee Summit Parking Area Improvement Project

Description: Demand for winter parking far exceeds the capacity of the existing parking areas at Little Truckee Summit Parking and Trailhead Area, and the existing parking lot does not meet current user needs. The proposed project would construct a new lot to double the current parking capacity, repave the existing parking lot, realign and replace access routes, upgrade and increase restroom and snow grooming shed facilities, and install a warming hut. The total area affected would be approximately 11 acres, of which 5 acres would be temporarily affected and rehabilitated after project construction.

Web Link: <http://www.fs.usda.gov/project/?project=46058>

2. Randolph Wildland Urban Intermix Project

Description: Treat approximately 206 acres in Randolph wildland urban intermix. Apply prescribed fire, mastication, grapple piling, mechanical and hand thinning generally with a 12-inch tree diameter limit to reduce fire hazard, increase fire suppression effectiveness, and improve stand structure and vigor.

Web Link: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=46578

Truckee Ranger District

1. Big Jack East Project

Description: The Big Jack East Project is designed to treat approximately 2,059 acres on National Forest System lands to reduce fuel loadings and create a safer, more effective fire suppression environment in the wildland urban intermix (WUI), and to create conditions that would improve the forest's resiliency to fire, insects, disease, drought and climate change.

To accomplish these objectives, the Forest Service is proposing to: (1) use mechanical tools to conduct forest thinning, grapple piling, biomass removal, and mastication on approximately 1,883 acres and (2) use hand tools to thin small trees on approximately 108 acres. In addition, the following treatments are proposed in the WUI threat zone portions of the Project area to improve forest heterogeneity and

resiliency : (1) creating small openings, ranging in size from 0.1 to 1.25 acres, scattered throughout the treatment units (approximately 52 acres total of small openings created in the Project area); (2) thinning around individual desirable trees (generally larger, older trees) scattered throughout the treatment units (approximately 15 acres total of this treatment in the Project area); and (3) leaving small untreated areas, ranging in size from 0.1 - 2.25 acres, scattered throughout the treatment units to provide patches of continuous vertical and horizontal vegetative cover (approximately 68 acres of leave areas in the Project area). Residual activity fuels and some naturally occurring surface fuels would be piled by hand or machine in the treatment units and burned, or this material would be moved to landings for pile burning or biomass use. Underburning or jackpot burning is proposed for the entire Project area; however, it is likely that only a portion of the Project area would receive this treatment.

The Forest Service is also proposing the following changes to the National Forest Transportation System (NFTS): (1) removing a 0.26-mile segment of Road 06-08, which has already been obliterated and restored to a natural state, from the NFTS; (2) removing two short unneeded spur routes from the NFTS; (3) adding an existing 0.42-mile route, which provides administrative access for powerline maintenance, to the NFTS; and (4) adding two existing routes (totaling 0.61 mile), frequently used by the public for access and overlooks and for forest management purposes, to the NFTS.

Web Link: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=49215

2. Squaw Valley to Alpine Meadows Base-to-Base Gondola Project

Description: The proposed action would amend the Alpine Meadows Special Use Permit (SUP) to authorize construction, operation and maintenance of the following proposed infrastructure and improvements:

- Construction of a gondola connecting the ski and base areas of Alpine Meadows and Squaw Valley.
- Installation of eight Gazex® avalanche mitigation exploders (seven on National Forest System [NFS])

Detailed information about this project is available at the project website: <http://squawalpinegondola-eis.com>

Web Link: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=48417

3. Tahoe Donner Cross Country Ski Area Renewal

Description: Reissue SUP TKD662401A to Tahoe Donner Association for daily grooming and use of an 18-foot wide ski corridor and placement of a temporary 12- by 12-foot weather shelter on snow skids. Includes two improvements to remove obstructions and widen trail in two locations.

Additional Information: Mary Westmoreland, Special Uses Permit Administrator, Truckee Ranger District

Sierraville and Truckee Ranger Districts

1. Eagle Ridge Snowmobiles, Inc. Special Use Permit Re-Authorization

Description: Re-authorize permit for snowmobile tours on Tahoe National Forest using groomed snowmobile trail system (160 miles), designated snowplay areas. Base facilities are located at Little Truckee Summit designated parking area.

Additional Information: Jeff Wiley, OHV Program Manager, Sierraville Ranger District

Yuba River Ranger District

1. Yuba Project

Description: The Yuba Project includes thinning, aspen restoration, weed treatments, hazard tree removal, prescribed burning, habitat enhancements, and transportation system improvements on a total of approximately 5,660 acres. The proposed action includes the following activities:

1. Mechanical thinning,
2. Planting native conifers in a portion of the gaps
3. Aspen restoration (conifer removal both by hand and/or mechanical equipment),
4. Precommercial thinning,
5. Manual, mechanical and smothering treatments of non-native invasive plants,
6. Removal of hazard trees along Highway 49, Gold Lake Highway and maintenance level 2-3 roads within the project area and removal of vegetation that could grow into or fall onto distribution lines,
7. Borate compound application to freshly cut stumps,
8. Mechanical thinning with handcutting, handpiling, and pile burning,
9. Handcutting, handpiling, and pile burning,
10. Underburning,
11. Helitorch prescribed fire for wildlife habitat (shrubfield) enhancement,
12. Decommissioning approximately 3.23 miles of unauthorized and/or unneeded roads,
13. Recondition/reconstruct approximately 3 miles of roads,
14. Approximately 38.8 miles of road maintenance,
15. Replace/restore a non-functioning waterhole with a functioning one,
16. Meadow habitat enhancement (conifer removal both by hand and/or mechanical equipment),
17. Installation of nest boxes and creation of wildlife cover piles.
18. Construct a new connector trail (approximately 0.75 mile) between the Haskell Peak Trail and the Chapman Creek Trail,
19. Offering public Christmas tree cutting areas along designated roads.

The table below displays proposed treatment acreages for the Yuba Project.

Treatment	Total Treatment Acres
Aspen Work – Hand Cut/Hand Pile	35
Aspen Work – Mechanical and Hand Cut/Hand Pile	233
Aspen Work – Mechanical and Hand Cut/Hand Pile/Pile Burn	136
Hand Cut/Handpile/Pile Burn	242
Meadow and Aspen Work	222
Meadow Restoration (Hydrology)	318
Meadow Work – Hand Cut/Hand Pile	9

Treatment	Total Treatment Acres
Mechanical Thin	841
Mechanical Thin and Aspen Work	347
Mechanical Thin and Aspen Work and Hand Cut/Hand Pile	12
Precommercial Thin (PCT)	67
Rx Helitorch Burn in Shrubfields	846
Powerline Hazard Tree/Veg Removal	323
Underburn	3,258
Invasive Plant Treatments	75
Water Hole Development	1
**Totals	6,965

****Note:** Some of the units displayed have more than one type of treatment proposed on the unit acreage shown (i.e., Thinning / Mastication). The total treated area for all activities under this proposed action is approximately 5,660 aggregate acres.

Web Link: <http://www.fs.usda.gov/project/?project=47786>

2. Deer Meadow Restoration Project

Description: Deer Meadow would have watershed restoration work conducted in fall 2018 or summer 2019. The restoration work would primarily be in the upper (eastern) half of the meadow would encompass approximately 15 acres. This project proposal falls within a categorically excluded action.

Additional Information: Luke Rutten, Hydrologist, Yuba River Ranger District

3. Yuba Trails Enhancement Project

Description: Re-route 4 existing motorized trails (Rattlesnake/Downie River, Lavezzola, Pauley Creek, and Big Boulder Trails). Construct a 0.15-mile connector motorized trail. Decommission and restore three unauthorized routes (Sisson Mine, Hawley Mdw, and Butcher Ranch)

Web Link: http://www.fs.fed.us/nepa/nepa_project_exp.php?project=52991

4. Beartrap Meadow Restoration Project

Description: Meadow restoration through gully filling and channel stabilization. Road repair and realignment work proposed as well. This project proposal falls within a categorically excluded action.

Additional Information: Luke Rutten, Hydrologist, Yuba River Ranger District

5. Black Jack Fen Hydrologic Rehabilitation Project

Description: Repair and restore fen hydrologic function by backfilling headcuts, removing conifers, and/or altering surface water flow using fallen trees. This project proposal falls within a categorically excluded action.

Additional Information: Luke Rutten, Hydrologist, Yuba River Ranger District

Appendix D. Water Quality Best Management Practices

BMP 2-25 (USFS R5 FSH 2509.22 - soil and water conservation handbook, 2011): Snow Removal Controls to Avoid Resource Damage

- a. 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.
- b. Explanation: This is 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 are employed to meet the objectives of this practice.
 - 1. The contractor will be responsible for snow removal in a manner which will protect roads and adjacent resources.
 - 2. Rocking or other special surfacing and drainage measures will be necessary before the operator is allowed to use the roads.
 - 3. Snow berms will be removed where they result in an accumulation or concentration of snowmelt runoff on the road and erosive fill slopes.
 - 4. 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.
- c. Implementation: Project location and detailed mitigation will be developed by the IDT [interdisciplinary team] during environmental analysis and incorporated into the project plan and/or contracts. Project crew leaders and supervisors will be responsible for implementing force account projects to construction specifications and project criteria.

National Core BMP Rec-7. Over-snow Vehicle Use

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 waterbodies. In addition, over-snow vehicles that fall through thin ice can pollute waterbodies.

Use of NFS 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 Nonmotorized 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 is 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 waterbodies to provide adequate pollutant filtering.

Road-10. Equipment Refueling and Servicing

FSM 2160 and FSH 7109.19, chapter 40.

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. 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.

- 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.

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

Barker Area

This 9,847-acre area lies directly south of the Granite Chief Wilderness at the southern end of the Tahoe National Forest, bordered by the Lake Tahoe Basin Management Unit (LTBMU) and the Eldorado National Forest. No designated OSV trails are located within this area. This area is used as a “bridge” by OSV recreationists staging at Blackwood Canyon (LTBMU) and snowmobiling west over the Sierra crest to the Eldorado National Forest. The Pacific Crest National Scenic Trail bisects the Barker Area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there is one northern goshawk PAC in the Barker area. Generally, goshawks initiate breeding in February or March. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	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 nest site, implement a breeding season limited operating period from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. Federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat and designated critical habitat are located in the Barker area.	SNYLF suitable and critical habitat in the Barker Area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats. (continued)		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.	
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes, there is low to moderately high quality wolverine denning habitat in the Barker Area where late spring deep snow persistence ranges from 0 to 5 out of 7 years. About 50% of the Barker area provides moderately high quality denning habitat. No verified wolverine detections are known from the Barker area.</p> <p>Suitable habitat for marten occurs in the Barker Area, but no detections are known.</p> <p>OSV use has the potential to adversely affect subnivean habitat used by wolverine and its prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.</p>	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores. Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes. There is a potential for conflicts between motorized and non-motorized winter recreationists near the Granite Chief Wilderness and the Pacific Crest Trail.	<p>Motorized use is not permitted in Granite Chief Wilderness, nor on the PCT. Signing, winter patrolling, and education would be used to mitigate OSV incursions into these areas. Over Snow Vehicle Use map would clearly show the Granite Chief Wilderness Area,</p> <p>"Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982). Three designated OSV crossing locations of the</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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. (continued)			PCT are proposed in the Barker OSV Area. The PCT segment in this Area is a long distance from winter trailhead parking and access, resulting in little winter non-motorized recreational use along this segment of the PCT.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No (Granite Chief Wilderness managed by Tahoe National Forest).	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this area cross or contain 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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles (timber sleds, ATVs, UTVs, 4x4s, snow tractors) has been low in this area, but is expected to increase overtime as their popularity increases.	OSVs wider than 50 inches would not be allowed off the designated snow trail system. Because the Barker area has no designated OSV trails, OSVs wider than 50 inches could not be used in this area.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Black Buttes Area

This approximately 41,252-acre area is located south of Henness Pass Road north of Highway 20 and Interstate 80. It includes the Grouse Ridge area and has numerous private inholdings along Interstate 80 and in the Henness Pass Road area. The area is mostly higher than 4,500 feet with roads and terrain suitable for over-snow vehicle use. This area includes the Rattlesnake and Sterling OSV Trails.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. Three species of sensitive plants occurrences are known from the Black Butte area: <i>Erigeron miser</i> , <i>Bruchia bolanderi</i> , and <i>Phacelia stebbinsii</i> .	Sensitive plant occurrences within the Black Butte area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are seven California spotted owl and five northern goshawk PACs in the Black Butte area. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during breeding season initiation has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site(s) from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	Yes, however, the bald eagle nest sites are located on private land and would not be impacted by proposed OSV use.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. Federally endangered Sierra Nevada yellow-legged frog (SNYLF) occupied sites, suitable habitat and designated critical habitat are located in the Black Butte area.	SNYLF occupied habitat, suitable habitat, and critical habitat in the Black Buttes area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
		There are numerous western pond turtle locations in the Black Butte area. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs during 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.	
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes. Marten detections and suitable habitat occurs in the Black Butte area. There are verified wolverine detections from the Black Butte area. OSV use has the potential to directly disrupt wolverine behavior and can indirectly affect subnivean habitat used by marten and wolverine and their prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores. 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. Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats. (continued)			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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	<p>No. The Grouse non-motorized area is included in this area. However, the Grouse non-motorized area allows for OSV use in the winter (LRMP, pg. V-248).</p> <p>The Black Buttes Area encompasses the entire Grouse Lakes IRA and a portion of the Middle Yuba IRA. Noise from OSV use could adversely impact opportunities for solitude and quiet recreation in these IRAs. However, these areas are sufficiently far from the trailhead that it receives limited or little non-motorized use during the winter.</p> <p>Wheeled vehicles are allowed on the first 5 miles of the Fordyce Jeep Trail in winter when there is at least 15 inches of snow depth present. However, non-motorized use is minimal in the southern portion of this area near Indian Springs. The District will monitor for conflict.</p>	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands.	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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. (continued)	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. The first 4.8 miles of the Fordyce Jeep Trail allows wheeled over snow travel when there is at least 15 inches of snow.	Wheeled over-snow use is common on the Fordyce Jeep Trail because it is one of the few places open to this type of use. Snow mobile use on this trail is rare.
Minimize conflicts among different classes of motor vehicle uses of NFS lands.(continued)	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No. The area abuts Interstate 80, which is plowed. However, OSV crossings are not allowed.	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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>The areas includes the Big Bend, Jackson Creek, and Prairie Creek recreation residence tracts. A few recreation resident cabin owners at Prairie Creek and Jackson Creek use OSVs to access their cabins during the winter months. OSV use is compatible with the characteristics of these recreation residence tracts.</p>	N/A

Bowman Area

This approximately 19,604-acre area is located the north of Highway 20, east of the town of Washington and west of the Grouse Ridge area. This area includes numerous private inholdings. This area is mostly over 4,500 feet with roads and terrain suitable to over-snow vehicle use and includes the Bowman OSV trail.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourage OSV use. Adequate snow depth would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality (continued).	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use? If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	Yes. Sensitive and Watchlist plant occurrences known from the Bowman area are: <i>Erigeron miser</i> and <i>Meesia triquetra</i> (Sensitive plants) and <i>Darlingtonia californica</i> , <i>Stellaria obtusa</i> , <i>Silene occidentalis</i> ssp. <i>Occidentalis</i> (Watchlist plants).	Sensitive and Watchlist plant occurrences within the Bowman area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 10 California spotted owl and 7 northern goshawk PACs in the Bowman area. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during breeding season initiation has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. Federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat and designated critical habitat are located in the Bowman 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.	SNYLF occupied habitat, suitable habitat, and critical habitat in the Black Buttes area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No. This area abuts the Grouse non-motorized area, however the Grouse non-motorized area is designated for motorized over snow use in the winter (LRMP, pg. V-248). The Grouse Ridge Non-Motorized Area is sufficiently far from the trailhead that it receives little non-motorized use during the winter. A segment of the South Yuba Recommended Wild and Scenic River traverses the Bowman Area.	The South Yuba Recommended Wild and Scenic River segment in the Bowman Area is not designated for OSV use under the proposed action.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No.	N/A
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. On its southern boundary State Highway 20 is plowed. There are no designated OSV crossings on State Highway 20.	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this area receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Donner Summit Area

This approximately 11,634-acre area lies directly north of Interstate 80 at Donner Summit. The Area encompasses the popular non-motorized areas of Castle Valley and Round Valley (which are not designated for cross-country OSV use, LRMP, pg. V-262), and the Peter Grubb Hut. The Donner Summit Area contains higher elevations of the Tahoe National Forest with good winter access and greater snow accumulations. The Pacific Crest National Scenic Trail bisects the Donner Summit Area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, four species of Sensitive plants occur in the Donner Summit area: Donner Pass buckwheat, starved daisy, Bolander's bruchia moss, and Truckee lewisia. If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use can result in compaction of snow, crushing of <i>Sensitive plants</i> , potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants within the Donner Summit area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there is a northern goshawk PAC in the Donner Summit Area. Generally, goshawks initiate breeding in February or March. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	SNFPA ROD S&G 82 (pg. 61) would apply to goshawk PACs where OSV use is allowed: 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 nest site, implement a breeding season limited operating period from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes, there is one historic Sierra Nevada yellow-legged frog (SNYLF) detection and SNYLF suitable habitat within the Donner Summit area. The Donner Summit area falls almost entirely within SNYLF designated critical habitat. OSV use has the potential to disrupt and/or degrade SNYLF and habitat from habitat alteration, including increased 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.	Suitable and designated critical SNYLF habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, there is a known wolverine detection in the Donner Summit Area. OSV use has the potential to adversely affect subnivean habitat used by wolverine and its prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.	OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat that is important to prey species for the wolverine. SNFPA ROD S&G 32 (pg. 54): When verified (wolverine) 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. There is a potential for conflicts between motorized and non-motorized winter recreationists near Castle Valley, Round Valley, and the Pacific Crest Trail. The winter trailhead at Donner Summit on Interstate 80 is the most popular way to access the PCT going either north or south in the wintertime.	Signing, field map displays at trailhead; winter patrolling by the Forest Service and North Tahoe Backcountry Ski Patrol volunteers; education. "Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982). No designated OSV crossings of the PCT are proposed in the Donner Summit Area. Areas adjacent to the PCT where

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
		The Castle Peak IRA is located within the Donner Summit Area. Noise from OSV use could adversely impact opportunities for solitude and quiet recreation in this IRA.	noise conflicts have been an issue would not be designated for OSV use. Areas not designated for OSV use extend north in this Area (and south in the Summit West Area) along the PCT from the Donner Summit Winter Trailhead at Interstate 80 to accommodate the distances non-motorized winter recreationists would generally travel on a day-trip from the Interstate 80 Trailhead. The Castle Valley and Round Valley areas, which are popular for winter non-motorized recreation, are not designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No.	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this area cross or contain 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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles (timber sleds, ATVs, UTVs, 4x4s, snow tractors) has been low-medium in this area, but is expected to increase overtime as their popularity increases.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail or area compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Foresthill East Area

This approximately 90,992-acre area is located south of the North Fork American Wild and Scenic River. The Area borders the Foresthill West Area on its western boundary, Granite Chief Wilderness on its eastern boundary, and the El Dorado National Forest on its southern boundary. Most of the Area is over 4,500 feet and receives substantial OSV use. This Area encompasses all the designated OSV trails available for grooming on the American River Ranger District.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails as well as soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourages OSV use. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are numerous occurrences of Sensitive and Watchlist plants in the Foresthill East area: Sensitive plants – <i>Erigeron miser</i> , <i>Poa sierrae</i> , <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> , <i>Lewisia serrata</i> , <i>Pinus albicaulis</i> , <i>Phacelia stebbinsii</i> Watchlist plants – <i>Allium sanbornii</i> var. <i>congdonii</i> , <i>A. sanbornii</i> var. <i>sanbornii</i> , <i>Arctostaphylos mewukka</i> ssp. <i>truei</i> , <i>Erigeron petrophilus</i> var. <i>sierrensis</i> , <i>Meesia triquetra</i> , <i>Piperia colemanii</i> , <i>Pseudostellaria sierra</i> , <i>Stellaria obtusa</i>	Sensitive and Watchlist plants occurrences within the Foresthill East area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	Yes, two special interest areas (SIAs) are located in the Foresthill East Area: Placer County Big Tree Grove Botanical Area and Grouse Falls Scenic Area.	The Forest Plan does not designate these SIAs for OSV use (LRMP, pp. V-523 and V-535).
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 18 northern goshawk PACs and 34 California spotted owl PACs in the Foresthill East area. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes. A small portion of key deer winter range is located on the far southwestern portion of the Foresthill East area.	The portions of this Area that encompass key deer winter range will not be designated for OSV use under the proposed action.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. SNYLF suitable habitat exists in the Foresthill East area, but no SNYLF detections are known. 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.	SNYLF suitable habitat in the Foresthill East area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, there are marten detections in the Foresthill East Area. OSV use has the potential to adversely affect subnivean habitat used by marten and its prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores. 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	<p>The North Fork American Wild and Scenic River borders the northern portion of the Area, and the Granite Chief Wilderness borders the eastern portion of the Area.</p> <p>Winter use of the River's Wild and Scenic inner gorge is very infrequent due to lack of snow; hence, there are no known winter-use conflicts.</p> <p>There is no known OSV use in Granite Chief Wilderness originating from the Foresthill East Area.</p> <p>The Duncan Canyon IRA and the northeastern portion of the North Fork of the Middle Fork American River IRA are located in the Foresthill East Area. The Duncan Canyon IRA receives little if any non-motorized use during the winter, given its distance from the nearest winter trailhead at China Wall. The North Fork of the Middle Fork American River IRA is below 4,500 feet so it only infrequently receives snow and therefore little, if any, OSV use. The potential for conflicts between motorized and non-motorized winter use of these IRAs is minimal.</p>	<p>The Forest Plan does not designate the North Fork American Wild and Scenic River or Granite Chief Wilderness for OSV use (LRMP, pp. V-419 and V-429).</p> <p>The North Fork of the Middle Fork American River IRA will not be designated for OSV use under the proposed action.</p>
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. There are two Forest Service roads that allow for wheeled traffic in winter (22 and 44 Roads). However, these roads are surrounded by roads that do not allow wheeled motor vehicle use over snow, and are, therefore, effectively inaccessible to wheeled traffic.	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the area adjacent to recreation residences used during the winter? If so, is OSV use of this area compatible with distinct characteristics of the community?	Parcels of private property exist approximately 2 miles from the China Wall Winter Trailhead. These parcels contain a few residences. Residents live year-round in this rural community and the distinct characteristics of this community are compatible with winter motorized uses of all types There are no recreation residences in this Area.	The Forest Service is not authorizing public use of private lands. Private lands will be displayed on the Tahoe National Forest Over-Snow Vehicle Use Map. Signing, education, Over Snow Vehicle Use maps.

Foresthill North Area

This approximately 36,151-acre area is located south of Interstate 80 and north of the North Fork American Wild and Scenic River corridor. On its western boundary, the Area follows the Tahoe National Forest boundary and its eastern boundary borders the Summit West Area. The area is mostly over 4,500 feet, with roads and terrain suitable for over-snow vehicle use. This area does not include any designated OSV trails, and is used by advanced over-snow vehicle riders.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This Area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are several occurrences of Sensitive plants in the Foresthill North area: Sensitive plants – <i>Botrychium crenulatum</i> , <i>Erigeron miser</i> , <i>Phacelia stebbinsi</i>	Sensitive plant occurrences within the Foresthill North area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 6 northern goshawk PACs and 9 California spotted owl PACs in the Foresthill North area. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<ul style="list-style-type: none"> The Foresthill North Area has suitable and designated critical habitat for the Sierra Nevada yellow-legged frog (SNYLF), but no known detections. There is a known foothill yellow-legged frog (FYLF) detection. There is suitable habitat for the California red-legged frog (CRLF), but no known occupied habitat. <p>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.</p>	TES aquatic and designated critical habitat in the Foresthill North Area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes. There are no known detections of marten or wolverine in the Foresthill North Area. However, there is a small proportion of moderate quality wolverine denning habitat in the northern and eastern-most edge of the area, as well as marten habitat.</p> <p>OSV use has the potential to adversely affect subnivean habitat used by martens and wolverines and their prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is inadequate.</p>	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	<p>Yes. The North Fork American Wild and Scenic River borders the southern portion of the Foresthill North Area. Based on District observations, winter use of the River's inner gorge is non-existent. Due to the lack of winter use of the inner canyon near where any motorized over-snow vehicles operate, there are no known winter recreation use conflicts in the Wild and Scenic River Area.</p> <p>There is the potential for conflicts between motorized and non-motorized winter recreationists in the Loch Leven Lakes area, which is used by both user groups. However, OSV use in the Loch Leven Lakes area is limited due to the advanced skills needed to ride the area. Some complaints of noise have been made to the District from snowbike use in the area.</p>	<p>Trail etiquette information would be placed on the Tahoe NF Over Snow Vehicle Use map.</p> <p>The Loch Leven Lakes area (which is located in the northeast portion of the Foresthill North Area) is not designated for OSV use under the proposed action, thereby minimizing the potential for conflicts between motorized and non-motorized winter recreationists in this area.</p>
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Motorized wheeled vehicles are allowed to use the 19 Road in winter. Due to the infrequent use of this Road by either tracked or wheeled motorized vehicles in winter, there is little potential for conflict among different classes of motor vehicle uses on this Road.	If wheeled/tracked vehicle conflict arises on the 19 Road, the District would monitor the situation and may install trail etiquette signs.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands. (continued)	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. The area contains California State Highway 40, which is plowed. There are no restrictions to OSVs crossing the road. When snow accumulation occurs at a sufficiently low elevation, Placer County Water Agency will plow the 96 Road (Mosquito Ridge Road) to the Interbay turnoff. The area abuts Interstate 80 which is plowed. However, OSV crossings of the Interstate are not allowed.	There is no designated trail system in the area of HWY 40. OSV users will decide where it is safe to cross. When the 96 Road is plowed to the Interbay turnoff, OSV users would unload their vehicles and start from that point, traveling east. They would not be crossing the plowed road west of the starting point.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this area receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the area adjacent to recreation residences used during the winter? If so, is OSV use of this area compatible with distinct characteristics of the community?	Yes. There are some vacation homes in the area of Big Bend. Yes. The area includes the Big Bend and Casa Loma Recreation Residence Tracts. Private landowners and recreation residence cabin owners engage in both motorized and non-motorized forms of winter recreation. There have been no indications that these uses are incompatible near these neighborhoods and residences.	Signing, education, Over-Snow Vehicle Use maps.

Foresthill West

This approximately 32,957 acre area is located south of Interstate 80, east of Foresthill, south of the North Fork American River Wild and Scenic corridor, and the eastern boundary borders the Foresthill East Area. The area is mostly under the 4,500-foot elevation and receives little OSV use. This area does not include any groomed snow trails.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the Fish and Wildlife Service. This area also contains sensitive riparian areas. If OSV use occurs when snow levels are low (i.e., during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to soils and vegetation. Use signage to discourage use in meadows when snow conditions are low.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourage OSV use. Adequate snow cover would be necessary to minimize mercury laden sediment from being transported to nearby waterbodies.
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	Yes, Sugarpine Reservoir is the drinking water source for the town of Foresthill. OSV use could cause sediment and the by-products of combustion engines to enter the reservoir.	To protect the reservoir, a buffer of 1000 feet or more for OSV use around the reservoir. Additional, use should only be allowed when there is adequate snow depth to protect the underlying soil and vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are numerous occurrences of TES and Watchlist plant occurrences in the Foresthill West area: TES plants – <i>Fritillaria eastwoodiae</i> , <i>Lewisia serrata</i> , <i>Packera layneae</i> , <i>Poa sierrae</i> Watchlist plants – <i>Allium sanbornii</i> var. <i>sanbornii</i> , <i>Arctostaphylos mewukka</i> ssp. <i>truei</i> , <i>Cardamine pachystigma</i> var. <i>dissectifolia</i> , <i>Calystegia vanzuukiae</i> , <i>Chlorogalum grandiflorum</i> , <i>Clarkia biloba</i> ssp. <i>brandegeae</i>	Sensitive and Watchlist plant occurrences within the Foresthill East area will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?		
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 2 northern goshawk PACs and 9 California spotted owl PACs in the Foresthill West area. Generally, goshawk and spotted owls initiate breeding in February or March when the OSV season is waning, depending on snow levels and conditions. It is expected that the overlap between OSV use and the nesting season would be limited, and therefore, disturbance and disruption to nesting activities is expected to be low.	LRMP S&G 82. 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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)	Does the trail or area contain key deer winter range?	Yes. The Foresthill West area contains both deer winter and critical winter range. OSV use is not likely to cause adverse effects to winter and critical winter deer range, due to the location at lower elevations that is generally not conducive to snowmobiling.	A large proportion of the deer critical winter range including some areas of deer winter range falls within areas prohibited to OSV use per the LRMP to protect deer on winter and critical winter ranges.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. There are numerous detections of foothill yellow-legged frog (FYLF) in the Foresthill West area. FYLF occurs in locations that are generally below elevations where OSV activities occur.	FYLF and habitat in the Foresthill West area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes. The North American River designated Wild & Scenic River borders the northern portion of the area. However, based on district observations winter use of the river's Wild and Scenic inner gorge is non-existent. Due to the lack of use of the inner canyon and the lack of OSV use, there are no known winter-use conflicts.	"Share the Trail" information would be placed on the Tahoe NF Over Snow Vehicle Use map.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No.	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. There exist several Forest Service roads that allow for wheeled traffic in winter (10, 23, 24, 88-11, 96). Due the infrequent use of either tracked or wheeled motorized vehicles in winter, there is little opportunity for conflict on these roads.	If wheeled/tracked vehicle conflict arises in this area, the district would monitor the situation and may install share the road signs.
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. The area contains Foresthill Divide Road (Placer County), which is plowed through this area. There are no restrictions to OSVs crossing the road.	There is no designated trail system in the area. OSV users will decide where it is safe to cross.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Experience has shown that there is adequate space for all users. The district will monitor any future user complaints.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>Yes. The town of Foresthill and community of Baker Ranch are just west of this area.</p> <p>No, there are no recreation residence tracks in this area.</p> <p>Due to their elevation, snow of sufficient depth to utilize over-snow vehicles is rare in or around the town of Foresthill (3,000 feet) and Baker Ranch (3,700 feet). The residents that live year-round in these rural communities are generally compatible with motorized uses of all types.</p>	The lands immediately surrounding the residences in the town of Foresthill and community of Baker Ranch are private and not subject to Forest Service jurisdiction.

Lafayette Area

This approximately 46,807-acre area is located northeast of Malakoff Diggins State Historic Park; Highway 49 forms its northern boundary. The Area contains Lafayette Ridge and the small communities of Forest City and Alleghany and has numerous private inholdings. The southern half of the Area is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicle users. The northern half of the Area is mostly over 4,500 feet, with roads and terrain suitable for over-snow vehicle use. Over-snow vehicle use occurs in this Area, but not in significant amounts.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush, which discourages OSV use in these areas. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	<p>Yes. There are several occurrences of Sensitive plants and a Watchlist plant in the Lafayette Area:</p> <p>Sensitive plants – <i>Botrychium simplex</i>, <i>Bruchia bolanderi</i>, <i>Cypripedium fasciculatum</i>, <i>Lewisia cantelovii</i>, <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i>, <i>Penstemon personatus</i>, <i>Tauschia howellii</i></p> <p>Watchlist plants – <i>Darlingtonia californica</i></p> <p>If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive and/or Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.</p>	Sensitive plant occurrences within the Lafayette area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	<p>Yes, there are 13 northern goshawk PACs and 29 California spotted owl PACs in the Lafayette area.</p> <p>Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.</p>	<p>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.</p> <p>Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife. (continued)	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes. The Lafayette area contains key deer winter range in the southwest corner.	The lower elevations of the Lafayette Area (below 4,500 feet) at which deer winter range occurs will not be designated for OSV use under the proposed action.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes.</p> <ul style="list-style-type: none"> There are numerous foothill yellow-legged frog (FYLF) detections in the Lafayette Area. There is suitable habitat for the federally listed California red-legged frog (CRLF) and Sierra Nevada yellow-legged frog (SNYLF) in the Lafayette Area, but no known occupied habitat. <p>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.</p>	TES aquatic habitat in the Lafayette area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes. There is a wolverine detection on SPI land in the Lafayette area, and it has the potential to occur on adjacent NFS land.</p> <p>OSV use has the potential to adversely affect subnivean habitat used by wolverine and its prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.</p>	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), or IRAs)?	The Lafayette Area encompasses the western portion of the Middle Yuba Inventoried Roadless Area (IRA). As this area receives light OSV use (most of it lies below 4,500 feet), the potential for conflicts with non-motorized users is minimal.	Most of the Middle Yuba IRA that lies within the Lafayette Area will not be designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail or area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail or area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail or area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. The 98 Road allows for over snow wheeled traffic.	No mitigations are necessary due to the long distance from the nearest plowed road as over snow wheeled traffic does not use this road.
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Sierra County Public Works plows County Road 180 to the community of Alleghany. Tracked winter vehicles are allowed to cross the County Road.	Over-snow vehicle users will decide where it is safe to cross the county road.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>This area includes the towns of Forest City and Alleghany. Residents that live year-round in the town of Alleghany are accustomed to living in snow in the winter, many of whom own over-snow vehicles, and the distinct characteristics of this community are compatible with motorized uses of all types.</p> <p>Only one family lives year round in Forest City.</p>	The lands immediately surrounding the residences in the town of Alleghany are private and not subject to Forest Service jurisdiction.

Reservoirs Area

This approximately 40,883-acre area includes the generally lower snow accumulation areas around Boca, Stampede, and Prosser Reservoirs, north and east of Truckee. No designated OSV trails exist within this area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory in the Reservoirs Area. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	Yes. The Truckee River is listed as impaired due to sediment.	Sediment contribution from OSV use in this area would be minimized by allowing OSV use only when there is adequate snow depth to prevent disturbance to bare soil.
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, The Sensitive plant <i>Ivesia sericoleuca</i> (Plumas mousetail) occurrences (13) are known to occur in the Reservoirs Area. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of <i>Ivesia sericoleuca</i> plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Reservoirs Area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are four northern goshawk PACs in the Reservoirs Area. Goshawks generally initiate breeding in February. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	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. Implement a breeding season limited operating period from February 15 through September 15 if there is documented evidence of disturbance to nest sites.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	Yes, there are known bald eagle nest sites at Stampede, Boca, and Prosser Reservoirs. OSV use can result in disturbance and disruption to breeding bald eagles.	Bald eagles are protected under the Bald and Golden Eagle Protection Act (Eagle Act) and the Migratory Bird Treaty Act. USFWS developed National Bald Eagle Management Guidelines to provide guidance in minimizing human impacts to bald eagles that may affect their ability to forage, nest, roost, breed, or raise young, particularly where they may cause disturbance, which is prohibited by the Eagle Act. During the breeding season (January 1 to August 31), do not operate snowmobiles within 330 feet of known, occupied nests. In open areas, where there is increased visibility and exposure to noise, the distance should be extended to 660 feet.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife. (continued)	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes, there are three historic SNYLF detections (prior to 1990) and suitable habitat within the Reservoirs Area. No SNYLF designated critical habitat occurs within the Reservoirs OSV open area. OSV use has the potential to disrupt and/or degrade SNYLF habitat by damaging habitat 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.	Sierra Nevada yellow-legged frog: Historic SNYLF locations and suitable habitat within the Reservoirs Area will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats, especially when frogs may be dispersing over the snow during the spring.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No. A segment of the Sagehen Creek Recommended Wild and Scenic River drains into Stampede Reservoir. No conflicts between OSV and non-motorized recreation uses have been identified for the Creek's corridor in this Area.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes, within residential communities and the Russel Valley road.	There is no designated OSV trail system in the Reservoirs Area. The over-snow vehicles users will decide where it is safe to cross.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles (timber sleds, ATVs, UTVs, 4x4s, snow tractors) has been low in this area, but is expected to increase overtime as their popularity increases.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the area adjacent to recreation residences used during the winter? If so, is OSV use of this area compatible with distinct characteristics of the community?	Yes. There is a small potential for conflicts between motorized and non-motorized winter recreationists near the communities of Russel Valley and East Alder Creek. Private landowners use both motorized and non-motorized recreation. No recreation residences.	Truckee Ranger District will monitor any complaints from the communities.

Sierraville East Area

This approximately 57,557-acre area includes Sardine Lookout, Mount Ina Coolbrith, and areas with less snow accumulation near the communities of Loyalton, Sierraville, and Sierra Brooks. The Sierraville East area includes the winter Babbitt Peak Research Natural Area north and west of Babbitt Lookout. No designated OSV trails exist within this area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, several sensitive plant occurrences are located in the Sierraville East Area, including <i>Ivesia sericoleuca</i> (Plumas mousetail), <i>Ivesia aperta</i> var. <i>aperta</i> (Sierra valley mousetail), <i>Pyrrocoma lucida</i> (sticky goldenweed), and <i>Meesia uliginosa</i> (meesia moss). If OSV use occurs during the shoulder seasons when snow depth and density are inadequate, OSV use can result in compaction of snow, crushing of TES plants and soil potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within designated OSV open areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	Yes. The Babbitt Peak RNA is located in the Sierraville East Area.	The Forest Plan does not designate the Babbitt Peak RNA for OSV use (LRMP, pg. V-141).
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, five northern goshawk PACs are located within the Sierraville East area. Generally, goshawks initiate breeding in February or March. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	Yes, sandhill cranes are known to nest in the Kyburz Flat area during nesting season (March 15 through August 31). Sandhill crane nesting habitat can be adversely affected by OSV use through compaction of meadow vegetation and soils, if use occurs when snow depth and density are inadequate, particularly during the shoulder seasons.	The Forest Plan does not designate the Kyburz Flat area for OSV use from February 1 to July 15 (LRMP, pg. V-206). The Kyburz Flat area is not proposed for OSV use designation under the proposed action. OSV travel does occur on an OSV trail that is not under Forest Service jurisdiction along the northern side of the Kyburz Flat area (Sierra County Road 450). The Forest Service does not have the authority to manage OSV use of this OSV trail.
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife (continued)	Does the trail or area contain key deer winter range?	Yes, there is key deer winter range for the Loyalton-Truckee Deer Herd.	Key deer winter range is not designated for cross-country OSV use under the Forest Plan (LRMP, pp. V-30, V-120, and V-124) or the proposed action.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	There is a limited amount of SNYLF suitable habitat in the Sierraville East area at the very southwestern boundary. OSV use has the potential to disrupt and/or degrade SNYLF 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.	SNYLF habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No. The Bald Mountain Inventoried Roadless Area (IRA), which extends east onto the Humboldt-Toiyabe National Forest, lies within the Sierraville East Area. The Bald Mountain IRA is not designated for OSV use under the proposed action.	N/A N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail or area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this area cross or contain 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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles has been very low in this area, but is expected to increase overtime as their popularity increases.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>Yes. There is small potential for conflicts between motorized and non-motorized recreationists near the communities of Loyalton, Sierra Brooks, and Sierraville.</p> <p>This area is adjacent to the communities of Loyalton, Sierra Brooks, and Sierraville. Due to its elevation, snow of sufficient depth to utilize over-snow vehicles is limited. Residents live year-round in this rural community and the distinct characteristics of this community are compatible with motorized uses of all types</p> <p>No recreation residences.</p>	Designate motorized use only on designated trails (underlying Forest Service Road System) near communities. Areas of potential conflict near these communities are not designated for cross-country OSV use under the proposed action. OSV use in this area is designated on an OSV trail that overlays Forest Service Road System, Bear Valley 04 road, Troci Canyon Road.

Sierraville North Area

The Sierraville North Area, approximately 17,564 acres, includes the Calpine area and Calpine Lookout (Sierraville District rental during winter months, with snowmobile, ski, or snowshoe access from Highway 89). There are no designated OSV trails available for grooming within this area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth and density to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. OSV use in the Carman Valley area would be designated on trails overlaying Forest Service roads under the proposed action.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, 20 TES occurrences are in the Sierraville North area [10 occurrences <i>Ivesia sericoleuca</i> (Plumas mousetail) and 10 occurrences of <i>Pyrrocoma lucida</i> (sticky goldenweed)]. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of TES plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	In the Sierraville North area, Sensitive plant occurrences will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction. OSV use in the Carman Valley area would be designated on trails overlaying Forest Service roads under the proposed action.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, within the Sierraville North area, there are 2 northern goshawk PACs and 2 California spotted owl PACs. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of NFS lands. (continued)	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Highway 89 is plowed and traverses through this area. There would be no designated snow trails over underlying Forest Service roads that would cross the Highway 89; therefore, there would be no designated OSV crossings of Highway 89 under the proposed action.	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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles has been very low in this area, but is expected to increase over time as their popularity increases.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the trail or area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail or area compatible with distinct characteristics of the community?</p>	<p>This area includes the town of Calpine. Due to its elevation, snow of sufficient depth to utilize over-snow vehicles is infrequent. Residents live year-round in this rural community, and the distinct characteristics of this community are compatible with motorized uses of all types</p> <p>No.</p>	

Sierraville West Area

This approximately 96,311-acre area contains the main concentration of East Side OSV groomed routes, including winter trailheads/OSV staging areas at Little Truckee Summit and Yuba Pass SnoPark. This area includes the Independence Management Area (MA #35), which is not designated for OSV use (*Record of Decision for Eight Eastside Rivers Wild and Scenic River Study Report and Final Environmental Impact Statement* (1999, ROD pg. 3; FEIS pg. C.4-C.5)). Sierraville West is bordered on the east by State Highway 89, the primary route between Sierraville and Truckee.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow density and depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, several TES and Watchlist plant occurrences are in the Sierraville West OSV area, including <i>Botrichium ascendens</i> (trianglelobe moonwort), <i>Botrichium crenulatum</i> (scallop moonwort), <i>Claytonia megarhiza</i> (alpine springbeauty), <i>Epilobium howellii</i> (Yuba Pass willowherb), <i>Erigeron miser</i> (Starved fleabane), <i>Eriogonum umbellatum</i> var. <i>torreyanum</i> (Donner Pass buckwheat), <i>Ivesia sericoleuca</i> (Plumas mousetail), <i>Ivesia aperta</i> var. <i>aperta</i> (Sierra valley mousetail), <i>Lewisia longipetala</i> (Truckee lewisia) <i>Pyrrocoma lucida</i> (sticky goldenweed), and <i>Meesia uliginosa</i> (meesia moss), <i>Meesia triquetra</i> (meesia moss), <i>Tauschia howellii</i> (Howell's umbrellawort). If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of TES and Watchlist plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	TES plant occurrences within the Sierraville West area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	Yes, this area encompasses the Upper Independence Creek Special Interest Area, established in the <i>Record of Decision: Eight Eastside Rivers Wild and Scenic River Study Report and Final Environmental Impact Statement</i> (February 1999). The Upper Independence Creek SIA was added to the Forest Plan as the Independence Management Area (MA #35).	The Forest Plan does not designate the Independence Management Area for OSV use.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, within the Sierraville West area, there are 32 northern goshawk PACs and 15 California spotted owl PACs. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	SNFPA 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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	Yes, sandhill cranes are known to nest March 15 through August 31 at Perazzo Meadows. Sandhill crane nesting habitat can be adversely affected by OSV use through compaction of meadow vegetation and soils, if use occurs when snow depth and density are inadequate, particularly during the shoulder seasons.	Meadows will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area encompass known bald eagle nest sites?	Yes, there are known bald eagle nest sites at Independence Creek, Webber Lake (pvt), and Milton Reservoir (pvt). OSV use near or adjacent to bald eagle nest sites has the potential to disrupt and/or disturb bald eagles during the nesting season, including nesting abandonment. The Bald Eagle and Golden Eagle Act prohibits the “take” of bald eagles, which includes both direct taking of individuals and take due to disturbance where “disturb” is defined as: <i>“to agitate or bother a bald eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle, 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior.”</i> (50 CFR 22.3).	To minimize impacts, OSV use would be prohibited in or near occupied bald eagle nest sites during the nesting season (January 1 through August 15) within 330 feet of the nest. In open areas, where there is increased visibility and exposure to noise, this distance should be extended to 660 feet.
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. Federally threatened Lahontan cutthroat trout, federally endangered Sierra Nevada yellow-legged frog (SNYLF) occupied habitat and the northeast portion of the Black Butte SNYLF designated critical habitat all lie within the Sierra West area.</p> <p>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.</p>	<p>Sierra Nevada yellow-legged frog: SNYLF locations will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.</p> <p>Lahontan cutthroat trout: Recovery populations of occupied LCT habitat in-Independence Creek and Independence Lake are within areas not designated for OSV use in the Forest Plan as amended (<i>Record of Decision for Eight Eastside Rivers Wild and Scenic River Study Report and Final Environmental Impact Statement</i> (1999, ROD pg. 3; FEIS pg. C.4-C.5)). A portion of occupied LCT habitat-within Austin Meadow that falls within the Sierraville West area will be protected by allowing OSV use only when there is adequate snow cover and depth to prevent damage to soil and water resources.</p>
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes, several detections of both Pacific marten and wolverine are known in the Sierraville West area.</p> <p>OSV use has the potential to adversely affect subnivean habitat used by marten and its prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.</p>	<ul style="list-style-type: none"> • OSV use is allowed only when there is adequate snow cover and depth to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores. • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill) and/or IRAs?	<p>Yes: There is the potential for conflicts between motorized and non-motorized recreationists on the PCT, which traverses the Sierraville West Area towards its western side.</p> <p>The Sierraville West Area includes the northern portion of the Castle Peak Inventoried Roadless Area (IRA). However, this part of the Castle Peak IRA receives little if any non-motorized use during the winter, given its distance from the nearest winter trailheads at Donner Summit and Little Truckee Summit.</p>	<p>"Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982).</p> <p>Motorized use is prohibited on the PCT. Six designated OSV crossings of the PCT are proposed for the relatively long segment of the Trail that traverses the Sierraville West Area. The PCT segment in this Area and the designated OSV crossings are located a long distance from winter trailhead parking and access at Donner Summit and Little Truckee Summit. This distance limits the use of this segment of the PCT by winter non-motorized recreationists and also limits the potential for noise conflicts along the PCT in this Area.</p>
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Highway 89 is plowed and is on the eastern edge of this area. There would be no designated snow trails over underlying Forest Service roads that would cross Highway 89; therefore, there would be no designated OSV crossings of Highway 89 under the proposed action.	N/A

South of 20 Area

This approximately 17,346-acre area is located approximately 5 miles east of Nevada City/Grass Valley on the south side of Highway 20 to the intersection with Interstate 80. The area has numerous private inholdings. The southern edge ends along the Bear River on the Tahoe National Forest boundary. The southern half of the area is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicle users, while the northern half includes the Burlington OHV area and is around 4,500 feet, with roads and terrain suitable to over-snow vehicle use. Over-snow vehicle users do travel to this area to ride, but not in large numbers.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth and density to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourage OSV use. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are several occurrences of Sensitive plants and a Watchlist plant in the South of 20 area: Sensitive plants – <i>Cypripedium fasciculatum</i> , <i>Fritillaria eastwoodiae</i> , <i>Poa sierrae</i> Watchlist plants – <i>Arctostaphylos nisseniana</i> , <i>Cardamine pachystigma</i> var. <i>dissectifolia</i> If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive and/or Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the South of 20 area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 7 northern goshawk PACs and 21 California spotted owl PACs in the South of 20 area. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife. (continued)	Does the trail or area encompass known bald eagle nest sites?	Yes. There is a known bald eagle nest territory at Deer Creek/Scotts Flat Reservoir within the South of 20 area. This nest site is located at low elevation where OSV use is not likely to occur and therefore would not impact or disrupt bald eagle nesting.	N/A
	Does the trail or area contain key deer winter range?	Yes. The South of 20 Area contains key deer winter range.	Key deer winter range in the South of 20 Area will not be designated for OSV use under the proposed action.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. • There are numerous detections of FYLF and a Western pond turtle detection in the South of 20 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.	TES aquatic habitat in the South of Hwy 20 area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats, including soil, water and riparian vegetation.
	Does the trail or area 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.			
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, 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Forest Service Road 0424-006 for public use.	There is rarely snow at the elevation of this road and it does not attract OSV use.
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. On its northern boundary it borders State Highway 20.	OSV use will not be designated on the north side of Highway 20 adjacent to the South of 20 Area, so there will be no reason for OSV crossings of State Highway 20.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the area adjacent to recreation residences used during the winter? If so, is OSV use of this area compatible with distinct characteristics of the community?	No. No.	

Summit West Area

This approximately 15,560-acre area lies directly south of Interstate 80 and west of the Sierra Crest at Donner Summit, and includes ski resorts, the Benson Hut, Onion Creek Experimental Forest, and Lyon Peak/Needle Lake Research Natural Area (RNA). No Forest Service groomed OSV trails are located within this Area. The Pacific Crest National Scenic Trail traverses along, and adjacent to, the Area's eastern boundary. The Summit West Area contains a mix of public and private lands, and abuts the Granite Chief Wilderness on its southern border and the North Fork American River Wild and Scenic corridor on its southwest boundary.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the US Fish and Wildlife Service. This area also contains sensitive riparian areas. If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, there are occurrences of 5 Sensitive plant species in the Summit west area: <i>Erigeron miser</i> , <i>Eriogonum umbellatum</i> var. <i>torreyanum</i> , <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> , <i>Lewisia longipetala</i> , and <i>Phacelia stebbinsii</i> . If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of <i>Sensitive plants</i> , potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Sierraville West area will be protected by allowing OSV use to occur only when there is adequate snow to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	Yes. The Lyon Peak Needle Lake RNA and the Onion Creek Experimental Forest both fall within the Summit West area.	OSV use is prohibited within these designated botanical areas.
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there is a northern goshawk and a California spotted owl PAC within the Summit West area. Generally, goshawk and spotted owl nesting season initiates in February/March when the OSV season is waning, depending on snow levels and conditions. It is expected that the overlap between OSV use and the nesting season would be limited, and therefore, disturbance and disruption to nesting activities is expected to be low.	The spotted owl PAC is located within the Onion Creek Experimental Forest, which is prohibited to OSV use. The majority of the goshawk PAC is located within the Onion Creek Experimental Forest. LRMP S&G 82 would apply to goshawk or spotted owl PACs where OSV use is allowed: 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.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, there is a historic SNYLF record (1958) and a more recent record from 1998, SNYLF suitable habitat, and SNYLF designated critical habitat in the Summit West area.</p> <p>OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs during low snow conditions 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.</p>	Areas open to OSVs in the Summit West area would be protected by only OSVs use to occur when there is adequate snow depth to prevent damage to vegetation and soils.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes, there is suitable marten habitat within the Summit West area and known detections to the just outside the eastern boundary.</p> <p>There is moderately suitable wolverine denning habitat within the area as represented by 3-5 out of 7 years with late persistent deep snow. However, there have not been any verified wolverine detections in the Summit West area.</p>	<p>OSV use is allowed only when there is adequate snow cover to prevent disruption to subnivean habitat that is important to prey species for the marten, wolverine, or other sensitive forest carnivores.</p> <ul style="list-style-type: none"> • Marten Den Sites (SNFPA ROD - S&G 89). 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. • Wolverine Detections (SNFPA S&G 32): When verified (wolverine) 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill)?	Yes. There is a potential for conflicts between motorized and non-motorized winter recreationists near the Pacific Crest trail (generally along the Area's eastern edge), Onion Valley Experimental Forest, Royal Gorge ski area, the Granite Chief Wilderness and the North Fork American River Wild and Scenic corridor. The winter trailhead at Donner Summit on Interstate 80 is the most popular way to access the PCT in the wintertime for those wishing to travel either north or south on the Trail in the wintertime.	<p>OSV use would largely not be designated in areas adjacent to the PCT in this Area (although an area that lies below the PCT to the east in the Truckee OSV Area would be designated for OSV use). OSV use would not be designated in the Onion Valley Experimental Forest or Lyon Peak Needle Lake RNA. Motorized use is prohibited in the Granite Chief Wilderness and North Fork American River Wild and Scenic corridor. ; Signing, field map displays; winter patrolling and education would be used to inform winter recreation users about designated OSV use in and around the Summit West Area.</p> <p>Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982). No designated OSV crossings of the PCT are proposed in the Summit West Area. Areas adjacent to the PCT where noise conflicts have been an issue would not be designated for OSV use. Areas not designated for OSV use extend south in this Area (and north in the Donner Summit Area) along the PCT from the Donner Summit Winter Trailhead at Interstate 80 to accommodate the distances non-motorized winter recreationists would generally travel on a day-trip from the Interstate 80 Trailhead.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the area abut a wilderness area or National Park managed by other agencies?	No.	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Road crossings allowed by OSV's at right angles. There are no designated snow trails over underlying Forest Service roads that would cross any plowed roads.	OSV users that desire to cross plowed roads would decide where it is safe to cross.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles (timber sleds, ATVs, UTVs, 4x4s, snow tractors) has been low-medium in this area, but is expected to increase overtime as their popularity increases.	Experience shows there is adequate width for combined use of the snow-trails and open areas.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>Yes.</p> <p>No.</p>	Signing and designate OSV use areas on the Over Snow Vehicle Use Map (OSVUM, free to public).

Truckee Area

This approximately 34,446-acre area includes the town of Truckee and the Highway 80, 89, and 267 corridors. The Area encompasses scattered National Forest System lands. The Sawtooth Trail is groomed once/year for the “Great Ski Race” (a permitted commercial event). The Truckee Area includes the Pole Creek drainage, heavily used by non-motorized users, within the Forest Plan’s Pole Management Area (MA #70): this drainage, along with Deep and Silver creek drainages, is not designated for OSV use (LRMP, pg. V- 376). The popular Bradley Hut and sections of the Pacific Crest Trail (PCT) are located within this Area. The Truckee Area also includes the Sagehen Experimental Forest; the Sagehen Station Management Area (MA #43) is not designated for OSV use (LRMP, pg. V-258). On its southern end, the Truckee Area abuts the Granite Chief Wilderness. The Truckee Area contains three major ski resorts (Squaw Valley, Alpine Meadows, and North Star), and other smaller ski resorts.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the US Fish and Wildlife Service. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	Yes. The Truckee River is listed as impaired due to sediment.	Sediment contribution from OSV trails would be minimized when there is adequate snow depth to prevent disturbance to bare soil.
	Does the area have a hydraulic mine site or sites?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes, there are several Sensitive and Watchlist plant species occurrences in the Truckee OSV area. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of <i>Sensitive and/or Watchlist plants</i> , potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Truckee area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	Yes, the Truckee Area contains three special interest areas (SIAs): Glacier Meadow Geologic Area (SIA), the Sagehen Headwaters SIA, and the Mason Fen Botanical Area (SIA).	The Forest Plan does not designate the Glacier Meadow or Mason Fen SIAs for OSV use (LRMP, pp. V-257, V-258, and V-385). The Sagehen Headwaters SIA is not designated for OSV use under the proposed action.
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 12 northern goshawk PACs and 7 California spotted owl PACs in the Truckee OSV area. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	SNFPA ROD S&G 82 (pg. 61) would apply to goshawk or spotted owl PACs where OSV use is allowed: 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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)	Does the trail or area encompass known bald eagle nest sites?	There is a known bald eagle nest site near Donner Lake on private land, however, there are no known bald eagle nest sites on NFS lands designated for OSV use under the proposed action.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. An occupied Lahontan cutthroat trout stream occurs within Pole Creek.</p> <p>There is one recent and several historic SNYLF detections and SNYLF suitable habitat within the Truckee area. A small portion of SNYLF critical habitat occurs on the western edge of the Truckee OSV area.</p> <p>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.</p>	<p>The occupied LCT stream at Pole Creek is located in an area not designated for OSV use in the Forest Plan (LRMP, pg. V-376).</p> <p>Aquatic habitat in the Truckee area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats, including soil, water and riparian vegetation.</p>
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes, several marten detections are known in the Truckee Area, but den sites have not been identified.</p> <p>Additionally, there is limited suitable wolverine habitat in the westernmost portion in the higher elevations of the Truckee area. However a single verified male wolverine was detected in the Sagehen area in 2007, but no den sites have been identified.</p>	<p>OSV use is allowed only when there is adequate snow cover to prevent disruption to subnivean habitat that is important to prey species for the marten.</p> <p><u>Marten Den Sites</u> (SNFPA ROD - S&G 89). 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.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
			<u>Verified Wolverine Detections</u> (SNFPA ROD S&G 32): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	Yes: There is a potential for conflicts between motorized and non-motorized winter recreationists near the many outlying communities of Truckee, the Granite Chief Wilderness, and the Pacific Crest National Scenic Trail (generally along the Area's western boundary). The winter trailhead at Donner Summit on Interstate 80 is the most popular way to access the PCT going either north or south in the wintertime. A segment of the Sagehen Creek Recommended Wild and Scenic River lies within the within this area in the Sagehen Experimental Forest.	<p>OSV use would largely not be designated in areas adjacent to the PCT in this Area; however, an area that lies below the PCT near the western boundary of the Truckee OSV Area would be designated for OSV use. Signing; winter patrolling of areas not designated for OSV use; and education would be used to inform winter recreation users about designated OSV use in and around the Truckee OSV Area.</p> <p>"Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982). No designated OSV crossings of the PCT are proposed in the Truckee Area. Areas adjacent to the PCT where noise conflicts have been an issue would not be designated for OSV use. Areas not designated for OSV use extend along the PCT south from the Donner Summit Winter Trailhead at Interstate 80 to accommodate the distances non-motorized winter recreationists would generally travel on a day-trip from the Interstate 80 Trailhead.</p> <p>The Sagehen Experimental Forest (which includes Sagehen Creek) is not designated for OSV use under the proposed action.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes, many locations. OSVs may cross at 90 degrees.	Signing, education, Over-Snow Vehicle Use maps. OSV users that desire to cross plowed roads would decide where it is safe to cross.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles (timber sleds, ATVs, UTVs, 4x4s, snow tractors) has been low-medium in this area, but is expected to increase overtime as their popularity increases.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated snow-trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>Yes. Private landowners use both motorized and non-motorized recreation.</p> <p>Yes, recreation residences in the Truckee River canyon.</p>	Signing, education, Over-Snow Vehicle Use maps.

Yuba NE Area

This approximately 83,273-acre area located in the northern edge of the Tahoe National Forest. The area contains the communities of Downieville and Sierra City. Elevations in the area range between 2,500 to 9,000 feet. The higher elevations (above 4,500 feet) and eastern parts of this area receive sufficient snow to attract over-snow vehicle users. Over-snow vehicle users travel on groomed trails as well as cross-country. Over-snow vehicle users travel to higher elevations and eastern part of this area to ride in significant numbers.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourage OSV use. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	<p>Yes. There are several occurrences of Sensitive plants and a Watchlist plant in the Yuba NE area:</p> <p>Sensitive plants – <i>Bruchia bolanderi</i>, <i>Epilobium howellii</i>, <i>Lewisia cantelovii</i>, <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i>, <i>Lewisia eastwoodiae</i> var. <i>kelloggii</i>, <i>Meesia uliginosa</i></p> <p>Watchlist plants – <i>Asplenium trichomanes-ramosum</i>, <i>Corydalis caseana</i> ssp. <i>caseana</i>, <i>Meesia triquetra</i>, <i>Sphagnum</i>, <i>Stellaria obtuse</i></p> <p>If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive and/or Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.</p>	Sensitive plant occurrences within the Yuba NE area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	<p>Yes, there are 20 northern goshawk PACs and 30 California spotted owl PACs in the Yuba NE area.</p> <p>Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.</p>	<p>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.</p> <p>Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes. The Yuba NE area contains deer winter range along the North Yuba River.	The Tahoe Forest Plan does not designate the Forty-Niner Management Area (MA #13), which lies along the North Yuba River corridor, for cross-country OSV use (LRMP, pg. V-129). No designated OSV trails are proposed in deer winter range along the North Yuba corridor. Therefore, OSV use would not impact deer winter range along the Yuba River corridor.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes.</p> <ul style="list-style-type: none"> There are several detections of SNYL frog and designated critical habitat in the Yuba NE area. <p>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.</p>	TES aquatic habitat in the North Yuba NE area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.(continued)	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes. There are known marten detections in the Yuba NE area.</p> <p>OSV use has the potential to impact subnivean habitat used by marten and their prey species, such as small mammals. OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is low or inadequate.</p>	<p>OSV use is allowed only when there is adequate snow depth to prevent disruption to subnivean habitat that is important to prey species for the marten, wolverine, or other sensitive forest carnivores.</p> <ul style="list-style-type: none"> 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	<p>Yes: there is the potential for conflicts between motorized and non-motorized recreationists.</p> <p>The PCT traverses the Yuba NE Area from south of Highway 49, east of Sierra City, and along the boundary with the Plumas NF and then continues off the Tahoe NF on its northern boundary. The most likely areas of potential future conflict along the PCT are near where the PCT crosses Highway 49 (both north and south) east of Sierra City. These areas are where winter non-motorized recreationists might access the PCT and could generally travel on a day-trip from the Highway crossing. (Currently, in the winter there are typically no suitable places to park near the PCT crossing of the Highway due to snow berms, however this could possibly change with how the highway is plowed.) The PCT along the border of Tahoe NF and Plumas NF (Gold Lakes Basin/Gold Valley) has a low likelihood for potential conflicts due to the winter recreation use patterns in this area. Non-motorized users typically cross the</p>	<p>"Winter use (cross-country skiing and snowshoeing) [on the PCT] should be accommodated where practical and feasible" (USDA Forest Service 1982). Motorized use is not permitted on the PCT. Eleven designated OSV crossings of the PCT are proposed in the Yuba NE Area. Designated crossings of the PCT for OSVs would be designated and shown on the Over-Snow Vehicle Use map (OSVUM). All the designated OSV crossings in the Yuba NE Area are long distances from winter trailhead access and winter non-motorized recreational use on the PCT is limited in this Area. To mitigate OSV noise in areas with the most future potential for conflict along the PCT, OSV use would not be designated near the areas where the PCT crosses Highway 49 (both north and south) east of Sierra City. The Haskell Peak Trail would be managed as an OSV designated trail where it bisects the winter non-motorized area (located in the easternmost portion of the Yuba NE Area).</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
<p>Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands (continued)</p>		<p>PCT (rather than traverse along the Trail) in order get the desired recreation experience of skiing downhill in this area. This area has been, and continues to be, popular with OSV users and skiers. The majority of winter recreationists in the Gold Lakes Basin/Gold Valley area are OSV users. Backcountry skiers who access this area typically use a snowmobile to reach the high country. There have not been any reported conflicts between motorized users in this area with non-motorized users on the PCT looking for solitude or quiet recreation.</p> <p>There is the potential for conflicts between OSV use in the Yuba NE Area and non-motorized recreationists within an area popular with non-motorized users located north of the Yuba Pass Winter Trailhead (a state Sno-Park). There are three designated cross-country ski trails within the area.</p> <p>The Yuba NE Area includes the East Yuba and a portion of the West Yuba Inventoried Roadless Areas. However, these areas are sufficiently far from a trailhead that it receives limited or little non-motorized use during the winter.</p> <p>The Yuba NE Area includes a segment of the Canyon Creek Recommended Wild and Scenic River. However, this area is sufficiently far from a trailhead that it receives limited or little non-motorized use during the winter.</p> <p>The southern boundary of Yuba NE Area is bordered by the North Yuba Recommended Wild and Scenic River.</p>	<p>This easternmost portion of the Area would not be designated for OSV use. "No Motorized Use" signs would be posted on the borders of the winter non-motorized area. The Haskell Peak Trail would be signed as a shared trail with winter non-motorized users for the extent that it borders and bisects the winter non-motorized area. This strategy has been used in this area for decades with a high rate of success, with only a few motorized vehicle incursions into the non-motorized area each year despite the heavy use.</p> <p>The corridor for the North Yuba Recommended Wild and Scenic River is not designated for cross-country OSV use in the existing Forest Plan (LRMP, pg. V-129). This corridor is not designated for OSV use under the proposed action.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Conflicts between motor vehicle use and existing or proposed	Does the area abut a wilderness area or National Park managed by other agencies?	No	
recreational uses of neighboring Federal lands	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	Yes. The Yuba Northeast Area abuts the Plumas National Forest's Lakes Basin winter non-motorized area, which has the potential to cause impacts to non-motorized recreationists in the Lakes Basin seeking a quiet experience.	"No Motorized Use" signs will be posted on the ridgeline that borders the two areas.
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No.	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. On its southern boundary the Yuba Northeast Area borders State Highway 49. Crossings of the highway is allowed by tracked winter vehicles, which commonly occur at Yuba Pass and Bassetts.	There is adequate sight distances at Yuba Pass and Bassetts crossings in both directions of the highway to allow safe crossing by tracked motorized vehicles.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated snow-trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>This area includes the towns of Goodyears Bar (a portion), Downieville and Sierra City. Due to their elevation, snow of sufficient depth to utilize over-snow vehicles is rare in or around the towns of Goodyears Bar (2,700 feet) and Downieville (3,000 feet). The residents that live year-round in these rural communities are compatible with motorized uses of all types.</p> <p>Residents that live year-round in the town of Sierra City are accustomed to living in snow in the winter, many of whom own over-snow vehicles. The characteristics of this community are compatible with winter motorized uses.</p> <p>The Yuba NE Area includes the Loganville, Wild Plum, Carvin, Haskell, Sierra, and Clark Station recreation residences.</p>	<p>The lands immediately surrounding the residences in the towns of Goodyears Bar, Downieville and Sierra City are private and not subject to Forest Service jurisdiction.</p> <p>Winter use of these recreational residences is uncommon due to the amount of snow needed to be removed to access the cabins. The winter use of these that does occur is most frequently done by users who access the cabins via over-snow motorized vehicles, who also use the vehicles for recreation. There have been no complaints to the Forest Service from recreation residence owners about over-snow vehicle users.</p>

Yuba NW Area

This approximately 43,255-acre area is located in the northwest corner of the Tahoe National Forest. The area contains the small community of Goodyears Bar. The southern half of the area is under 4,500 foot elevation and rarely receives sufficient snow to attract over-snow vehicle users, but the northern half is mostly over 4,500 foot elevation with roads and terrain suitable to over-snow vehicles users. If the narrow Cal-Ida road that climbs steeply out of Indian Valley is not icy, over-snow vehicles users will travel to this area to ride, but not in large numbers.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are several occurrences of Sensitive and Watchlist plant species in the Yuba NW area. Sensitive: <i>Botrychium crenulatum</i> , <i>Cypripedium fasciculatum</i> , <i>Lewisia cantelovii</i> , <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> , <i>Lupinus dalesiae</i> Watchlist: <i>Erigeron petrophilus</i> var. <i>sierrensis</i> , <i>Piperia colemanii</i> If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Yuba NW area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	Yes. The Devils Postpile geologic site occurs in the Yuba NW area.	The Tahoe Forest Plan does not designate the Devils Postpile Management Area (MA #14) for OSV use (Tahoe LRMP, pg. V-133).
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 14 California spotted owl and 8 northern goshawk PACs in the Yuba NW area. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife. (continued)	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes, there is a limited amount of deer winter range along the North Yuba River corridor.	The Tahoe Forest Plan does not designate the Forty-Niner Management Area (MA #13), which lies along the North Yuba River corridor, for cross-country OSV use (LRMP, pg. V-129). No designated OSV trails are proposed in deer winter range in the North Yuba corridor. Therefore, OSV use would not impact deer winter range along the North Yuba River corridor.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. Several occurrences of Foothill yellow-legged frog are known in the Yuba NW area, however the majority of sightings are in the North Yuba River.</p> <p>There is suitable SNYLF habitat widely distributed across the Yuba NW area above 4,000 feet elevation.</p> <p>There is a western pond turtle detection in the Yuba NW area.</p> <p>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.</p>	<p>TES aquatic habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.</p> <p>No designated OSV trails are proposed in deer winter range in the North Yuba corridor (LRMP, pg. V-129). Therefore, OSV use would not impact FYLF along the North Yuba River corridor.</p>
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	<p>A segment of the North Yuba Recommended Wild and Scenic River lies within the Yuba Northwest Area. In addition, the northern boundary of this Area is bordered by the Canyon Creek Recommended Wild and Scenic River.</p> <p>No potential for conflicts exists along the North Yuba Recommended Wild and Scenic River corridor because the area does not receive snow due to its low elevation. Canyon Creek is located in a steep and narrow canyon and does not received OSV use within a quarter mile of the Creek.</p> <p>The Yuba NW Area contains the western portion of the West Yuba Inventoried Roadless Area (IRA). The western portion of the West Yuba IRA receives little or no non-motorized use because it is located far from a winter trailhead.</p>	The corridor for the North Yuba Recommended Wild and Scenic River is not designated for cross-country OSV use in the existing Forest Plan (LRMP, pg. V-129). This corridor is not designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail or area abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail or area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the trail or area abut a developed recreation site on neighboring Federal lands?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. The paved portions of the 25 and 35 roads allow for wheeled traffic in winter. Due to the infrequent use of either tracked or wheeled motorized vehicles in winter, there is little opportunity for conflict on these roads.	If wheeled/tracked vehicle conflict arises in this area, the district would monitor the situation and may install share the road signs.
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Occasionally Sierra County Public Works will plow the first 5 miles to a private inholding on the Cal-Ida Road.	No mitigation is needed because the over-snow vehicles users will travel to the snowline where the plowing stops and travel away from the plowed road.
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 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated snow-trail system. Experience has shown that there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>This area includes a portion of the community of Goodyears Bar.</p> <p>The area includes the Ramshorn recreation residence, which is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicles users.</p>	Goodyears Bar and the Ramshorn Recreation Residence Tract are both under 4,500 feet and rarely receive sufficient snow to attract over-snow vehicle users

Yuba South Area

This approximately 20,657-acre area is located approximately 5 miles northeast of Nevada City/Grass Valley and ends near the Skillman Campground along Highway 20 at its southeast corner. The area borders a portion of Malakoff Diggings State Park and the small community of Washington and numerous private inholdings. Most of the area is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicle users, but the northern portion is mostly over 4,500 feet, with roads and terrain suitable to over-snow vehicle use. On the rare times there is snow, the over-snow vehicle users will travel through the Yuba South Area on Forest Road 21 to get to areas with more sustainable snow depth.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush which discourage OSV use. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	<p>Yes. There are several occurrences of Sensitive and Watchlist plant species in the Yuba South area.</p> <p>Sensitive: <i>Cypripedium fasciculatum</i>, <i>Fritillaria eastwoodiae</i>, <i>Lewisia cantelovii</i>, <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i>, <i>Lupinus dalesiae</i></p> <p>Watchlist: <i>Allium sanbornii</i> var. <i>congdonii</i>, <i>Arctostaphylos mewukka</i> ssp. <i>truei</i>, <i>Cardamine pachystigma</i> var. <i>dissectifolia</i>, <i>Clarkia biloba</i> ssp. <i>brandegeae</i>, <i>Darlingtonia californica</i>, <i>Viola cuneata</i></p> <p>If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.</p>	Sensitive plant occurrences within the Yuba South area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	<p>Yes, there are 15 California spotted owl and 6 northern goshawk PACs in the Yuba South area</p> <p>Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.</p>	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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize harassment of wildlife.(continued)			Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes, there is key deer winter range in the Yuba South area.	Key deer winter range is not designated for cross-country OSV use under the Forest Plan (LRMP, pp. V-30, V-120, and V-124) or the proposed action.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes.</p> <ul style="list-style-type: none"> The Yuba South area contains designated and suitable habitat for the California red-legged frog, but no known occurrences. Several occurrences of foothill yellow-legged frog and the western pond turtle are within the Yuba South area. There is also suitable Sierra Nevada yellow-legged frog suitable habitat above 4,000 feet elevation, but no SNYLF detections within the Yuba South area. <p>OSV use has the potential to disrupt and/or degrade TES 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.</p>	TES aquatic habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats. (continued)	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	A segment of the South Yuba Recommended Wild and Scenic River traverses the Yuba South Area. However, the River corridor in this Area is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicle users.	The South Yuba Recommended Wild and Scenic River segment in the Yuba South Area is not designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No.	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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 inches wide and over 50"wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated snow-trail system. Experience has shown that there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the area adjacent to recreation residences used during the winter? If so, is OSV use of this area compatible with distinct characteristics of the community?	This area includes the town of Washington. Due to its relatively low elevation, snow of sufficient depth to utilize over-snow vehicles is rare adjacent to this community. No, this area is not adjacent to recreation residences that are used during the winter.	

Yuba West

This approximately 40,708-acre area is located on the western edge of the Tahoe National Forest. The area contains the small communities of Camptonville and Pike with numerous private scattered inholdings. The area is under 4,500 feet in elevation and rarely receives sufficient snow to attract over-snow vehicle users.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	Yes. The soils on hydraulic mine sites are often contaminated with mercury. Mercury attaches to soil particles and can be carried into nearby water bodies during rainstorms and snowmelt runoff.	Many of the hydraulic mine sites have dense brush, which discourages OSV use in these areas. Adequate snow cover would minimize mercury contaminated sediment from being transported to nearby waterbodies

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are several occurrences of Sensitive and Watchlist plant species in the Yuba West area. Sensitive: <i>Cypripedium fasciculatum</i> , <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> , <i>Lupinus dalesiae</i> , <i>Phaeocollybia olivacea</i> Watchlist: <i>Cardamine pachystigma</i> var. <i>dissectifolia</i> , <i>Clarkia biloba</i> ssp. <i>brandegeae</i> , <i>Darlingtonia californica</i> , <i>Lillium humboldtii</i> ssp. <i>humboldtii</i> , <i>Viola cuneata</i> If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive and/or Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Yuba West area will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, there are 24 California spotted owl and 6 northern goshawk PACs in the Yuba West area. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	LRMP S&G 82. 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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	Yes. OSVs can disrupt bald eagle nest sites during the nesting season. The bald eagle nest sites in the Yuba West Area are located near Bullard's Bar Reservoir.	OSV use will not be designated near Bullards Bar in the proposed action and it is not designated for use in the Forest Plan.
	Does the trail or area contain key deer winter range?	Yes, there is key deer winter range in the Yuba West area.	OSV use will not be designated near Bullards Bar in the proposed action and it is not designated for use in the Forest Plan.
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes.</p> <ul style="list-style-type: none"> The Yuba West area contains suitable habitat for the California red-legged frog, but no known occurrences. Several occurrences of foothill yellow-legged frog and the western pond turtle are within the Yuba West area. There is a very limited amount of Sierra Nevada yellow-legged frog suitable habitat above 4,000 feet elevation on the eastern boundary, but no SNYLF detections within the Yuba South area. <p>OSV use has the potential to disrupt and/or degrade TES 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.</p>	TES aquatic habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	The northern boundary of the Yuba West Area is bordered by the North Yuba Recommended Wild and Scenic River (relatively short recreation and scenic river segments). However, the Area is under 4,500 feet and rarely receives sufficient snow to attract over-snow vehicle users.	The corridor for the North Yuba Recommended Wild and Scenic River is not designated for cross-country OSV use in the existing Forest Plan (LRMP, pg. V-129). This corridor will not be designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the area abut a wilderness area or National Park managed by other agencies?	No	
	Does the area abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the area abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No.	
	Does this area cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	
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 inches wide and over 50"wide? Is this potentially creating conflicts?	No.	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the area adjacent to neighborhoods and communities?</p> <p>Is the area adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this area compatible with distinct characteristics of the community?</p>	<p>Yes. Camptonville and Pike are included in this area. The area is under 4,500 feet in elevation and rarely receives sufficient snow to attract over-snow vehicle users.</p> <p>No.</p>	

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

American Hill Trail (SNO-12E16)

This 9.5-mile designated OSV trail, which is available for grooming, overlays the Forest Service 13 Road. This trail provides a moderate length loop opportunity with the Foresthill Divide OSV Trail (Sno-12E15), to which it connects.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The American Hill OSV Trail passes through a Sensitive plant occurrence - <i>Erigeron miser</i> If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants occurrences within the American Hill OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The American Hill OSV Trail crosses Sierra Nevada yellow-legged frog (SNYLF) suitable habitat above 4,000 feet, but not occupied 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.	SNYLF suitable habitat area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation along the American Hill Trail.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is rare.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	The trail traverses several parcels of private property, which contain a few residences. The designated OSV trail crosses the private land over the Forest Service Road with easements. OSV use is compatible with the characteristics of this residential area, specifically for the residents that live year-round, or recreate in this rural area during the winter.	N/A

Andesite West Trail (SNO-17E04)

This 3.5-mile marked and designated OSV trail partially overlays the Forest Service 14E07 summer OHV route. This trail is located on the west side of Andesite Peak north of Donner Summit, starting at the Interstate 80 off-ramp. The Andesite West Trail provides for OSV travel around Castle Valley and Round Valley, which are not designated for cross-country OSV use (Castle Management Area #44, LRMP, pg. V-262). It also guides snowmobilers to a safe crossing of Lower Castle Creek. The Andesite West OSV Trail is not available for grooming, although it is sometimes track-packed during search and rescue operations.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on old road beds and in areas where there is no road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The old road beds should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff. Allowing OSV use on the sections of trail with no underlying roadbed only when adequate snow depth is present would prevent damage to the underlying soils and vegetation.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also traverses sensitive riparian areas. If OSV use occurs when snow there is inadequate snow depth or density (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Andesite West Trail crosses Sierra Nevada yellow-legged frog suitable and designated critical habitat. OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when there is inadequate snow depth and density 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.	Sierra Nevada yellow-legged frog suitable and designated critical habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill) and/or IRA)?	Yes. The Castle Valley and Round Valley Areas, including the Peter Grubb Hut, receive heavy non-motorized use during the winter. The northwestern segment of the Trail lies within the Castle Peak IRA. Noise from OSV use could adversely impact opportunities for solitude and quiet recreation in this IRA.	Signing, map displays in field, patrolling by Forest Service and volunteers (North Tahoe Backcountry Ski Patrol). The Forest Plan does not designate Castle Valley or Round Valley for cross-country OSV use (LRMP, pg. V-262).
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No.	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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. (continued)	Does the trail abut a developed recreation site on neighboring Federal lands?	No.	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Limited use by tracked OSVs of all widths occurs on this trail (snow tractors, snowmobile, tracked motorcycles-trail sleds, tracked ATVs, tracked UTVs).	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Bald Ridge Loop Trail (SNO-13E88)

This 14.4-mile designated OSV trail, which is available for grooming, is a loop off the Jackson Meadows-Little Truckee Summit OSV Trail, and overlays the Forest Service 88 Road. This OSV trail is typically groomed only once or twice a month during the winter.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on graveled surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The gravel road that this trail uses should have adequate drainage to minimize concentrated snowmelt runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e., during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The road should have adequate drainage that directs runoff away from the meadow/wetland areas and from the stream crossings and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Bald Ridge Loop Trail passes through a California spotted owl PAC and northern goshawk PAC. The trail is within ¼ mile of spotted owl and goshawk activity centers. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance from February 15 through September 15 (northern goshawk) and from March 1 through August 15 (California spotted owl).
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes, the Bald Ridge Loop Trail crosses suitable habitat for the federally endangered Sierra Nevada yellow-legged frog (SNYLF). OSV use has the potential to disrupt and/or degrade aquatic habitat by damaging streambanks and causing sedimentation if use occurs when there is inadequate snow depth and density 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.	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Bald Ridge Loop Trail passes through suitable marten and wolverine habitat. Verified wolverine detections are located near the trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths is common place on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Bear Valley Trail

This 6.5-mile designated OSV trail, overlays Forest Service Road 4. This Trail starts at the Sierra Brooks community south of Loyalton and ends at the intersection of Lemon Canyon Road (Sierra County Road 650) and Cottonwood Road (Sierra County Road 451).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a gravel surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The Trail is located along Bear Valley Creek. The southern half of the trail runs along the creek and meadow system. The gravel surface road should have adequate drainage to disperse runoff and to prevent erosion of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality.(continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. MVUM regulations prohibit wheeled motor vehicle use from December 31 to April 24.	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>Yes, this trail starts at the small community of Sierra Brooks, south of Loyalton. Yes, the trail is compatible with the community's characteristics. It is often used during the winter by OSV recreationists originating from Sierra Brooks/Loyalton.</p>	N/A

Bowman OSV Trail

This 13.6-mile designated OSV trail overlays the Forest Service 18 Road. The Trail connects Highway 20 and Bowman Lake and provides access to the Grouse Ridge area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. Most of the trail overlies the paved Bowman Road; however, the northern part of the trail is on gravel and native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. Additionally, since compacted snow on OSV trails increase runoff, the unpaved sections of the Bowman Road used for this OSV trail should have adequate drainage to minimize rilling of the road surface.
	Does the trail contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There is a sensitive stream crossing on Texas Creek where the trail is located on the unpaved portion of the Bowman Road.	The trail sections near the Texas Creek stream crossing should have adequate drainage to minimize runoff from the road surface transporting sediment to the Creek.
	Does the trail drain into a 303(d)-listed waterbody?	No	N/A
	Does the trail have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail encompass California spotted owl, and/or goshawk nest sites?	Yes, there is a California spotted owl and a goshawk nest site within ¼ mile of the Bowman OSV Trail. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during breeding season initiation has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail encompass sandhill crane nest sites?	No.	N/A
	Does the trail encompass known bald eagle nest sites?	No.	N/A
	Does the trail contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail contain TES aquatic habitat and/or designated critical habitat?	Yes. The Bowman OSV Trail crosses Federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat and designated 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.	SNYLF suitable and designated critical habitat area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation along the Bowman Trail.
	Does 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.			
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, 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. Currently plowing is allowed to Fuller Lake for private landowners. Yes. The trailhead moves up and down in elevation with the snow level and plowing. There is no mixing of wheeled traffic and OSVs.	There are adequate sight distances in both directions on this route (which is available for grooming) to allow safe travel. Additionally, there is signage placed to inform users at the trailhead.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50"wide? Is this potentially creating conflicts?	Yes. Use by slow over-snow vehicles has been very low, but is expected to increase overtime as their popularity increases.	OSVs wider than 50 inches would not be allowed off the designated snow trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	Yes. There are a few private homes along this trail near Fuller and Rucker Lakes No, the trail is not adjacent to recreation residences used during the winter.	Public and private lands will be displayed on the OSVUM.

Cal Ida Scales Trail

This 15-mile designated OSV trail, overlays Forest Service Road 35. This Trail provides access over a paved and gravel road through relatively lower elevations (4,300 – 5,000 feet), with potentially poor snow conditions, to reach higher elevations and deeper snow along a broad ridge containing a network of roads that provide snowmobile opportunities in an otherwise densely forested area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a bituminous and graveled surface road segments.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The graveled road segments should have adequate drainage to disperse runoff and to prevent erosion of the road surface during runoff. (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. The trail crossed multiple perennial and intermittent streams. Riparian vegetation is present at most of these stream crossings.	As the road is either graveled or has been surfaced, there is low potential for sediment delivery into the streams and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. There are occurrences of Sensitive plant species in the Cal Ida Scales Trail crosses two known occurrences of <i>Lupinus dalesiae</i> , a Sensitive plant species. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants occurrences along the Cal Ida Scales OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Cal Ida Scales Trail crosses or is within close proximity to three California spotted owl and two Northern goshawk PACs. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and Northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Cal Ida Scales Trail crosses suitable Sierra Nevada yellow-legged frog 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.	Suitable Sierra Nevada yellow-legged frog habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this Trail is seldom used by non-motorized winter users. The steep drive up the narrow county road across a steep hillside during icy winter conditions to access the area is a contributing factor to the low use. The lack of winter attractions, like lakes or meadows, may be another factor in the low non-motorized use.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Due to the low use from either wheeled or tracked vehicles in the winter and good sight distances along the trail, there are no known safety issues.	The Yuba River Ranger District will monitor for complaints from users and will consider management actions, i.e. install user courtesy signage, should safety become an issue in the future.
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No.	N/A

Carmen Valley Trail

This 8-mile designated OSV trail, overlays Forest Service Road 71. This Trail begins on the south end at State Highway 89. This Trail (and associated OSV spur trails in this area) provide winter OSV recreational opportunities for the adjacent communities of Portola and Calpine.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a both graveled and native surface road surfaces.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The Trail is located on Forest Service Road 71, which is graveled in the southern part of the road, and native surface for the northern portion of the road. The native surface road should have adequate drainage to disperse runoff and to prevent erosion of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. OSV use in the Carman Valley area would be designated on trails overlaying Forest Service roads under the proposed action.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes. The Carman Valley Trail passes by a Northern goshawk PAC.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – Northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. MVUM regulations prohibit wheeled motor vehicle use from December 31 to April 24.	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>Yes, this trail is adjacent to the communities of Portola and Calpine. The trail is compatible with the communities' characteristics, providing desired winter OSV recreational opportunities.</p>	N/A

Carmen Valley Spur Trail

This 1.7-mile designated OSV trail, overlays Forest Service Roads 71-041-70 and 71-015. This trail provides OSV recreation opportunity for the adjacent local communities of Portola and Calpine.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located native surface roads (71-041-70_ and gravel surface road (71-015)	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. Road 71-041-70 is native surface with some steep road segments, which makes it more difficult to have effective drainage. The native surface road should have adequate drainage to disperse runoff and to prevent erosion of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows adjacent to the Carmen Spur Trail (Road 71). If OSV use occurs when snow levels are low (i.e., during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. OSV use on the Carman Valley Spur Trail would be designated on trails overlaying Forest Service roads under the proposed action.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to soil and water quality. (continued)	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Carmen Valley Spur Trail crosses an area with two Sensitive species – <i>Ivesia sericoleuca</i> and <i>Pyrrocoma lucida</i> . If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants occurrences along the Carmen Valley Spur Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. MVUM regulations prohibit wheeled motor vehicle use from December 31 to April 24.	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>Yes, this trail is adjacent to the communities of Portola and Calpine. The trail is compatible with the communities' characteristics, providing desired winter OSV recreational opportunities.</p>	N/A

Eureka Trail

This 6.5-mile designated OSV trail, overlays Forest Service Road 25. This Trail provides access over a paved road through relatively lower elevations (3,500 – 5,000 feet), with potentially poor snow conditions, to reach higher elevations and deeper snow along a broad ridge containing a network of roads that provide snowmobile opportunities in an otherwise densely forested area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a bituminous surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The surface road is resistant to erosion during snowmelt runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this Trail is seldom used by non-motorized winter users. The steep drive up the narrow county road across a steep hillside during icy winter conditions that accesses the area is a contributing factor to the low use. The lack of winter destinations, i.e. lakes or meadows, may be another factor in the low non-motorized use.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Due to the low use from either wheeled or tracked vehicles in the winter and good sight distances along the trail, there are no known safety issues.	The Yuba River Ranger District will monitor for complaints from users and will consider management actions, like posting user courtesy signage, should safety become an issue in the future.
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No	N/A

Duncan “Y” Trail NO-13E20

This 5.1-mile designated OSV trail overlays Forest Service Road 43. This trail starts from the Robinson Flat OSV Trail (Sno-13E17) and connects to the Duncan Y intersection. It is often used by motorized over-snow vehicle users, in conjunction with the Mosquito Ridge OSV Trail (Sno-12E16), to access French Meadows Reservoir.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a graveled road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The gravel road that this trail uses should have adequate drainage to disperse runoff and minimize concentrated snowmelt runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Duncan “Y” OSV Trail passes through a Sensitive plant occurrence <i>Lewisia kelloggi</i> ssp. <i>hutchisonii</i> . If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	The Sensitive plant occurrence along the Duncan “Y” OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes. The Duncan “Y” OSV Trail is within ¼ mile of a California spotted owl activity center. Spotted owls typically initiate breeding in March. OSV use during the spotted owl breeding season has the potential to disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to spotted owl activity center from March 1 through August 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill) and/or IRAs)?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is very rare. This OSV trail is located adjacent to the Duncan Canyon IRA; however, impacts from OSV use on opportunities for solitude are expected to be minimal as non-motorized winter use in this area is rare due to its distance from the winter trailhead at China Wall.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community	No. No.	

Fifty-Four Road Trail SNO-12E71

This 12.5-mile designated OSV trail, which is available for grooming, overlays the Forest Service 54 Road, starting at its intersection with the Yuba-Webber Trail and ending at State Highway 49 at Bassett's. This trail is typically groomed once a week during the winter season, pending snow conditions at lower elevations.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on gravel roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The gravel roads that this trail uses should have adequate drainage to minimize concentrated snowmelt runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes, this trail has several stream crossings.	The road should have adequate drainage that directs runoff away from the stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, The Fifty-four Road Trail passes through a California spotted owl PAC (SIE0042) and is within ¼ mile of the activity center. Spotted owls generally initiate nesting in March. OSV use during the spotted owl breeding season could potentially disrupt nesting activities.	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.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Fifty-four Road trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable 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.	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.(continued)	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Fifty-four Road Trail passes through an area that has had several detections of a single male wolverine, including along the Fifty-four Road. The trail also crosses suitable marten habitat.	<ul style="list-style-type: none"> Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No, ends across from Bassett's at State Highway 49 (OSV crossing allowed).	There is adequate sight distance for OSV crossing of Highway 49.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked UTVs, tracked 4x4s)	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	Yes, there is a small neighborhood of vacation homes (Green Acres) at the western end of the trail across from Bassetts with a few year-round residents. The residents utilize the trail for wintertime access to their homes as well as for recreational use. OSV use is compatible with the distinct characteristics of the community. No, the Trail is not adjacent to recreation residences used during the winter.	N/A

Ford Point Trail (SNO-13E16)

This 1.7-mile designated OSV trail, which is available for grooming, overlays Forest Service Roads 88-37 and 88-39-01. This Trail provides a relatively steep climb on which beginner and intermediate over-snow vehicle users test their climbing skills. This OSV Trail connects to and parallels the Foresthill Divide OSV Trail (Sno-12E15).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The Trail is located within the recent American Fire area, which burned in 2013. Due to the recent wildfire and loss of vegetation, the burned area has higher erosion potential. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Ford Point OSV Trail passes through two Sensitive plant occurrences: <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> and <i>Poa sierrae</i> If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants occurrences along the Ford Point OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this Trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is rare.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No, this Trail is not adjacent to neighborhoods, communities, or recreation residences	N/A

Foresthill Divide Trail (SNO-12E15)

This 14.2-mile designated OSV trail, which is available for grooming, overlays the Foresthill Divide Road (a Placer County road with a Forest Service easement for winter management). This trail is the main groomed route that OSV users access out of the China Wall Winter Trailhead and connects to Robinson Flat and the Sno-14E17 and Sno-13E17 OSV Trails.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This OSV trail overlays a paved road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail drain into a 303(d)-listed waterbody?	No	N/A
	Does the trail have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Foresthill Divide OSV Trail passes through two species Sensitive Plant occurrences: <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> and <i>Poa sierrae</i> . If OSV use occurs when snow depth and density are inadequate (e.g., during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plants occurrences along the Foresthill Divide OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail encompass California spotted owl, and/or goshawk nest sites?	Yes. The Foresthill Divide Trail is within ¼ mile of California spotted owl and northern goshawk nest sites. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail encompass sandhill crane nest sites?	No.	N/A
	Does the trail encompass known bald eagle nest sites?	No.	N/A
	Does the trail contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail contain TES aquatic habitat and/or designated critical habitat?	Yes. The Foresthill Divide Trail crosses Sierra Nevada yellow-legged frog (SNYLF) suitable habitat above 4,000 feet, but not occupied 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.	SNYLF suitable habitat area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation along the Foresthill Divide Trail.
	Does 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.			
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill)?	Yes. There is a small potential for conflict towards the start of the trail near the China Wall Winter Trailhead where it is common for cross-country skiers and snowshoers to use the trail for a few miles; however, this non-motorized use occurs most often on weekdays to avoid motorized uses, which are more common on weekends.	Display a copy of the OSVUM at the China Wall Winter Trailhead. Include trail etiquette information on the Tahoe NF OSVUM.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail or area cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	Parcels of private property exist approximately 2 miles from the China Wall Winter Trailhead; these parcels contain a few residences. The trail crosses the private land on the County Road. Residents live year-round in this rural area and the distinct characteristics of this community are compatible with winter motorized uses. The trail is not adjacent to recreation residences used during the winter.	The Forest Service is not authorizing public use of private lands. Private lands will be identified on the Tahoe National Forest Over-Snow Vehicle Use Map.

Frosty East Trail

This 5-mile designated OSV trail, overlays Forest Service Road 71-041. This Trail provides winter OSV recreational opportunities for the communities of Portola and Calpine.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road should have adequate drainage to disperse runoff and to prevent erosion of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail crosses multiple intermittent and ephemeral stream channels.	With trail use limited to periods with adequate snow depth, erosion from the road surface should be minimized, reducing sediment delivery at the stream crossings.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
	Are TES plants known to occur in or around the trail or area under	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	consideration that could potentially be affected by OSV use?		
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No. MVUM regulations prohibit use of wheeled motor vehicles from December 31 to April 24.	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>Yes, this trail is adjacent to the communities of Portola and Calpine. The trail is compatible with the communities' characteristics, providing desired winter OSV recreational opportunities.</p>	N/A

Gold Valley Trail (Sno-12E22)

This 12.6-mile designated OSV trail overlays the 93 and 93-3 Roads and Gold Valley Jeep Trail. This trail is not available for grooming. The Trail creates a connection from Packer Lake to Spencer Lakes.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails as well as soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This OSV trail overlays existing roads and a jeep trail.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. Additionally, since compacted snow on OSV trails increase runoff, the underlying roads and jeep trail should have adequate drainage to minimize rilling of the road surface.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail lies within or adjacent to multiple mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. The trail has several stream crossings with sensitive riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. The road and trail sections within and adjacent to meadows and wetlands, and the stream crossings should have adequate drainage to minimize runoff from the road surface transporting sediment to these meadows, wetlands and stream crossings. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Gold Valley OSV Trail passes through Sensitive and Watchlist plant occurrences (<i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> and <i>Corydalis caseana</i> ssp. <i>caseana</i>) If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive or Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive and Watchlist plant occurrences within the Gold Valley OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No	N/A
	Does the trail or area encompass sandhill crane nest sites?	No	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. The Gold Valley OSV Trail crosses Sierra Nevada yellow-legged frog (SNYLF) suitable habitat and a small portion of designated critical habitat. The trail does not contain occupied habitat.</p> <p>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.</p>	SNYLF suitable habitat area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation along the Gold Valley OSV Trail.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	The Trail crosses forest carnivore habitat and includes low to moderate quality wolverine denning habitat.	<p>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.</p> <p>Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), IRAs?	No Most of the northern half of this trail lies within the East Yuba Inventoried Roadless Area (IRA). However, these areas are sufficiently far from the trailhead that it receives limited or little non-motorized use during the winter.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail or area abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail or area abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail or area abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail or area cross or contain 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail or area receive use by both slow and fast over-snow vehicles? Is this potentially creating 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.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	Is the trail or area adjacent to neighborhoods and communities? Is the trail or area adjacent to recreation residences used during the winter? If so, is OSV use of this trail or area compatible with distinct characteristics of the community?	No, the Trail is not adjacent to neighborhoods, communities, or recreation residences used in the winter.	N/A

Haskell Peak Trail (SNO-13E32)

This 15.5-mile designated OSV trail, which is available for grooming, overlays Forest Service Roads 09, 09-15, and 09-15-01. The Trail creates a connection from Yuba Pass Winter Trailhead to the Gold Lake Highway Trail (SNO-12E70).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The roads should have adequate drainage that directs runoff away from the meadow / wetland areas and away from the stream channels and riparian areas. The area above the road adjacent to Bear Trap Meadow is poorly vegetated and eroding. However, under the proposed action, OSV use is limited to the designated OSV Trail in the area around Bear Trap Meadow. The Bear Trap Meadow area is not designated for OSV use under the proposed action. Include public education/information on the OSVUM to discourage OSV use in meadows

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
			when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Haskell Peak Trail passes by an <i>Epilobium howellii</i> occurrence (Watchlist plant). If OSV use occurs when snow depth and density are inadequate e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Watchlist plants, potentially causing direct mortality and/or loss of vigor and productivity.	The <i>Epilobium howellii</i> occurrence along the Haskell Peak Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Haskell Peak OSV Trail passes through several California spotted owl and northern goshawk PACs. The trail is within ¼ mile of spotted owl and goshawk activity centers. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes, the Haskell Peak Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat, occupied habitat, and designated 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.	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Haskell Peak Trail passes through suitable marten and wolverine habitat. A known marten detection is located near the western end of the Haskell Peak Trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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-

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
			year period for detections not associated with a den site.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	There is the potential for conflicts between motorized and non-motorized recreationists sharing the Haskell Peak Trail and within an area popular with winter non-motorized users located north of the Yuba Pass Winter Trailhead (a State Sno-Park). There are three designated cross-country ski trails that connect to this trail, which provides groomed access for skiers.	"No Motorized Use" signs will be posted on the borders of the winter non-motorized area. The Haskell Peak Trail will be signed as a trail shared with non-motorized winter users for the first two miles from Yuba Pass.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. The Haskell Peak Trail terminates at State Highway 49. Crossing of the highway is allowed by tracked winter vehicles.	There is adequate sight distances in both directions of the highway crossing to allow safe crossing by tracked motorized vehicles.
Minimize conflicts among different classes of motor vehicle uses of other	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50"wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
neighboring Federal lands.			
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Howard Creek Trail (SNO-12E72)

This 5.4-mile designated OSV trail overlays Forest Service Road 28. The Trail creates a connection from the Gold Lake Highway (groomed) to Haskell Peak OSV Trail.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth. This trail is located on native surface roads and through wetlands and streams without an underlying road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff. Sediment transport off of the road surface should be minimized or the road should have aggregate placed as well as additional drainage features.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes, this trail is located adjacent to several large wetland/meadow complexes, and has several stream crossings. This trail crosses several wetlands and streams, including where it does not have an underlying road.	The road should have adequate drainage that directs runoff away from the stream channels and riparian areas. Adequate snow depth should exist when travel is allowed on this OSV trail to ensure the area where the trail crosses riparian, wetlands and streams (in the headwaters of Howard Creek), is not damaged. Adequate Snow depth should minimize damage to willows and riparian shrubs and prevent damage to the underlying wetland soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Howard Creek OSV Trail crosses known federally endangered Sierra Nevada yellow-legged frog (SNYLF) occupied and designated 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.	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	<p>Yes, the Howard Creek OSV Trail crosses suitable habitat for sensitive carnivore species, including marten and wolverine.</p> <p>OSV use where the trail does not overlay an existing road has the potential to adversely affect subnivean habitat used by wolverine, marten and their prey species, such as small mammals.</p> <p>OSV use can result in snow compaction and loss of subnivean habitat particularly when snow depth is inadequate.</p>	<ul style="list-style-type: none"> OSV use is allowed only when there is adequate snow cover to prevent disruption to subnivean habitat important to prey species for the marten, wolverine or other sensitive forest carnivores. 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. Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	N/A
Conflicts between motor vehicle use and existing or	Does 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
proposed recreational uses of neighboring Federal lands	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Humbug Tie Trail (SNO-12E13)

This 0.8-mile designated OSV trail, which is available for grooming, overlays a road bed. The Trail creates two loops in conjunction by bisecting the Humbug OSV Trail (Sno-12E14). This trail provides an easy OSV riding opportunity close to the China Wall Winter Trailhead.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a motorized trail.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. This trail should have adequate drainage to minimize concentrated snowmelt runoff.
	Does the trail contain sensitive riparian areas, for example wet meadows, fens, etc.?	No. This trail is primarily located on a ridgetop and is not located near any streams, meadows or wetlands.	N/A
	Does the trail drain into a 303(d)-listed waterbody?	No	N/A
	Does the trail have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail under consideration that could potentially be affected by OSV use?	No	N/A
	Does the trail include designated botanical areas (SIA, RNA)?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail encompass California spotted owl, and/or goshawk nest sites?	No	N/A
	Does the trail encompass sandhill crane nest sites?	No	N/A
	Does the trail encompass known bald eagle nest sites?	No	N/A
	Does the trail contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A
	Does 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill) and/or IRAs?	<p>Yes. There is a potential of conflict due to the popularity of the loop trail for cross-country skiers and snowshoers because of its close proximity to the China Wall Winter Trailhead.</p> <p>The North Fork American Wild and Scenic River and the North Fork American River Inventoried Roadless Area (IRA) lies north of the trail, approximately ¼ mile away at its closest point from the River's canyon. Due to the lack of winter recreation use of the inner canyon near the designated OSV Trail, there are no known winter-use conflicts.</p>	<p>OSVUM would be posted at the China Wall Winter Trailhead.</p> <p>Trail etiquette information would be on the OSVUM.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Humbug Trail (SNO-12E14)

This 4.7- mile designated OSV trail, which is available for grooming, overlays the Humbug Road System (Forest Service Roads 66 and 66-18). This Trail is an easy loop trail close to the China Wall Winter Trailhead that connects to the Foresthill Divide OSV Trail (Sno-12E15).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road that this trail uses should have adequate drainage to minimize rilling and disperse snowmelt runoff.
	Does the trail contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes, this trail has two stream crossings.	This trail is primarily located on a ridgetop; however, it crosses two streams. The native surface road at these stream crossings should have adequate drainage that directs runoff away from the stream channels.
	Does the trail drain into a 303(d)-listed waterbody?	No	N/A
	Does the trail have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail contain TES aquatic habitat and/or designated critical habitat?	Yes. The Humbug OSV Trail crosses California red-legged frog (CRLF) suitable habitat, but not occupied 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.	CRLF suitable habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation along the Humbug Trail.
	Does the trail contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	<p>Yes. There is a potential of conflict due to the popularity of the loop trail for cross-country skiers and snowshoers because of its proximity to the China Wall Winter Trailhead.</p> <p>The North Fork American Wild and Scenic River lies north of the groomed trail, approximately ¼ mile away at the trail's closest point from the river's canyon. Due to the lack of snow and use of the inner canyon near the motorized Sno-trail, there are no known winter recreation use conflicts.</p>	<p>Display a copy of the OSVUM at the China Wall Winter Trailhead.</p> <p>The OSVUM would include trail etiquette information.</p>
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Independence Lake Trail (SNO-15E35)

This 2.2-mile designated OSV trail, which is available for grooming, overlays Forest Service Road 07-10-15. The entire trail also overlays Sierra County Roads 351 and 260 and a short section of Nevada County Road 787, for a total of 6.5 miles, starting and ending on the Prosser Creek connector OSV Trail. The Independence Lake Trail passes close to Independence Lake (NE side).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road that this trail overlays should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The roads should have adequate drainage that directs runoff away from the stream channels and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Independence Lake Trail passes through the Liberty northern goshawk PAC and is within ¼ mile of the activity center. Goshawks typically initiate nesting in February when OSV activities have the potential to disrupt breeding activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to the nest site from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. The Independence Lake Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) designated critical habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Independence Lake Trail traverses suitable habitat for the Pacific marten and wolverine. There is a verified wolverine detection in the vicinity of the trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Non-motorized users of this groomed route (cross-country skiers, dog sleds, snow shoe hikers) are aware this is a designated OSV trail, groomed with State OHV funds.	The OSVUM would be displayed at the Little Truckee and Prosser Winter Trailheads. The OSVUM would include information about trail etiquette.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked UTVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No. There are a few private residences that use their homes year-round. They access their homes using OSVs.</p> <p>No, the Trail is not adjacent to winter recreation residences using during the winter.</p>	N/A

Jackson Meadow - Little Truckee Trail (SNO-15E07)

This 14.6-mile designated OSV trail, which is available for grooming, overlays the paved Jackson Meadows Road (Forest Service Road 07). This Trail is the main groomed OSV route out of the Little Truckee Summit Winter Trailhead, and is typically groomed two to three times a week (pending conditions). This designated OSV Trail crosses the Pacific Crest Trail (PCT) near Jackson Meadows Reservoir.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a paved road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The paved road that this trail overlays should have adequate drainage to disperse runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The paved road should have adequate drainage that directs runoff away from the meadow / wetland areas and away from the stream channels and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Jackson Meadow-Little Truckee Trail passes by three northern goshawk PACs. The trail is within ¼ mile of a goshawk activity center at Jackson Meadows. Generally, goshawks initiate breeding in February or March. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Jackson Meadow-Little Truckee Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Jackson Meadow-Little Truckee Trail passes through suitable marten and wolverine habitat. Verified wolverine detections are located near the Trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes. There is a small potential for conflict between OSV use and non-motorized visitor use where the OSV Trail crosses the Pacific Crest Trail (PCT) at one location near Jackson Meadows Reservoir.	The PCT crossing is designated under the proposed action. The designated PCT crossing near Jackson Meadows Reservoir would be shown on the OSVUM.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths is common place on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Lower Ford Point Trail (SNO-12E18)

This 1.3-mile designated OSV trail, which is available for grooming, overlays Forest Service Road 13-14. This Trail creates two loops by connecting the Foresthill Divide OSV Trail (Sno-12E15) and American Hill OSV Trail (Sno-12E17).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Lower Ford Point OSV Trail passes through two Sensitive plant occurrences: <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i> and <i>Poa sierrae</i>	Sensitive plants occurrences within the Lower Ford Point OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), or IRAs)?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the Trail is rare.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles, Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles wider than 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Martis Peak Trail (SNO-17E02)

The Martis Peak Trail is a designated OSV trail located on the border of the Tahoe National Forest and Lake Tahoe Basin Management Unit. Short segments of the Trail (totaling 1.8 miles) lie on the Tahoe National Forest. The Trail overlays Forest Service Road 267-10. The Martis Peak Trail heads directly east from near Brockway Summit on State Highway 267, which is plowed in winter. The Trail follows the Forest Service road system to the Martis Peak Lookout.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a bituminous surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The road this trail overlays should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail has multiple stream crossings of riparian areas.	The road should have adequate drainage that directs runoff away from meadow, stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	Yes. Streams crossed by this trail flow into the Truckee River, which is listed as impaired for sediment.	Adequate snow depth should be present when this trail is used to prevent rutting or erosion of the road. The road should have adequate drainage to minimize the sediment from the road that reaches stream channels located near the OSV trail.
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	that goes directly into a local community water supply?		
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Martis Peak Trail is adjacent to suitable Sierra Nevada yellow-legged frog 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.	Sierra Nevada yellow-legged frog habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), IRAs)?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No.	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	Yes, this trail ends near the Mount Rose Wilderness on the Humboldt-Toiyabe National Forest.	The Mt. Rose Wilderness boundary is signed. Mt. Rose Wilderness (Humboldt-Toiyabe National Forest) is not designated for OSV use.
	Does the trail abut a developed recreation site on neighboring Federal lands?	No.	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No, starts at State Highway 267 (Caltrans plowed in winter).	N/A
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over	Yes. Limited use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles,	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	50 inches wide? Is this potentially creating conflicts?	tracked ATVs, tracked UTVs, tracked 4x4s).	adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Meadow Lake Loop Trail (SNO-13E86)

This 6.2-mile designated OSV trail, which is available for grooming, overlays Forest Service Road 86 and provides a loop opportunity. (The Trail also overlays Nevada County 843 Road. The entire Meadow Lake Loop Trail is 24 miles.) The east side of the loop is typically groomed once a week, depending on snow conditions, and is a popular destination. The west side of the loop is groomed two to four times each season. The Trail crosses the Pacific Crest Trail (PCT).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on native and graveled surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native and graveled surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The roads should have adequate drainage that directs runoff away from the meadow / wetland areas and from the stream crossings and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes, the Meadow Lake Loop Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable 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	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
		soil and open waterways. OSV use in areas with exposed soil can lead to reduced water quality from soil erosion and sedimentation.	
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Meadow Lake Trail passes through suitable marten and wolverine habitat. Several marten detections are located within close proximity to the trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes. There is a small potential for conflict where the groomed trail crosses the Pacific Crest National Scenic Trail (PCT) at one location near the intersection with the White Rock Lake 86-70 road.	The PCT crossing is designated under the proposed action. The designated PCT crossing would be shown on the OSVUM.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	national forest or other Federal lands?		
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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. Vs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s).	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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?	No.	N/A
	Is the trail adjacent to recreation residences used during the winter?	No.	
	If so, is OSV use of this trail compatible with distinct characteristics of the community?		

Mosquito Ridge Trail (SNO-12E16)

This 46.9-mile designated OSV trail, segments of which are available for grooming, overlays Forest Service Road 96 and provides access to the French Meadows Reservoir area. This trail overlays a paved road.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The paved road that this trail overlays should have adequate drainage to disperse runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. The paved road should have adequate drainage that directs runoff away from stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Mosquito Ridge OSV Trail passes through a sensitive plant occurrence, <i>Phacelia stebbinsii</i> . If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	Sensitive plant occurrences within the Mosquito Ridge OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes. The Mosquito Ridge Trail is within ¼ mile of California spotted owl and northern goshawk nest sites. Generally, goshawks and spotted owls initiate breeding in February and March, respectively. OSV use during the breeding season has the potential to disturb nesting owls and goshawks and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	Yes. The lower portion of the Mosquito Ridge OSV Trail crosses key deer winter range.	OSV use must remain on the designated trail to avoid displacement of deer. Use of the lower trail is rare, due to its low elevation and infrequent snowpack.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Mosquito Ridge OSV Trail crosses Sierra Nevada yellow-frog (SNYLF) suitable habitat above 4,000 feet, but not occupied 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.	SNYLF suitable habitat area would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is rare. Some infrequent use near Foresthill is possible during lower elevation snowfall.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community	No No.	N/A

Pass Creek Loop Trail (SNO-13E70)

This 7.6-mile designated OSV trail, which is available for grooming, provides a loop opportunity. The Trail overlays Forest Service Road 70, and has a short section where the Pacific Crest Trail overlays the road. The Trail has two bridge crossings of Pass Creek.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road that this trail overlays should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The road should have adequate drainage that directs runoff away from the meadow / wetland areas and from the stream crossings and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Pass Creek Loop Trail passes through several northern goshawk PACs. The trail is within ¼ mile of a goshawk activity center. Generally, goshawks initiate breeding in February. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	SNFA 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. Implement a breeding season limited operating period if there is documented evidence of disturbance from February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Pass Creek Loop Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Pass Creek OSV Trail passes through suitable marten and wolverine habitat. Verified wolverine detections are located along the Trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes. There is a small potential for conflict where the OSV Trail shares a section of the Pacific Crest National Scenic Trail (PCT) at one location near Jackson Meadows Reservoir. The PCT is located on the trail's underlying road (Forest Service Road 70) for approximately 500 feet.	The PCT crossing is designated under the proposed action. The designated PCT crossing would be shown on the OSVUM.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Prosser Creek Trail (SNO-15E89)

This 13.4-mile designated OSV trail, which is available for grooming, overlays Forest Service Roads 17-10, 878-01, 89-36 and 89-34. It connects the Jackson Meadow-Little Truckee OSV Trail from near the Little Truckee Summit Trailhead to the Prosser Hills OSV Trailhead. This trail is typically groomed once per week during the winter, depending on snow accumulation. The Trail alignment includes three bridge crossings: Little Truckee River, Sagehen Creek, and Prosser Creek. The Prosser Creek Trail passes close to the Sagehen Experimental Forest.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road that this trail overlays should have adequate drainage to disperse runoff and prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The road should have adequate drainage that directs runoff away from the wetland / meadow areas, stream channels and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area drain into a 303(d)-listed waterbody?	Yes. Streams crossed by this trail flow into the Truckee River, which is listed as impaired for sediment.	Adequate snow depth should be present when this trail is used to prevent rutting or erosion of the native surface road surface. The road should have adequate drainage to minimize sediment from the road reaching stream channels located near the OSV trail.
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Prosser Creek Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable, occupied, and designated 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.	Sierra Nevada yellow-legged frog will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes, there is potential for conflicts on the trail section near the Sagehen Experimental Forest.	The Sagehen Experimental Forest is not designated for OSV use under the proposed action.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes. The Prosser Creek OSV Trail crosses the special use permit (SUP) access into the Sagehen Field Station off State Highway 89 (plowed in winter). The Prosser Creek OSV Trail lies in close proximity to State Highway 89 along its length.	Trail users should use caution at the Sagehen Field Station Road crossing of the Prosser Creek OSV Trail. If OSVs cross Highway 89 to access the Prosser Creek Connector Trail the users will decide where it is safe to cross.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths is common place on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Prosser Hill Trail (SNO-16E29)

This short 1-mile designated OSV trail was originally marked as a cross-country ski route, and has never been groomed. The Prosser Hill Winter Trail begins at the Prosser Hill OSV Staging Area and continues south for approximately 1 mile, paralleling State Highway 89.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail has multiple stream crossings with riparian areas and is located near one large meadow / wetland	The road that this OSV trail overlays should have adequate drainage that directs runoff away from meadow, stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	Yes. Streams crossed by this trail flow into the Truckee River, which is listed as impaired for sediment.	Adequate snow depth should be present when this trail is used to prevent rutting or erosion of the native surface road. The road should have adequate drainage to minimize sediment from the road reaching stream channels located near the OSV trail.
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will 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	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No.	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No. However, the Prosser Hill Trail is in very close proximity to State Highway 89.	If OSVs cross Highway 89 to access the Prosser Hill Trail the users will decide where it is safe to cross.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths is common place on this trail (snowmobile, tracked motorcycles, tracked ATVs, tracked UTVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Rattlesnake Trail (SNO-13E51)

This 10.1-mile designated OSV trail overlays Forest Service Roads 85 and 85-13. The Trail creates a connection from Placer County Road 9142 to Lola Montez Lake.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The roads should have adequate drainage that directs runoff away from Rattlesnake Creek and the meadow / wetland areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Does the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Rattlesnake OSV Trail passes through a northern goshawk PAC, however, the most recent known activity center is more than 1/4 mile from the trail. Goshawks generally initiate breeding in February. OSV use during the goshawk breeding season has the potential to disrupt nesting activities.	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. Implement a breeding season limited operating period from February 15 through September 15 if there is documented evidence of disturbance.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Rattlesnake OSV Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable, occupied habitat and designated critical habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Rattlesnake Trail passes through suitable marten and wolverine habitat. There are several marten detections located near the trail. Additionally, a verified wolverine detection is within ½ mile of the Trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50"wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Ridge Loop Trail (SNO-13E45)

This 6.1-mile designated OSV trail, which is available for grooming, creates a loop opportunity. The Ridge Loop Trail overlays Forest Service Road 12-45, and somewhat parallels the Yuba-Webber OSV Trail located downhill. This OSV trail is typically groomed once per week, depending on snow conditions. The Ridge Loop Trail begins at the Bonta Saddle intersection (Yuba-Webber and Treasure Mountain Loop OSV Trails) and ends at the Yuba-Webber OSV Trail, near the intersection with the OSV trail that overlays Forest Service Road 54.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes, this trail is adjacent to one meadow / wetland area.	The roads that this trail overlays should have adequate drainage to direct runoff away from the meadow / wetland areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Ridge Loop Trail passes through suitable marten and wolverine habitat. Additionally a verified wolverine detection is within ¼ mile of the trail.	<ul style="list-style-type: none"> 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. Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a detection have a potential to affect the species. If necessary,

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
			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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors,	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
		snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No.</p> <p>No.</p>	N/A

Rim Loop Trail (SNO-13E42)

This 2.8-mile designated OSV trail, which is available for grooming, provides a loop opportunity. The Trail overlays the Forest Service 12-28 Road, starting and ending on the Yuba Webber OSV Trail. This trail is groomed two to four times each season on average.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The road that this trail overlays should have adequate drainage that directs runoff away from the meadow / wetland areas and away from the stream channels and riparian areas. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Rim Loop Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat.</p> <p>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</p>	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
		reduced water quality from soil erosion and sedimentation.	
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Rim Loop Trail passes through suitable marten and wolverine habitat. Additionally a verified wolverine detection is within ¼ mile of the trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked UTVs, and tracked 4x4s).	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	N/A

Robinson Flat Trail (SNO-13E17)

This 1.3-mile designated OSV trail, which is available for grooming, overlays Forest Service Roads 43 and 43-22. This trail starts from Robinson Flat, off the Foresthill Divide OSV Trail (Sno-12E15), and provides OSV access to the Duncan Peak Lookout, a popular destination for motorized over-snow vehicle riders.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on both native surface and graveled roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The gravel road that this trail uses should have adequate drainage to minimize concentrated snowmelt runoff. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Robinson Flat Trail passes through a California spotted owl PAC and is within ¼ mile of the activity center. Spotted owl nesting season initiates in March. OSV use during the breeding season has the potential to disturb nesting owls and could potentially disrupt nesting activities.	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. Implement a breeding season limited operating period from March 1 through August 15 if there is documented evidence of disturbance to the nest site.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill) and/or IRAs)?	No. This trail lies adjacent to the Duncan Canyon Inventoried Roadless Area (IRA). However, monitoring has shown that, due to the distance from the China Wall Winter Trailhead, non-motorized winter use of the Trail is infrequent, estimated at once or twice a month by non-motorized users seeking a long-distance experience on a groomed trail.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	N/A
	Does this trail cross or contain 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 or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches wide is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community	No. No.	N/A

Soda Springs Trail (SNO-14E17)

This 6.4-mile groomed trail overlays the Foresthill Divide Road (a Placer County road with a Forest Service easement for winter snow grooming). This trail extends groomed access on the main sno-trail system's eastern end, out along a ridge that provides views into the North Fork American River Canyon. This trail also provides access to French Meadows Reservoir via its connection with the eastern portion of the Mosquito Ridge Sno-trail (Sno-12E16).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	N/A
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	Yes. The Soda Springs OSV Trail passes through two occurrences of Sensitive Plant <i>Lewisia kelloggii</i> ssp. <i>hutchisonii</i>	Sensitive plant occurrences within the Soda Springs Trail will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to plants and prevent soil compaction.
	If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is rare.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community	No. No.	

STERLING TRAIL (SNO-13E53)

This 2.3-mile trail overlays the 85-2 and 85-02-02 roads. The Trail connects to the Rattlesnake OSV Trail.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover. This trail is located on native surface roads.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow density and depth to prevent damage to soils and vegetation, which will protect water quality. The native surface road should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This trail also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	The road should have adequate drainage that directs runoff away from the meadow / wetland area. Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation. Include public education/information on the OSVUM to discourage OSV use in meadows when snow depths are inadequate for resource protection.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Sterling Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat and designated critical habitat.</p> <p>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</p>	Sierra Nevada yellow-legged frog habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
		reduced water quality from soil erosion and sedimentation.	
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Sterling Trail passes through suitable marten and wolverine habitat. A verified wolverine detection is within 1 mile of the Sterling Trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill), and/or IRAs?	No.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50"wide? Is this potentially creating conflicts?	Yes. Use by slow over-snow vehicles has been very low, but is expected to increase overtime as their popularity increases.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	

TADPOLE TRAIL (SNO-13E18)

This 3.0-mile groomed OSV trail overlays Forest Service System Roads 88-39 and 88-41. This trail creates a loop off of the Foresthill Divide groomed trail (Sno-12E15).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover. This trail is located on two native surface roads, one of which is a closed, maintenance level 1 road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow density and depth to prevent damage to soils and vegetation, which will protect water quality. The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail goes through the edge of a meadow / fen complex. There are also several other stream crossings with riparian areas.	The roads should have adequate drainage that directs runoff away from the meadow / fen complex and away from the stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could	Yes. The Tadpole OSV Trail passes through two Sensitive plant	Sensitive plants occurrences within the Tadpole OSV Trail will be protected by allowing OSV use to occur only when there is adequate snow

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	potentially be affected by OSV use? If OSV use occurs when snow levels are low (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants and soil, potentially causing direct mortality and/or loss of vigor and productivity.	occurrences: <i>Botrychium minganense</i> and <i>Poa sierra</i> . If OSV use occurs when snow depth and density are inadequate (i.e. during the shoulder seasons), OSV use can result in compaction of snow, crushing of Sensitive plants, potentially causing direct mortality and/or loss of vigor and productivity.	depth to prevent damage to plants and prevent soil compaction.
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes. The Tadpole OSV Trail is within ¼ mile of California spotted owl and northern goshawk nest sites. Spotted owls and goshawks initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	No.	N/A
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this trail is far enough away from the China Wall Winter Trailhead that non-motorized winter use of the trail is rare. The North Fork American River Wild & Scenic River is north of the groomed trail, approximately ¾ mile away at its closest point from the river's canyon. Due to the lack of snow and absence of use of the inner canyon near the motorized Sno-trail, there are no known winter-use conflicts.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this trail cross or contain plowed roads allowing vehicle	No.	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	use? Are road crossings allowed by OSVs?		
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated snow-trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community	No. No.	

TREASURE MOUNTAIN LOOP TRAIL (SNO-15E50)

This 16.2-mile groomed trail overlays Forest Service 05 and 15 roads, starting at the main Little Truckee Summit Trailhead and ending at the Bonta Saddle (where the Yuba-Webber Trail and Ridge Loop Trail intersect). The Treasure Mountain Loop Trail is typically groomed once a week, depending on winter snow accumulations and funding. Start of the groomed trail at Little Truckee Summit is also the base of operations for the Eagle Ridge Snowmobile Outfitter Guide Service (operating under a Tahoe National Forest special use permit since the late 1980s).

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and coverage can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow cover. This trail is located on a native surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The native surface roads should have adequate drainage to disperse runoff and to prevent significant erosion (large rills or small gullies) of the road surface during runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. This trail has multiple stream crossings with riparian areas and is located near two meadow / wetland areas.	The roads should have adequate drainage that directs runoff away from the wetland / meadow areas, stream channels and riparian areas.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes, the Treasure Mountain Loop Trail passes through the California spotted owl and northern goshawk PACs, and is within ¼ mile of the two goshawk activity centers. Goshawks and spotted owls initiate nesting in February or March when OSV activities have the potential to disrupt breeding activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to the nest site from February 15 through September 15 (northern goshawk) or March 1 through August 15 (California spotted owl).
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes. The Treasure Mountain Loop Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog habitat will be protected by only allowing OSV use to occur when there is adequate snow depth to protect the frogs and their habitats.
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Treasure Mountain Loop Trail traverses suitable habitat for the Pacific marten and wolverine. There are verified wolverine detections along the trail.	<ul style="list-style-type: none"> • 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. • Wolverine Detections (SNFPA ROD S&G 32, pg. 54): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No, occasional use by cross-country skiers.	
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No.	
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths occurs on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked UTVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	<p>Is the trail adjacent to neighborhoods and communities?</p> <p>Is the trail adjacent to recreation residences used during the winter?</p> <p>If so, is OSV use of this trail compatible with distinct characteristics of the community?</p>	<p>No, approximately 2 miles from the small community of Sierraville. Residents live year-round in this rural community, and the distinct characteristics of this community are compatible with motorized uses of all types.</p> <p>No.</p>	

Texas Hill/Mears

This 3.8-mile designated OSV trail overlays Forest Service Road 19. A short distance from Interstate 80, this Trail provides access over a paved and gravel road through elevations under 5,000 feet (4,600 – 5,000 feet), with potentially poor snow conditions, to connect to, and between, higher elevations and deeper snow in the Foresthill North Area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts on soil and water from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails and soil disturbance to streambanks at stream crossings and in areas without adequate snow depth and density. This trail is located on a bituminous surface road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The surfaced road has low risk of erosion during spring runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	Yes. There are mapped meadows and wetlands designated by the U.S. Fish and Wildlife Service National Wetlands Inventory. This area also contains sensitive riparian areas. If OSV use occurs when snow depth and density are inadequate (e.g. during the shoulder seasons), OSV use can result in compaction of snow, crushing and loss of meadow/riparian plants and soil, hence, potentially causing damage and degradation to sensitive meadow/riparian areas.	Meadows, wetlands and riparian areas will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation.
	Does the trail or area drain into a 303(d)-listed waterbody?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the area have a hydraulic mine site or sites?	No	N/A
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	N/A
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	Yes. The Texas Hill-Mears Trail crosses Northern goshawk and California spotted owl PACs. Spotted owls initiate breeding in February and March when OSV disturbance during breeding season initiation has the potential to disrupt nesting activities.	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. Implement a breeding season Limited Operating Period if there is documented evidence of disturbance to nest site from the above as follows: California spotted owl – March 1 through August 15 and Northern goshawk – February 15 through September 15.
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No.	N/A
	Does the trail or area contain key deer winter range?	No.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	Yes. The Texas Hill-Mears Trail crosses suitable Sierra Nevada yellow-legged frog suitable habitat but no SNYLF detections are located near the trail. OSV use has the potential to disrupt and/or degrade TES 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.	TES aquatic habitat would be protected by only allowing OSV use to occur when there is adequate snow depth to prevent damage to aquatic habitats including, soil, water and riparian vegetation.
	Does the trail or area 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.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	No. Monitoring has shown that this Trail is infrequently used by winter non-motorized recreationists.	N/A
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	N/A
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	N/A
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes. Due to the low use from either wheeled or tracked vehicles in the winter and good sight distances, there are no known safety issues.	The American River Ranger District will monitor for complaints from users and will consider management actions should safety become an issue in the future.
	Does this trail cross or contain 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. (Fast – snowmobiles, tracked motorcycles. Slow – tracked ATVs, UTVs, 4WDs)	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles over 50 inches is not common, but is expected to increase over time.	OSVs wider than 50 inches would not be allowed off the designated OSV trail system. Experience has shown that there is adequate space for all users on the OSV trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No, this Trail is not adjacent to neighborhoods, communities, or recreation residences.	N/A

Yuba Webber Trail (SNO-13E23)

This 17-mile Designated OSV trail, which is available for grooming, overlays the Forest Service 12 Road, starting at its intersection with the Jackson Meadows 07 road groomed route and ending at Yuba Pass SnoPark (major winter OSV trailhead). This trail does receive non-motorized winter use out of Yuba Pass, although most non-motorized use goes north from Yuba Pass into a portion of Forest Plan Management Area 08 that is not designated for cross-country OSV use (LRMP, pg. V-108).

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

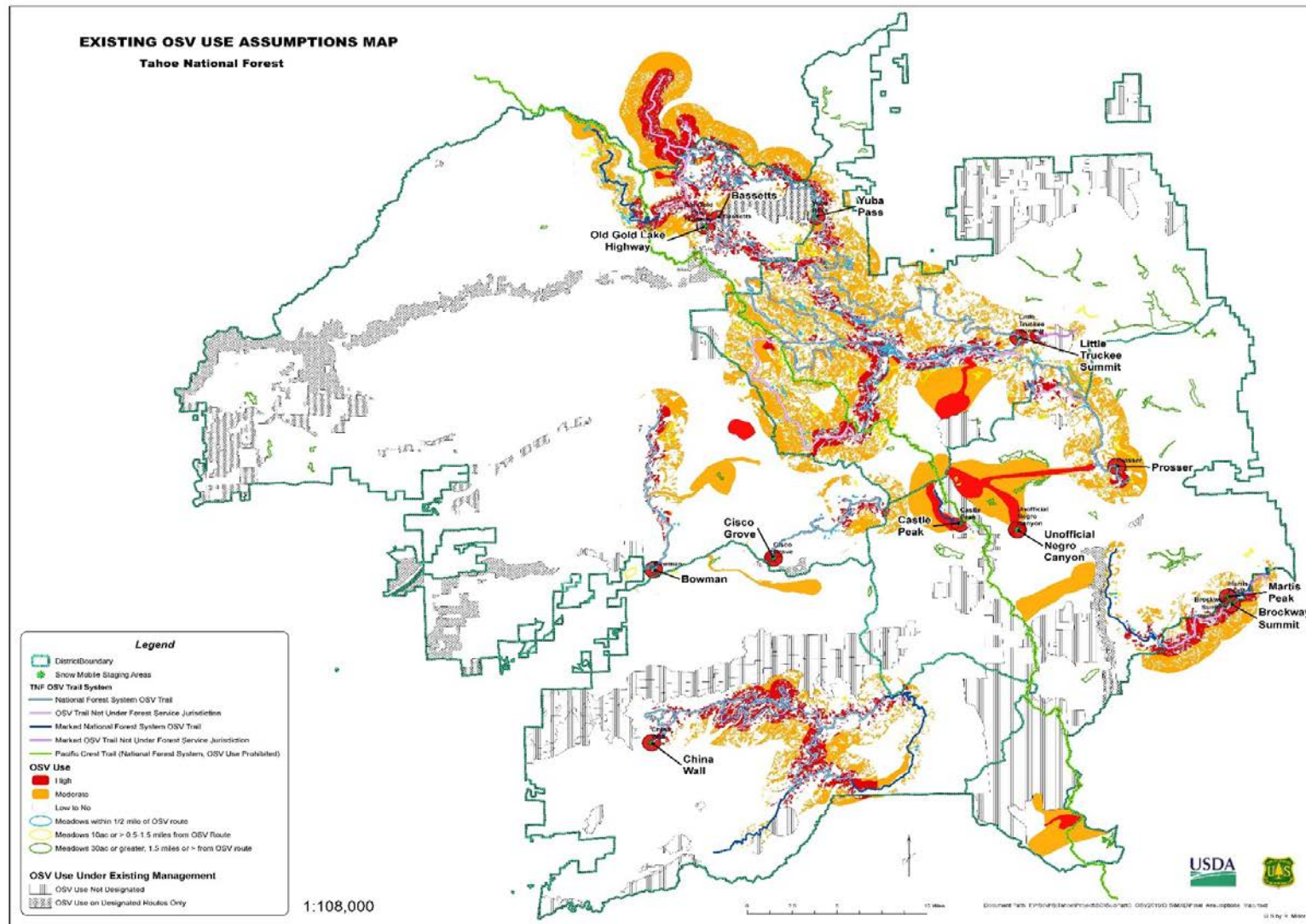
CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b) Specific criteria for designation of trails and areas:			
(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.			
Minimize damage to soil and water quality.	Are there potential impacts to soil and water from OSV use? Potential for exposed soil during the times OSV use could occur? Is there potential for soil disturbance associated with OSV use?	Yes, there is potential for impacts from OSV use. Snow depth and density can vary considerably, especially in the spring and fall. OSV use can cause rutting on underlying roads and trails, soil disturbance to streambanks at crossings and in areas without adequate snow depth and density. This trail is located on a graveled road.	Soil and water resources will be protected by allowing OSV use to occur only when there is adequate snow depth to prevent damage to soils and vegetation, which will protect water quality. The gravel road that this trail uses should have adequate drainage to minimize concentrated snowmelt runoff. The road should have adequate drainage to disperse runoff.
	Does the trail or area contain sensitive riparian areas, for example wet meadows, fens, etc.?	No.	
	Does the trail or area drain into a 303(d)-listed waterbody?	No	
	Does the area have a hydraulic mine site or sites?	No	
	Could OSV use affect a municipal water system comprised of a small reservoir that goes directly into a local community water supply?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
Minimize damage to vegetation and other forest resources.	Are TES plants known to occur in or around the trail or area under consideration that could potentially be affected by OSV use?	No. However, there are several <i>Epilobium howellii</i> occurrences (a Watchlist plant) just off the trail.	N/A
	Would the trail or area include designated botanical areas (SIA, RNA)?	No.	N/A
(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.			
Minimize harassment of wildlife.	Does the trail or area encompass California spotted owl, and/or goshawk nest sites?	No.	N/A
	Does the trail or area encompass sandhill crane nest sites?	No.	N/A
	Does the trail or area encompass known bald eagle nest sites?	No	N/A
	Does the trail or area contain key deer winter range?	No.	N/A
Minimize significant disruption of wildlife habitats.	Does the trail or area contain TES aquatic habitat and/or designated critical habitat?	<p>Yes, the Yuba Webber Trail crosses federally endangered Sierra Nevada yellow-legged frog (SNYLF) suitable habitat, but not occupied habitat.</p> <p>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.</p>	Sierra Nevada yellow-legged frog suitable habitat will be protected by only allowing OSV use to occur when there is adequate snow to protect the frogs and their habitats.

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
	Does the trail or area contain habitat for marten, wolverine, or other sensitive forest carnivores?	Yes, the Yuba Webber Trail passes through an area that has had several detections of a single male wolverine, including along the Yuba Webber trail. The trail also crosses suitable marten habitat.	<ul style="list-style-type: none"> Marten Den Sites (SNFPA ROD - S&G 89). 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. Wolverine Detections (SNFPA ROD S&G 32): When verified (wolverine) sightings occur, conduct an analysis to determine if activities within 5 miles of a 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.
(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.			
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, PCT, Wilderness, Wild & Scenic Rivers, ski areas (cross-country, downhill))?	Yes, at Yuba Pass SnoPark and OSV trailhead.	Non-motorized users can use the area adjacent to and directly north of Yuba Pass that is not designated for OSV use (LRMP, pg. V-108). This area is signed and patrolled during the winter, and provides a better option for non-motorized winter users.
Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	Does the trail abut a wilderness area or National Park managed by other agencies?	No	
	Does the trail abut a non-motorized area on adjacent national forest or other Federal lands?	No	
	Does the trail abut a developed recreation site on neighboring Federal lands?	No	

CRITERIA	POTENTIAL EFFECT INDICATORS	If yes, would OSV use of the trail or area cause adverse effects? If so, how?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects?
(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring Federal lands.			
Minimize conflicts among different classes of motor vehicle uses of NFS lands.	Does this trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	
	Does this trail cross or contain plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No, the Yuba Webber Trail ends at the Yuba Pass SnoPark at State Highway 49. (Note: The SNO-13E32 Haskell Peak Trail continues beyond this endpoint and OSV crossing of Highway 49 is allowed between the Yuba Webber Trail and Haskell Peak Trail).	There is adequate sight distance for OSV crossing of Highway 49.
Minimize conflicts among different classes of motor vehicle uses of other neighboring Federal lands.	Does this trail receive use by both tracked over-snow vehicles under 50 inches wide and over 50 inches wide? Is this potentially creating conflicts?	Yes. Use by tracked over-snow vehicles of all widths is common on this trail (grooming machine, snow tractors, snowmobile, tracked motorcycles, tracked ATVs, tracked 4x4s)	Over-snow vehicles larger than 50 inches wide would not be allowed off the designated OSV trail system. Experience has shown there is adequate width for combined use of the snow-trail system.
(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.			
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? Is the trail adjacent to recreation residences used during the winter? If so, is OSV use of this trail compatible with distinct characteristics of the community?	No. No.	

Appendix G. Assumptions Map



Existing OSV use assumptions map, Tahoe National Forest

