



United States Department of Agriculture

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# Lassen National Forest Over-snow Vehicle Use Designation

## Revised Final Environmental Impact Statement

Volume III. APPENDICES A through I



Forest Service

Lassen National Forest

May 2022

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**Lassen National Forest Over-snow Vehicle Use Designation**  
**Revised Final Environmental Impact Statement**  
**Lassen National Forest**  
**Lassen, Shasta, Tehama, Butte, Plumas, Siskiyou, and Modoc Counties,**  
**California**

**Lead Agency:** USDA Forest Service

**Responsible Official:** **DEB BUMPUS,**  
**FOREST SUPERVISOR**  
Lassen National Forest  
2550 Riverside Drive  
Susanville, CA 96130

**For Information Contact:** **KATHLEEN MOORE, FOREST**  
**ENVIRONMENTAL COORDINATOR**  
Lassen National Forest  
2550 Riverside Drive  
Susanville, CA 96130  
Phone: (530) 252-6638

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

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

This Revised Final Environmental Impact Statement (RFEIS) discloses the comparative analysis of the options being considered in designating snow trails and areas of the Lassen 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 June 26, 2015. A final EIS and draft record of decision were released in August of 2016, and “Legal Notice of Opportunity to Object” was published in the Lassen County Times on August 23, 2016. That legal notice signified the beginning of a 45-day objection period which began on August 24, 2016. After considering the objections received, the Forest Service determined it would be necessary to revise the analysis, starting with a Revised Draft Environmental Impact Statement (RDEIS).

After reviewing comments on the RDEIS, we prepared this Revised Final Environmental Impact Statement (RFEIS) and included further revisions. This RFEIS and the associated draft decision document (Record of Decision) are subject to the 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 §218.5(a). Issues raised in objections must be based on previously submitted, timely, specifically written comments regarding this proposed project unless based on new information arising after the designated comment opportunities.

# Lassen National Forest Over-snow Vehicle Use Designation

## Revised Final Environmental Impact Statement

### Volume III. Appendices A through I

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## Appendix A. Scoping Comment Categories

Subject	Approximate Percentage of Comments
Wildlife	20%
Watersheds (soil and water)	8%
Transportation	1%
Socioeconomics	6%
Recreation	36%
Noise	7%
National Forest Management Act	<1%
National Environmental Policy Act	4%
Fisheries	1%
Climate Change	<1%
Botany	7%
Air Quality	8%
<b>Total</b>	<b>100%</b>

# Appendix B. Forest Plan Direction and 36 CFR §212.55

## OHV Management Practices Emphasized and Permitted in each Forest Plan Management Prescription (1992 Forest Plan)

### Forestwide Standards and Guidelines

#### *Recreation*

Provide diverse opportunities of winter sports.

1. Continue to implement the preferred alternative of the 1989 Winter OHV Management Plan, for the construction of trailheads and trail networks for winter recreation.
2. Cooperate with the State of California to identify locations where snow removal is needed to accommodate safe, off-highway parking for dispersed winter use.
3. Designate and mark trails needed for additional dispersed winter recreation.
5. Accommodate snowmobile use over most of the Forest where not in conflict with other uses or resources. Due to the dispersed nature of the activities, do not provide regular patrols. Provide first aid services only as Forest personnel happen to be available.
6. Minimize user conflicts by specifying allowable winter use on certain roads and trails (for example cross-country ski trails, snowmobile-only trails or winter 4-wheel drive only).
7. Prohibit snow removal on designated snowmobile and cross-country ski trails between specified dates (Forest Plan, pages 4-25-26).

**Restricted Off-Highway Vehicle Use:** This practice involves control of off-highway vehicle use. Use can be seasonally prohibited or restricted to designated routes (Forest Plan, Appendix E, page E-4).

Management Prescription	Description	OHV Management Practices		Other Relevant Direction
		Emphasized	Permitted	
A (page 4-40)	Non-Timber Wildlife	None	Restricted Off-Highway Vehicle Use	Seasonally close roads where necessary to protect wildlife during critical periods  Manage recreation according to the specified Recreation Opportunity Spectrum classes (See Forest Standards and Guidelines)
B (page 4-42)	Range/ Wildlife	None	Restricted Off-Highway Vehicle Use	Manage recreation according to the specified Recreation Opportunity Spectrum class, which is primarily Roaded Natural
C (page 4-44)	Firewood	None	Restricted Off-Highway Vehicle Use	Manage recreation according to Recreation Opportunity Spectrum class of Roaded Natural (see Forest Standards and Guidelines)

Management Prescription	Description	OHV Management Practices		Other Relevant Direction
		Emphasized	Permitted	
D (page 4-45)	Developed Recreation	Restricted Off-Highway Vehicle Use		
E (page 4-48)	Early Successional	Restricted Off-Highway Vehicle Use		<p>Close roads to motorized vehicles as appropriate to meet the needs of deer, black bear, and other emphasized species listed in the Management Area direction.</p> <p>Manage recreation according to the Recreation Opportunity Spectrum class of Roded Natural (see Forest Standards and Guidelines)</p>
F (page 4-50)	Riparian/ Fish	None	Restricted Off-Highway Vehicle Use	Confine off-highway vehicles, <u>except over-snow vehicles</u> , to designated roads, trails, and stream crossings in riparian areas.
G (page 4-54)	Old Growth/ Goshawk	Restricted Off-Highway Vehicle Use		Manage recreation according to the Recreation Opportunity Spectrum classes of Semi-Primitive Non-Motorized, Semi-Primitive Motorized, or Roded Natural (see Forest Standards and Guidelines).
K (page 4-56)	Rocky/ Sparse Timber	None	Restricted Off-Highway Vehicle Use	Manage recreation according to the Recreation Opportunity Spectrum classes of Semi-Primitive Non-Motorized and Roded Natural (see Forest Standards and Guidelines)
L (page 4-58)	Late Successional	None	Restricted Off-Highway Vehicle Use	Manage recreation according to the Recreation Opportunity Spectrum classes of semi- Primitive Non-Motorized, Semi-Primitive Motorized, or Roded Natural (see Forest Standards and Guidelines)
M (page 4-60)	Semi-Primitive Motorized	Restricted Off-Highway Vehicle Use		<p>Design motorized routes to take advantage of recreation and scenic opportunities, insure successful rehabilitation of soil and vegetation, and provide motorized recreation challenges.</p> <p>Close specific areas or travel routes seasonally or year-round as needed to facilitate management of adjacent areas, prevent damage to other resources, prevent use conflicts, and avoid unnecessary costs</p> <p>Monitor and limit visitor use through a quota permit system when other resources are damaged or recreation experiences are reduced</p>
N (page 4-63)	Semi-Primitive Non-Motorized	Restricted Off-Highway Vehicle Use		<p>Design trails to take advantage of recreation attributes such as vistas, streams, lakes, and areas of geologic interest.</p> <p>Monitor and limit visitor use when other resources are damaged or recreation experiences are reduced.</p>

Management Prescription	Description	OHV Management Practices		Other Relevant Direction
		Emphasized	Permitted	
				Prohibit motorized recreation, including four-wheel driving, motorcycling, and snowmobiling.
R (page 4-66)	Range	None	Restricted Off-Highway Vehicle Use	Manage recreation according to the specified Recreation Opportunity Spectrum class, which is primarily Roded Natural (see Forest Standards and Guidelines).
S (page 4-68)	Special Areas- Research Natural Areas	None		Prohibit motorized vehicles within Research Natural Areas.  Manage recreation according to the designated Recreation Opportunity
	Special Areas - Other Special Areas	None	Restricted Off-Highway Vehicle Use	Spectrum classes (see Forest Standards and Guidelines).
T (page 4-71)	Timber	None	Restricted Off-Highway Vehicle Use	None
V (page 4-73)	View/ Timber	None	Restricted Off-Highway Vehicle Use	Manage recreation according to the Recreation Opportunity Spectrum (ROS) class of Roded Natural or Rural (see Forest Standards and Guidelines).
W (page 4-76)	Wilderness	None		Prohibit motorized vehicles except where authorized for emergencies or for other purposes, based on environmental analysis.
Z (page 4-79)	Minimal Management	None		None

## Sierra Nevada Forest Plan Amendment

### Forest-wide Standards and Guidelines

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

#### *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 – Application of the Minimization Criteria for Areas Designated for OSV Use**

As described in the FEIS (pgs. 6-8), the interdisciplinary team applied the minimization criteria using a screening exercise. The interdisciplinary team developed potential effect indicators, which are triggers for determining when effects to the given resources and uses set forth in 36 CFR §212.55(b)(1)-(5) may warrant minimization (i.e. mitigation or changes to the area or trail designations). These potential effects indicators were designed to highlight where OSV impacts have the potential to have substantial adverse effects on sensitive forest resources and important non-motorized areas. The first step was determining if the potential effect indicator is present. If present, is there a potential for adverse effects, and if so, what is the degree of effect? If the interdisciplinary team found that the potential effect indicators were not present or the degree of effect was minimal (i.e. already minimized) for a particular area or trail designation, then the designation could proceed without additional mitigation. However, if the interdisciplinary team found that a designation may cause substantial adverse effect(s) to one or more potential effect indicators, mitigation measures were identified or areas or trails were removed from designations with the objective of minimizing the impact(s) to the five criteria.

## Ashpan OSV Area

Ashpan OSV area consists of that portion of the Lassen National Forest that lies west and north of Highways 44/89 and south of Highway 299. The community of Old Station is located within this OSV area. Within this designated area, approximately 57 miles of groomed OSV trails are accessible through the Ashpan OSV trailhead on Highways 44/89. Approximately 16 (37.13) miles of these OSV trails are under Forest Service jurisdiction. The groomed trail system connects to the adjacent Latour State Forest, offering further opportunity for OSV recreation. Although it lacks jurisdiction to designate snow trails for OSV use on land that is not part of the National Forest System, the Forest Service still grooms the OSV trails in the Latour State Forest.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	No - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. There are 2 fen complexes in areas that would be open to public, cross-country OSV use in Alts. 2-5. However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will	N/A

<sup>1</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
			minimize the potential for ground disturbance to fens in Alts. 2-5.	
	C) Would the trail or area drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes - rhyolitic soils	Yes – In erosive rhyolitic soils west of North Battle Creek Reservoir and in wet meadows. OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation, particularly during the snow melt period (spring). While OSV use substantially decreases during this period, there is slight potential for adverse effects.	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-	Yes - <i>Pinus albicaulis</i>	No - There is one 7-acre occurrence of <i>Pinus albicaulis</i> , a tree that would have living tissue above the soil surface during winter months, within areas open to public OSV use under	OSV use would be monitored in the white bark pine stand on Burney Mountain to determine if damage is occurring. If adverse impacts are observed, changes in

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
	shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?		<p>Alts. 2-5. There is a low probability of OSV use because occurrences are &gt; 100 ft. from trails.</p> <p>The most vulnerable individuals of <i>P. albicaulis</i> would be seedlings, and these would be protected through minimum snow depth criteria for areas open to public OSV use that are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for damage to <i>P. albicaulis</i> in Alts. 2-5.</p>	management of OSV use would be considered, or other appropriate protective measures taken, in consultation with a forest botanist. Considerations would include prohibiting public access, cross-country OSV use in this area.
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	Yes - Montgomery Creek SIA	<p>No - The Montgomery Creek SIA is within areas open to public OSV use in Alts. 2-5.</p> <p>Alts. 2-5 would designate the Montgomery Creek SIA for OSV use. However, these proposed designations are not expected to alter vegetation and habitat characteristics. These areas are managed according to the designated Recreation Opportunity Spectrum classes in which they are located (forest plan page 4-68). In addition, minimum snow depth criteria for public OSV use that are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2,</p>	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
			3, and 5 or at a depth that would prevent resource damage in Alt. 4), as well as high density of forested stands that decreases the likelihood of OSV traffic would minimize ground-disturbing effects to features.	
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, California spotted Owl.	No. OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
	B) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes – American marten	No - American marten avoid open areas, where cross-country OSV use is expected to occur. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the area contain critical deer winter range?	Yes	No - Alternatives 2 through 4 would close deer winter range to OSV use, by forest order, if it is determined that OSV use is resulting in adverse effects to deer within the winter range. Alternative 5 would not designate OSV cross-country use in deer winter range.	N/A
	D) Is the area located within or adjacent to occupied habitat for TES aquatic species?	D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?	Yes: Cascades frog and Central Valley steelhead	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the area contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
	B) Would the area contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, American marten, Sierra Nevada red fox	No-OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No- Area is adjacent to the 16,000-acre Thousand Lakes Wilderness, which offers non-motorized opportunities. Topographical features provide both distance and sound buffering to this area. These factors would be the same across all alternatives.	N/A
	B) Would the area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No- Area is adjacent to the 16,000-acre Thousand Lakes Wilderness, which offers non-motorized opportunities. Topographical features provide both distance and sound buffering to this area. These factors would be the same across all alternatives.	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail or area abut a developed recreation	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
	site on neighboring federal lands?			
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No- NFS roads in the northern portion of this area do not have a seasonal closure to enable access into Thousand Lakes Wilderness. Use of these roads is low during the winter season. Activity centers around the groomed areas. These factors would be the same across all alternatives.	Post signs at staging areas and trailheads to remind users of winter etiquette and to be aware of other users in the area.
	B) Would the area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes	No-Although there is no exclusion for tracked vehicles, they are seldom used in this area outside of emergency response.	N/A
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No- The roads in this area are seldom plowed. In the rare events that would necessitate plowing, crossings would be used.	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking	A) Would the area be adjacent to year around neighborhoods and communities?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>1</sup>
into account sound, emissions, and other factors.				
	B) Would the area be located adjacent to private land?	Yes	No – adjacent land is commercial timberland and public utilities. Only access expected would be during emergencies.	N/A

## Bogard OSV Area

Bogard OSV Area is bounded by Highway 44 to the south and west and by the forest boundary to the north and east in the northeastern part of the forest. This OSV area is accessible from the communities of Burney, Fall River, Old Station, and Susanville, and from the Bogard Trailhead on Highway 44.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	Yes	Yes – Burned watersheds within the 2018 Whaleback Fire are a concern until soil cover is restored enough to prevent erosion.	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.

<sup>2</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	No - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. There is 1 fen complex in areas that would be open to public, cross-country OSV use in Alts. 2-5. However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for ground disturbance to the fen in Alts. 2-5.	N/A
	C) Would the trail or area drain into a 303(d)-listed waterbody?	Yes, Eagle Lake	No - OSV use would not result in further impairment of Eagle Lake because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes - the Bogard Area has sensitive soil (erosive rhyolitic soil, old landslides, and wet meadows, and in the case of Alt 1, granitic soil). OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation,	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
			particularly during the snow melt period (spring). While OSV use substantially decreases during this period, there is slight potential for adverse effects.	no impact on soil resources and minimize the potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	Yes	No - There is 1 occurrence of <i>Eriogonum prociduum</i> , a subshrub that would have living tissue above the soil surface during winter months, that is within areas open to public OSV use under <u>Alternatives 2-4</u> .  There is a low probability of OSV use because occurrences are > 100 ft. from trails. Additionally, because individuals of <i>E. prociduum</i> rarely exceed 6" in height, this species would be protected through minimum snow depth criteria. Previous monitoring has not found any adverse effects from OSV use.  <u>Alternative 5</u> – No TES species occur within designated open areas.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	Yes	<p>No - The Murken Bench SIA is within areas open to public OSV use in Alts. 2-4, but not Alt 5; Crater Lake SIA is within areas open to public OSV use in Alts. 2-5. However, these proposed designations are not expected to alter vegetation and habitat characteristics. These areas are managed according to the designated Recreation Opportunity Spectrum classes in which they are located (forest plan page 4-68). In addition, minimum snow depth criteria for public OSV use that are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4 would minimize ground-disturbing effects to features.</p> <p>Blacks Mountain RNA is adjacent to, but excluded from areas open to public OSV use under Alts. 2-5.</p>	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen.	In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (see the Heritage specialist report for additional detail on the conditions of the consultation). Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources without specific mitigations.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes –bald eagle	No - Approximately 30% of known bald eagle nests occur within OSV open use area, with a concentration of nests near Eagle Lake. The least number of nests in open use areas occurs with Alternative 5, which closes the area surrounding Eagle Lake to OSVs.  OSV use has been occurring on the Lassen for 30+ years with no	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
			observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes – American marten	No - American marten avoid open areas, where cross-country OSV use is expected to occur. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the area contain critical deer winter range?	Yes	No - Alternatives 2 through 4 would designate cross-country OSV use within deer winter range. No habitat alteration would occur from OSV use and associated activities. Cross-country OSV use is dispersed in space and time, reducing direct effects to deer.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
			Alternative 5 would not designate OSV cross-country use in deer winter range.	
	D) Is the area located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the area contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the area contain habitat for TES terrestrial wildlife species?	Yes: American marten, Sierra Nevada red fox	No. OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes -non-motorized trail for skiing exists along the south shore of Eagle Lake. This trail travels through and around the campgrounds in the Eagle	No – This trail is closed to OSV use. Furthermore, incursion is unlikely because direct access from the designated OSV area to the trail is not available.  None of the action alternatives would designate the ELRA for cross-country OSV use.	To encourage compliance of trail restrictions, the Forest Service will make available to the public the OSVUM via website and print as well as posting information to educate the public at appropriate trail heads and recreation staging sites for winter recreationists.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
	<p>B) Would the area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.</p>	<p>Lake Rec. Area (ELRA).</p> <p>Yes - Pacific Crest National Scenic Trail crosses through the extreme northwestern end of this area.</p>	<p>No - two locations in Alternatives 1-4, where OSVs would cross the PCT, at Forest Roads 34N34 and 34N39.</p> <p>Alternatives 2 and 5 would not designate an area 500 feet to either side of the Pacific Crest National Scenic Trail for OSV use. OSV use would only be allowed in this undesignated area on designated OSV trails provided to allow OSVs to cross the Pacific Crest National Scenic Trail.</p> <p>There are no designated trails in the area of the PCT, so use is expected to be very low. Conflicts from action alternatives 3 and 4 would not be expected. The CMP does not require buffers or off-sets. The distance from staging areas would limit the amount of use across this portion of the area.</p> <p>Seasonal signage would be installed either along the PCT or where roads are closed with a</p>	<p>N/A</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
			berm to prevent access to enhance wayfinding for OSV use and reduce possible encroachment on the PCT.  The Eagle Lake Recreation area would not be designated for cross-country OSV use in any action alternative.	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	Yes	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No	Wheeled vehicle cross-country travel is prohibited under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind the existing wheeled vehicle prohibition. Wheeled vehicle use on FS system roads is not prohibited during winter except on designated groomed routes. Little activity of this kind occurs due to the lack of access.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>2</sup>
				There would be no difference between all alternatives.
	B) Would the area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the area be adjacent to year around neighborhoods and communities?	No	N/A	N/A
	B) Would the area be located adjacent to private land?	Yes	No - Private lands are interspersed throughout the area but are undeveloped parcels.	

## Fall River OSV Area

Fall River OSV Area is located in the vicinity of Lake Britton and MacArthur-Burney State Park. This area is also isolated from the remainder of Lassen National Forest and includes areas of the Shasta-Trinity National Forest administered by the Lassen National Forest. Nearby communities include Burney and Fall River.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	There are no fen complexes within areas open to public OSV use under Alts. 2-5.	N/A
	C) Would the trail or area drain into a 303(d)-listed waterbody?	Yes	No - the Pit River is listed due to increased summer water temperature caused by dams, diversions and water management. OSV use would not result in further impairment because it would not cause an increase in water temperature.	N/A

<sup>3</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
	D) Would the area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	No - There are old landslides in the Fall River Area. These could be a concern if destabilized by undercutting but OHV activity occurs above the soil and would not cause destabilization.	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - There are no occurrences of TES trees, shrubs, or sub-shrubs that would having living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5.	N/A
	B) Would the area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	There are no SIAs or RNAs within this area.	N/A
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen.	In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (see the Heritage specialist report for additional detail on the conditions of the consultation). Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources without specific mitigations.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes - Northern spotted owl Protected Activity Center (PAC) and Designated Critical Habitat; bald eagle	No - Approximately 30% of bald eagle nests occur in proposed OSV open use areas in Alternatives 1, 2, and 4. Alternatives 3 would close areas with known nest sites to OSV use. Designated Critical Habitat for Northern spotted owl would occur in proposed OSV open use areas in alternatives 1 through 4. No Critical Habitat would occur in open use areas with alternative 5. No disturbance to habitat would be expected from OSVs.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
			OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	No	N/A	N/A
	C) Would the area contain critical deer winter range?	Yes	No – Alternatives 1, 2, and 4 would open most of deer winter range to cross-country OSV use. Alternative 3 would open approximately 50% less of winter deer range to cross-country OSV use when compared to Alternatives 1, 2, and 4. No habitat alteration	Mitigation measures in the proposed action include closing deer winter range to OSV use with forest order if adverse impacts to deer are observed.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
			<p>would occur from OSV use and associated activities. Cross-country OSV use is dispersed in space and time, reducing direct effects to deer.</p> <p>Alternative 5 would not open deer winter range to cross-country OSV use.</p>	
2) Minimize significant disruption of wildlife habitats.	D) Is the area located within or adjacent to occupied habitat for TES aquatic species?	Yes - Black jugs and Central Valley steelhead	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A
	A) Would the area contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the area contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, Sierra Nevada red fox	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet	No	N/A	NA

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
recreational uses of NFS lands	recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)			
	B) Would the area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes -Pacific Crest National Scenic Trail bisects this OSV area.	No – User conflict is not expected because OSV use on the Pacific Crest National Scenic Trail except at authorized designated crossings; PCT users and OSV recreationists use the area on opposite seasons; no designated OSV trails in this area and historically limited snowfall result in limited suitable habitat for OSV use. Cross-country OSV use in this area is minimal because of limited snowfall. <u>Alternatives 2 and 4</u> - have up to 8 PCT crossings in this area. <u>Alternative 2</u> also adds a 500' buffer along the PCT. <u>Alternative 5</u> - The Fall River OSV area is not designated.	Encourage public awareness and education regarding locations of non-motorized areas where OSV use is not designated; implement signage to minimize OSV encroachment. <u>Alternatives 2 and 4</u> : The NW portion of the area would remain open but would not designate an area 500 feet to either side of the Pacific Crest National Scenic Trail for OSV use. If conflicts are reported or observed during routine inspections or by direct user reports the area could be closed by Forest Order to cross-country OSV use. <u>Alternative 5</u> : Under this alternative, the area would not be designated for OSV use.
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
	B) Would the trail or area about a developed recreation site on neighboring public lands?	Yes – Fall River OSV Area surrounds McArthur Burney Falls State Park.	Yes- McArthur-Burney Falls State Park receives year-round visitation primarily for non-motorized, quiet recreation opportunities. <u>Alternatives 2 and 4</u> – NFS lands would be open to OSV use surrounding the state park. However, with historically low snowfall, and no designated OSV trails in this area, use and conflict is expected to be low. <u>Alternative 3</u> – Area surrounding state park would be closed to OSV use. <u>Alternative 5</u> - this area would not be designated for OSV use.	<u>Alternatives 2 and 4</u> - Encourage public awareness and education regarding locations of non-motorized areas where OSV use is not designated; implement signage to minimize OSV encroachment.
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No-Only two roads in this area are under a seasonal closure. This area generally receives minimal snowfall so OSV opportunities are expected to be limited during the season.	N/A
	B) Would the area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes-tracked vehicles are not restricted	No - This area generally receives minimal snowfall so OSV opportunities are expected to be limited during the season.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>3</sup>
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes	<p>No- This area generally receives minimal snowfall so OSV opportunities are expected to be limited during the season.</p> <p>Use of plowed county roads by NFS OSV recreationists would not fall under the jurisdiction of the NFS, however, should a conflict occur, we would work with our county partners to identify a solution that meets their needs.</p>	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the area be adjacent to year around neighborhoods and communities?	Yes – Fall River Mills, Johnson Park and Burney	No- The noise and emissions associated with OSV use are short-term and transient in nature. Since this area generally receives minimal snowfall, OSV opportunities are expected to be limited during the season.	N/A
	B) Would the trail or area be located adjacent to private land?	Yes	No-Besides private residences located in communities, there are several unoccupied parcels in the area primarily used for commercial timber.	N/A

## Fredonyer OSV Area

The Fredonyer OSV area is bounded by Highway 36 to the north and forest boundaries to the west, south, and east in the extreme southeastern portion of the forest.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the area be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	No - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. There is 1 fen complex in areas that would be open to public, cross-country OSV use in Alts. 2-5. However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for ground disturbance to fens in Alts. 2-5.	N/A

<sup>4</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
	C) Would the trail or area drain into a 303(d)-listed waterbody?	Yes	No - the Susan River is listed for mercury from unknown sources. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes, over half of the Fredonyer Area has sensitive soils including erosive granitic and rhyolitic soils, wet meadows and old landslides. OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation, particularly during the snow melt period (spring). While OSV use substantially decreases during this period, there is slight potential for adverse effects.	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No occurrences of TES trees, shrubs, or sub-shrubs that would have living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	N/A	N/A
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes - bald eagle	No - 1 nest occurs within proposed OSV open use area in Alternatives 1 to 4. Concentrated use is greater than 660 feet from the known nest. OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time,	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
			<p>limiting the potential to disrupt the breeding season.</p> <p>There are no known nests in OSV open use areas in Alternative 5.</p>	
	<p>B) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?</p>	<p>Yes, American marten</p>	<p>No - American marten avoid open areas, where cross-country OSV use is expected to occur. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.</p>	<p>N/A</p>
	<p>C) Would the trail or area contain critical deer winter range?</p>	<p>No</p>	<p>N/A</p>	<p>N/A</p>
	<p>D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?</p>	<p>No</p>	<p>N/A</p>	<p>N/A</p>
<p>2) Minimize significant disruption of wildlife habitats.</p>	<p>A) Would the trail contain TES aquatic habitat and/or designated critical habitat?</p>	<p>No</p>	<p>N/A</p>	<p>N/A</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
	B) Would the trail or area contain habitat for TES terrestrial wildlife species?	Yes, American marten, Pacific fisher, Sierra Nevada red fox	No-OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes - Diamond Mountain, is popular for both OSV and non-motorized uses.	No - OSV and non-motorized uses tend to not use the same areas at the same time during the snow season due to access and snow conditions. OSV use tends to be during peak snow depths when access is more difficult for non-motorized use. Non-motorized activities tend to occur early or late season when conditions allow access closer to favored areas.	N/A
	B) Would the trail or area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No - Wheeled vehicle cross-country travel is prohibited under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind the existing wheeled vehicle prohibition. Wheeled vehicle use on FS system roads is not prohibited during winter except on designated groomed routes. Little activity of this kind occurs due to the lack of access. There would be no difference between all alternatives.	N/A
	B) Would the trail or area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes tracked vehicles are not specifically excluded	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>4</sup>
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail or area be adjacent to year around neighborhoods and communities?	No	N/A	N/A
	B) Would the trail or area be located adjacent to private land?	Yes	No - There are undeveloped private land parcels interspersed in the area.	N/A

## Jonesville OSV Area

The Jonesville OSV Area isolated by private land and the Plumas National Forest in the southern part of the forest. It is bounded by Highway 36 to the north, Lake Almanor to the east, and the forest boundary to the south and west.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	Yes	Yes. Deer Creek has anadromous fish species. Stream banks and riparian vegetation could be damaged.	OSV use would be prohibited on open water. In all action alternatives, areas adjacent to Deer Creek would not be designated for cross-country OSV use in order to provide streamside protection. The sizes of these undesignated areas would be expanded in alternatives 4 and 5.
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	No - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. <u>Alternatives 2 and 4:</u> There are 52 fen complexes in areas that would be open to public, cross-country OSV use <u>Alternative 3:</u> 37 fen complexes open to cross country use. <u>Alternative 5:</u> 33 fen complexes open to cross country use.	N/A

<sup>5</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
			<p>However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for ground disturbance to fens in Alts. 2-5.</p>	
	<p>C) Would the trail or area drain into a 303(d)-listed waterbody?</p>	<p>Yes</p>	<p>Butte Creek, North Fork Feather River, Big Chico Creek and Lake Almanor are listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.</p>	<p>N/A</p>
	<p>D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?</p>	<p>Yes</p>	<p>Yes - the Jonesville Area has sensitive soil (old landslides and wet meadows). OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation, particularly during the snow melt period (spring). While OSV use substantially decreases during this period, there is slight potential for adverse effects.</p>	<p>Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &amp;5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
				Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	Yes	No - There are three occurrences of <i>Frangula purshiana</i> ssp. <i>ultramafica</i> (shrub), and four occurrences of <i>Monardella follettii</i> (subshrub), that would have living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5. There is a low probability of OSV use because occurrences are > 100 ft. from trails. Adverse effects to <i>F. purshiana</i> ssp. <i>ultramafica</i> would be expected to be minor, and dispersed in nature. No adverse effects to <i>M. follettii</i> would be anticipated because actively growing tissue would be just above the soil surface.	N/A
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs within this area. Cub Creek RNA is adjacent to but excluded from areas open to public OSV use under Alts. 2-4. Soda Ridge and Green Island Lake RNAs are adjacent to but excluded from areas open to public OSV use under Alts. 2-5.	N/A
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes - Northern goshawk PACs, California spotted owl PACs, and bald eagle	No - Approximately 15% of bald eagle nests occur within proposed OSV open use areas, concentrated around Lake Almanor. Alternatives 2, 3, and 5 would close the area near Lake Almanor to OSV use.  Goshawk PACs are evenly distributed throughout the proposed open use areas in all alternatives.  California spotted owl PACs occur across the mid-section of this use area. No changes of occurrence in proposed OSV open use area across all alternatives.  OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
			habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes - Pacific fisher, American marten	No - Pacific fisher and American marten avoid open areas, where cross-country OSV use is expected to occur. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail or area contain critical deer winter range?	No	N/A	N/A
	D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?	Yes- Cascades frog and Central Valley steelhead	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat.	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	Yes-Sierra Nevada Yellow-Legged	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
		Frog (SNYF)		
	B) Would the trail or area contain habitat for TES terrestrial wildlife species?	Yes-Pacific fisher, American Marten, and Sierra Nevada red fox	No-OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes	Yes – This area includes the trail segment (27N06) and the Colby Meadows Cross Country Ski Trail being very close at the top of Colby Mountain. Both user groups seek to traverse to the Colby Mountain lookout for the spectacular views and FS available amenities. There have been no known occurrences of conflicts between OSV users and cross-country skiers. In alternatives 3 and 5 OSV use is prohibited in cross country ski trail area however the users will still mingle at Colby Mountain.	N/A
	B) Would the trail or area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT,	Yes, Pacific Crest Trail	No - Most of the PCT in this area receives little to no winter non-motorized use due to the long distances from plowed trailhead access in the town Jonesville and nearby staging area. The Pacific Crest Trail Association (PCTA) does not	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
	recommended wilderness, and ski areas.		<p>recommend long distance winter use of the trail for trekkers.</p> <p>All Alternatives – Motorized use is not permitted on the PCT. Trailhead signing, winter patrolling and education would be used to mitigate OSV incursions in the unlikely event of incursions. The PCT segment that bisects this area is a long distance from winter trailhead parking in the seasonal community of Jonesville and it is reasonable to expect little winter non-motorized recreational use.</p> <p>To minimize potential impacts to PCT users, OSVs would be limited to three designated crossing locations of the PCT on the following routes: County Road 308 (Humboldt Road), County Road 307 (Humbug) and the 26N02 road which would be shown on the Over Snow Vehicle Use map (OSVUM).</p>	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail or area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail or area be adjacent to year around neighborhoods and communities?	Yes	No - Almanor West Subdivision is approximately 0.5 air miles away. There are no known or anticipated adverse effects.	N/A
	B) Would the trail or area be located adjacent to private land?	Yes	No – This area includes designated trails that traverse or are adjacent to Collins Pine, Sierra Pacific, and State lands on	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>5</sup>
			County Roads. State land is designated as "4WD Winter Route" and is ungroomed and open to OSV's, ATV's and 4WD's in all Alternatives.	

## Morgan Summit OSV Area

The Morgan Summit OSV Area lies on the west end of the forest and is bordered by Highway 32 and portions of Highway 36 to the south, Highway 44 to the north, Lassen Volcanic National Park to the east and the western borders of the forest. This area is largely centered around the communities of Mineral and Chester.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	Yes	Yes - Mill Creek and Battle Creek have anadromous fish species. Stream banks and riparian vegetation could be damaged.	OSV use would be prohibited on open water. In all action alternatives, areas adjacent to both Mill and Battle Creeks would not be designated for cross-country OSV use in order to provide streamside protection. The sizes of these undesignated areas would be expanded in alternatives 4 and 5.
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	Yes - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. <u>Alternatives 2 and 4</u> - There are 10 fen complexes in areas that would be open to public, cross-country OSV use under these alternatives. <u>Alternative 5</u> - 9 fen complexes are open to public, cross country OSV use under this alternative.	N/A

<sup>6</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
			However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for ground disturbance to fens in Alts. 2-5.	
	C) Would the trail or area drain into a 303(d)-listed waterbody?	Yes	No - Mill Creek is listed for mercury from unknown sources. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes - the Morgan Summit Area has sensitive soil (erosive rhyolitic soil, old landslides, and wet meadows) OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation, particularly during the snow melt period (spring). While OSV use substantially decreases during this period, there is slight potential for adverse effects.	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
				Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No occurrences of TES trees, shrubs, or sub-shrubs that would having living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5.	N/A
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	Yes – Willow Lake and Deep Hole SIA; Indian Creek RNA	No - The Willow Lake SIA and Deep Hole SIA are within areas open to public OSV use in Alts. 2-5. Indian Creek RNA is adjacent to but excluded from public OSV use in Alts. 2,3 and 5.  Willow Lake Bog Botanical Area encompasses 60 acres, most of which is open water. OSVs would not be authorized to operate over lakes, so the area would receive little OSV use. Due to the restrictions on OSV use on lakes, and minimum snow depth requirements (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4), OSV use is not expected to alter	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
			<p>any of the fen plant community vegetation and habitat characteristics for which the Special Interest Area was established.</p> <p>Deep Hole SIA was established for geologic characteristics that would not be altered by OSV use.</p>	
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	<p>Yes, depending upon the alternative chosen.</p> <p>In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).</p>	<p>Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinstate consultation set forth by 36 CFR 800.6.</p>
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used	Yes - Northern goshawk PACs and bald eagle	No - One eagle nest is located within open OSV use across all alternatives. Concentrated use is greater than 660 feet from the known nest.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
	during breeding period of these species?		<p>Goshawk PACs are evenly distributed in the Northern portion of this open area. Alternatives 3, 4, and 5 have approximately 6 PACs fewer in proposed OSV open use areas.</p> <p>OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.</p>	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes - American marten	No - American marten avoid open areas, where cross-country OSV use is expected to occur. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail or area contain critical deer winter range?	Yes	No - Alternatives 2 through 4 would designate cross-country OSV use within deer winter range. No habitat alteration would occur from OSV use and associated activities. Cross-country OSV use is dispersed in space	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
			and time, reducing direct effects to deer.  Alternative 5 would not designate OSV cross-country use in deer winter range	
	D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?	Yes - Cascades frog, Chinook salmon – Central Valley spring-run ESU and Central Valley steelhead	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat.	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	Yes- Chinook salmon – Central Valley spring-run ESU and Central Valley steelhead	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat.	N/A
	B) Would the trail or area contain habitat for TES terrestrial wildlife species?	Yes- Pacific fisher, American	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
		marten, Sierra Nevada red fox		
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No – the McGowan CCST ends where it intersects the 17 Road. Due to the length of the CCST and distance to popular non-motorized ski trail staging areas, it is unlikely there will be any conflicts.	N/A
	B) Would the trail or area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes, Heart Lake and Ishi B Proposed Wilderness	The area includes a designated trail (17 Road) that would come to within 0.5 miles of the proposed Heart Lake Wilderness. Incursion is unlikely. The 17 Road is open under all alternatives.  Risk of incursion into Ishi B is low due to steep topography. Use of this trail is prohibited in Alternative 5 but is open in Alternatives 2, 3 and 4.	The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions	N/A
	B) Would the trail or area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in	A) Would the trail or area be adjacent to year around	Yes	No - The residents of Mineral and Mill Creek access the OSV areas including the designated trail system from their	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>6</sup>
populated areas, taking into account sound, emissions, and other factors.	neighborhoods and communities?		residences or cabins. We have not received complaints relative to OSV use in the area.	
	B) Would the trail or area be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

## Shasta OSV Area

The Shasta OSV Area is located in the extreme northern portion of the forest and is isolated from the remaining forest by private, state, and other agency lands. It includes areas of the Shasta-Trinity National Forest that are administered by the Lassen National Forest. The community of Day is located within this area.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No – There are no fen complexes within areas open to public OSV use under Alts. 2-5.	N/A
	C) Would the trail or area drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	No, there are old landslides in the Shasta Area. These could be a concern if destabilized by undercutting but OHV activity occurs above the soil and would not cause destabilization.	N/A

<sup>7</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No occurrences of TES trees, shrubs, or sub-shrubs that would having living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5.	N/A
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs within this area. Mayfield and Timbered Crater RNAs are adjacent to but excluded from areas open to public OSV use under Alts. 2-5.	N/A
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes - bald eagle	<p>No - One bald eagle nest would occur within this use area, with a few more adjacent to the use area. Alternatives 3 and 5 would provide greater buffers to the adjacent nests and would not open the immediate area around the single known nest to cross-country OSV use.</p> <p>OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.</p>	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	No	N/A	N/A
	C) Would the trail or area contain critical deer winter range?	Yes	No - Alternatives 2 through 4 would designate cross-country OSV use within deer winter range. No habitat alteration	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
			<p>would occur from OSV use and associated activities. Cross-country OSV use is dispersed in space and time, reducing direct effects to deer.</p> <p>Alternative 5 would not designate OSV cross-country use in deer winter range.</p>	
2) Minimize significant disruption of wildlife habitats.	D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?	Yes - Cascades frog	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A
	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail or area contain habitat for TES terrestrial wildlife species?	Yes-Pacific fisher	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No- This area is comprised mostly of lava rock and other volcanic debris. It receives limited snowfall. OSV opportunities are minimal and irregular due to limited snowfall throughout the season.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
	B) Would the trail or area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes- Surrounds Ahjumawi State Park	No – Ajumawi offers primarily non-motorized opportunities and it is accessed by boat. The park is generally used during the summer season, and it is unlikely that conflicts would occur. Alt. 3 reduces the open areas, restricting OSV use nearest the Park. <u>Alternative 5 - This OSV area is not designated for OSV use.</u>	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No-Roads in this area are not under a seasonal closure. Safety issues are highly unlikely in this area due to limited snowfall and OSV opportunities. Alternative 3 has less area for cross-country travel, reducing the opportunity for safety issues. The Shasta Area does not exist in Alt. 5, resulting in no possible Safety issues.	N/A
	B) Would the trail or area allow tracked motor vehicle use over snow? If so, does	Yes-tracked vehicles	No-there are no designated trails in the area. Limited snowfall reduces both OSV and tracked vehicle opportunities.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
	this affect safety and winter management of the area?	are not specifically excluded.	Alternative 3 reduces cross-country travel around Ajumawi State Park further lessening opportunities for safety issues. The Shasta Area does not exist in Alt. 5 resulting in no possible safety concerns.	
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	Yes	No-Day Road is a county road that passes through the community of Day. In the event of a heavier snowfall, the road would likely be plowed to provide private access. Safety issues are minimal as the areas that cross Day Road are patchy and smaller open areas between private lands. Further snowfall is historically limited in this area reducing the need to plow as well as riding opportunities. No trailheads or parking areas are located in the area. Alternative 3 restricts the area just west of the road, reducing the need to cross frequently. The Shasta Area does not exist in Alt. 5.	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail or area be adjacent to year around neighborhoods and communities?	Yes-surrounds the community of Day	Yes – Noise and exhaust are associated with OSV use; however, noise and the smell of exhaust are considered short-term and transient in nature. Combined with the limited OSV use, effects are considered minimal. Alternative 3 restricts OSV use to the interior of this area, creating a larger buffer between Ajumawi State Park and some private land holdings. The Shasta	N/A-Newer machines have higher standards for both noise and exhaust. As older models retire out, concerns would decrease.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>7</sup>
			Area does not exist in Alt. 5 resulting in no possible conflicts.	
	B) Would the trail or area be located adjacent to private land?	Yes- surrounds community of Day as well as state and other federal lands	Yes – the greatest impacts in this area would be to the community of Day and other private ranchland. Noise and the smell of exhaust are considered short-term and transient in nature. Combined with the limited OSV use, effects are considered minimal. Alternative 3 restricts OSV use to the interior of this area, creating a larger buffer between Ajumawi State Park and some private land holdings. The Shasta Area does not exist in Alt. 5 resulting in no possible conflicts.	N/A-Newer machines have higher standards for both noise and exhaust. As older models retire out, concerns would decrease.

## Swain Mountain OSV Area

Swain Mountain OSV Area is located east and south of Highway 44 and north of Highway 36, with the remaining boundaries formed by Lassen Volcanic National Park and the Caribou Wilderness. This area is directly accessible from the communities of Old Station, Chester and Susanville.

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail or area be located in a watershed that is of concern?	Yes	Yes – Burned watersheds within the 2020 Hog Fire are a concern until soil cover is restored enough to prevent erosion. (Except Alts 3 & 5 which are outside the Hog Fire footprint)	The impact to soil recovery is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.

<sup>8</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
	B) Would the trail or area contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	<p>No - Adverse effects could occur if OSV impacts occurred on exposed soils within or adjacent to fens. There are 8 fen complexes in areas that would be open to public, cross-country OSV use in Alts. 2-5.</p> <p>However, minimum snow depth criteria for areas open to public OSV use are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4). These criteria will minimize the potential for ground disturbance to fens in Alts. 2-5.</p>	N/A
	C) Would the trail or area drain into a 303(d)-listed waterbody?	Yes	No, the Susan River is listed for mercury from unknown sources. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail or area contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes, the Swain Mountain Area has sensitive soils including erosive granitic (except Alts 3 & 5) and rhyolitic soils (except Alt 5), wet meadows, and old landslides. OSV use has the potential to cause resource damage (ground disturbance) and damage to vegetation, particularly during the snow melt period (spring). While OSV use substantially	Soil damage is minimized by having enough snow to prevent soil disturbance. A minimum snow depth of 12 inches for OSV use in open areas is required in Alts 2,3 &5. Alt 4 requires enough snow to prevent resource damage. These four alternatives would result in minimal to no impact on soil resources and minimize the

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
			decreases during this period, there is slight potential for adverse effects.	potential for erosion on these sites.  Alternative 1 has no minimum snow depth and could result in soil resource damage.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail or area that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	Y	No -There are three occurrences of <i>Eriogonum spectabile</i> , a subshrub that would have living tissue above the soil surface during winter months, within areas open to public OSV use under Alts. 2-5. There is a low probability of OSV use because occurrences are > 100 ft. from trails. Additionally, because individuals of <i>E. prociduum</i> rarely exceed 6" in height, this species would be protected through minimum snow depth criteria. Previous monitoring not found any adverse effects from OSV use.	N/A
	B) Would the trail or area include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	There are no SIAs or RNAs within this area.	N/A
	C) Is the trail or area located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
	D) Are cultural resource sites known to be located in or around the trail or area?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail or area located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes: Northern goshawk PACs and bald eagle	No - Approximately 5 known eagle nests occur in OSV open use areas for alternatives 1, 2, and 4. Fewer nests occur in open use areas for alternatives 3 and 5.  Goshawk PACs are distributed along the southern portion of this use area. OSV open uses areas vary slightly across all alternatives with relationship to PACs.  OSV use has been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail or area located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes: American marten	No. American marten avoid open areas, where cross-country OSV use would occur. Dens occur in snags, above the forest floor.	N/A
	C) Would the trail or area contain critical deer winter range?	No	N/A	N/A
	D) Is the trail or area located within or adjacent to occupied habitat for TES aquatic species?	Yes - Central Valley steelhead	No-Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail or area contain habitat for TES terrestrial wildlife species?	Pacific fisher, American marten, wolverine, Sierra	No. OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
		Nevada red fox		
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail or area cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes – Bizz Johnson Trail, Hog Flat and McCoy Reservoirs	No - Snow-shoers and cross-country skiers enjoy the Bizz Johnson Trail, and flat, open areas around Hog Flat and McCoy reservoirs. Most OSV use occurs on groomed routes. There are segments along the Bizz Johnson Trail that are not accessible for OSV use and are physically blocked with gates or bollards. These areas provide some solitude and provide opportunity to avoid conflicts between the uses. Hog Flat and McCoy Reservoir areas are adjacent to Highway 44. They do not provide solitude or quiet as much as they provide flat, open areas for cross-country travel.	N/A
	B) Would the trail or area be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes – Caribou Wilderness	The area is adjacent to the Caribou Wilderness. The PCT crosses through the area west of the LVNP. In alternatives 1-4 crossings would occur at the following Forest Roads: 33N22, 32N99, 32N20, 32N71, 32N12, 32N92, 32N42Y  There are no developed staging areas or designated trails in the area of the PCT, so conflict between OSV and non-motorized	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
			<p>uses would not be expected. Cross-country use is minimal along this segment of the PCT.</p> <p>Little cross-country OSV use occurs in the vicinity of the Caribou Wilderness, due to the forested nature of the area. Groomed surfaces make it difficult to leave the groomed route, so incidence of encroachment into the wilderness would not be expected.</p> <p>The Wilderness is closed to OSV use and these prohibitions would not be changed. The Forest Service would provide seasonal signing and official OSV map to identify areas not designated for OSV use.</p>	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail or area abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	Yes – Lassen Volcanic National Park	<p>No - OSV use is prohibited in Lassen Volcanic National Park (and adjacent Caribou Wilderness, LNF) and these prohibitions would not be changed by this decision. All alternatives would provide for seasonal signing and educational materials such as maps to identify OSV-prohibited areas.</p> <p>Little cross-country OSV use occurs in the vicinity of the LVNP due to the forested nature of the area.</p>	N/A
	B) Would the trail or area abut a developed recreation site on neighboring federal lands?	Yes – Bizz Johnson Trail	The Bizz Johnson Trail is jointly managed by FS and BLM and provides segments to non-motorized uses as well as OSV use.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail or area allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	Yes	No	Wheeled vehicle cross-country travel is prohibited under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind the existing wheeled vehicle prohibition.
	B) Would the trail or area allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	Wheeled vehicle cross-country travel is prohibited under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind the existing wheeled vehicle prohibition.
	C) Would this trail or area conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into	A) Would the trail or area be adjacent to year around neighborhoods and communities?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>8</sup>
account sound, emissions, and other factors.	B) Would the trail or area be located adjacent to private land?	Yes	No	There are undeveloped parcels of private lands scattered through the area.

## **Appendix D – Application of the Minimization Criteria for Trails Designated for OSV Use**

As described in the FEIS (pgs. 7-10), the interdisciplinary team applied the minimization criteria using a screening exercise. The interdisciplinary team developed potential effect indicators, which are triggers for determining when effects to the given resources and uses set forth in 36 CFR §212.55(b)(1)-(5) may warrant minimization (i.e. mitigation or changes to the area or trail designations). These potential effects indicators were designed to highlight where OSV impacts have the potential to have substantial adverse effects on sensitive forest resources and important non-motorized areas. The first step was determining if the potential effect indicator is present. If present, is there a potential for adverse effects, and if so, what is the degree of effect? If the interdisciplinary team found that the potential effect indicators were not present or the degree of effect was minimal (i.e. already minimized) for a particular area or trail designation, then the designation could proceed without additional mitigation. However, if the interdisciplinary team found that a designation may cause substantial adverse effect(s) to one or more potential effect indicators, mitigation measures were identified or areas or trails were removed from designations with the objective of minimizing the impact(s) to the five criteria.

The minimization criteria screening exercise was applied to each trail. Trails were combined when applying the minimization criteria, due to the proximity and similarity of the individual trails. The rationale for combining trails when applying the minimization criteria is provided under the area and trail descriptions where applicable.

## Ashpan OSV Area

Ashpan OSV area consists of that portion of the Lassen National Forest that lies west and north of Highways 44/89 and south of Highway 299. The community of Old Station is located within this OSV area. Within this designated area, approximately 57 miles of groomed OSV trails are accessible through the Ashpan OSV trailhead on Highways 44/89. Approximately 16 (37.13) miles of these OSV trails are under Forest Service jurisdiction. The groomed trail system connects to the adjacent Latour State Forest, offering further opportunity for OSV recreation. Although it lacks jurisdiction to designate snow trails for OSV use on land that is not part of the National Forest System, the Forest Service still grooms the OSV trails in the Latour State Forest.

### *Ashpan Area East Cluster (Total Miles: 43.94)*

NFS Road-32N25

NFS Road-32N44Y

NFS Road-32N30

NFS Road-32N36

NFS Road-32N24

NFS Road-32N31

NFS Road-33N16

NFS Road-32N17F (Ungroomed)

NFS Road-32N17 (Ungroomed)

NFS Road-32N46 (Ungroomed)

Manzanita Creek connector (Ungroomed)

Non NFS Road-33N16

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues	No	No - Only <i>Astragalus pulsiferae</i> var. <i>suksdorfii</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A

<sup>9</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
	are at or above the soil surface in the winter)?			
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of proposed trails under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during	Yes, California spotted owl	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
	breeding period of these species?		concentrated in space or time, limiting the potential to disrupt the breeding season.	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	No	No known den sites within 2,000 feet of groomed trail.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No.	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, American marten, Sierra	No -OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
		Nevada red fox		
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No-adjacent to these OSV trails.	No	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes- Thousand Lakes Wilderness	No- Topographical features located on the north side of this trail directly adjacent to the Thousand Lakes Wilderness largely prevent access to this restricted area.	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No-seasonal road closures of all FS roads are in place during winter in this area.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No-FS Road 32N17 north of Hwy 44 is part of the ungroomed cluster in this area which provides access to private lands. Seasonal road closures of all FS roads are in place during winter in this area except for emergency access to private lands.	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	Yes	No-FS Road 32N17 north of Hwy 44 is part of the ungroomed cluster in this area which provides access to private lands. Seasonal road closures of all FS roads are in place	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>9</sup>
			during winter in this area except for emergency access to private lands.	

## Bogard OSV Area

Bogard OSV Area is bounded by Highway 44 to the south and west and by the forest boundary to the north and east in the northeastern part of the forest. This OSV area is accessible from the communities of Burney, Fall River, Old Station, and Susanville, and from the Bogard Trailhead on Highway 44.

### *Bogard Trail Cluster South (Total Miles: 26.58)*

NFS Road-32N08

NFS Road-32N07

NFS Road-32N73

NFS Road-32N64Y

NFS Road-32N63Y

NFS Road-32N02

NFS Road-32N28Y

NFS Road-32N02

Non NFS Road-32N07

Non NFS Road-32N02

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No – Eagle Lake does not meet State Water Quality Standards for nutrients due to septic tanks and possibly grazing activity. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially	No	No - Only <i>Astragalus pulsiferae</i> var. <i>suksdorfii</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this.	N/A

<sup>10</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
	affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?		Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	Yes – Crater Lake SIA	No - There are 0.25 miles of groomed trail proposed under Alts. 2-5 that are within the Crater Lake SIA. Minimum snow depth criteria for public OSV use that are included in Alts. 2-5 (specified as a minimum depth in inches in Alts. 2, 3, and 5 or at a depth that would prevent resource damage in Alt. 4) would minimize ground-disturbing effects to features. OSV use is not expected to alter any of the characteristics for which the Special Interest Area was established.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
			in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Preservation Office, therefore, the forest would be required to reinstate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten, Sierra Nevada red fox	No. OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes-non-motorized trail for skiing exists along the south shore of Eagle Lake. This trail travels through and around the campgrounds in the Eagle Lake Rec. Area (ELRA).	No – This trail is closed to OSV use. Furthermore, incursion is unlikely because direct access from the designated OSV trails to the non-motorized trail is not available.  None of the action alternatives would designate the ELRA for cross-country OSV use.	To encourage compliance of trail restrictions, the Forest Service will make available to the public the OSVUM via website and print as well as posting information to educate the public at appropriate trail heads and recreation staging sites for winter recreationists.
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness,	No	No. There are no designated trails in this area near the PCT or wilderness.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
	PCT, recommended wilderness, and ski areas.			
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 through March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions. Wheeled vehicle use would continue to be allowed on designated ungroomed routes throughout the year. Few or no conflicts would be expected.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>10</sup>
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

***Bogard Trail 21 (Total Miles: 19.61)***

NFS Road-LA 105

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>11</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No – Eagle Lake does not meet State Water Quality Standards for nutrients due to septic tanks and possibly grazing activity. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous	No	No -Only <i>Astragalus pulsiferae</i> var. <i>suksdorfii</i> is known to occur within 100 ft. of trails proposed under Alts. 4-5 in this cluster, and no occurrences are within 100 ft. of trails proposed under Alts 2-3. Because this perennial forb would not have	N/A

<sup>11</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>11</sup>
	species whose living tissues are at or above the soil surface in the winter)?		living tissues above the soil surface in winter, no impacts are anticipated.	
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No-There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>11</sup>
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	No	N/A	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Sierra Nevada red fox	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation./A	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use	A) Would OSV use of this trail cause conflicts with	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>11</sup>
and existing or proposed recreational uses of NFS lands	non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)			
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No. These trails are ungroomed and overlay an existing road that is maintained and controlled by the County.	N/A
	B) Would the trail allow tracked motor vehicle use	Yes, tracked	No - These trails are ungroomed and overlay a road that is maintained and	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>11</sup>
	over snow? If so, does this affect safety and winter management of the area?	vehicles are not explicitly prohibited	controlled by the County. Site distance, terrain, road-side vegetation provide visibility so users could be aware of others on the trail.	
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

## Fredonyer OSV Area

It is bounded by Highway 36 to the north and forest boundaries to the west, south, and east in the extreme southeastern portion of the forest.

### *Fredonyer Trail System (Total Miles: 43.70)*

NFS Road-29N03

NFS Road-ULA557

NFS Road-29N46

NFS Road-29N20Y

NFS Road-29N84YA

NFS Road-29N46G

NFS Road-29N85

NFS Road-28N08 on Plumas

Fredonyer Pass connector

NFS Road-28N08 on Plumas

NFS Road-28N08

NFS Road-28N08 on Plumas

NFS Road-28N08 on Plumas

Non NFS Road-29N46

Non NFS Road-28N08 on Plumas

Non NFS Road-29N03

Non NFS Road-29N46

Non NFS Road-28N08 on Plumas

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - the Susan River is listed for mercury from unknown sources. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes - portions of all trails in this cluster except the 29N10 cross sensitive soils including erosive granitic and rhyolitic soils, wet meadows and old landslides. The trail overlays a NFS road, which is a hardened surface. Adverse effects unlikely.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer

<sup>12</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
				resulting in negligible or no ground disturbance.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - Only <i>Penstemon sudans</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten,	No-OSV use and associated activities would not affect habitat, habitat	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
		Pacific fisher, Sierra Nevada red fox	connectivity, or result in habitat fragmentation.	
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes	No - OSV and non-motorized uses tend to not use the same areas at the same time during the snow season due to access and snow conditions. OSV use tends to be during peak snow depths when access is more difficult for non-motorized use. Non-motorized activities tend to occur early or late season when conditions allow access closer to favored areas.	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into	A) Would the trail be adjacent to year around neighborhoods and communities?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>12</sup>
account sound, emissions, and other factors.	B) Would the trail be located adjacent to private land?	Yes	No - There are undeveloped private land parcels interspersed in the area.	N/A

## Jonesville OSV Area

The Jonesville OSV Area is isolated by private land and the Plumas National Forest in the southern part of the forest. It is bounded by Highway 36 to the north, Lake Almanor to the east, and the forest boundary to the south and west.

### *Jonesville Area North Cluster (Total Miles: 6.46)*

Non and NFS Road-27N03

Non NFS Road-27N43

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes – North Fork Feather River	No - North Fork Feather River and Lake Almanor are listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A

<sup>13</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	No – The trail crosses Fanani Meadow but the trail overlays a NFS road, which is a hardened surface. Adverse effects unlikely.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12” cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6”, 6”, & 12”, respectively. On groomed trails Alts 2, 3 & 5 require 6”, 18”, & 12”, respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - Only <i>Orcuttia tenuis</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this annual grass would not have living tissues above the soil surface in winter, no impacts are anticipated	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
	Sierra Nevada red fox) den sites AND used during the denning period for these species?			
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, American marten, Sierra Nevada red fox	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
	<p>high-value areas for backcountry skiing?)</p> <p>B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.</p>	<p>Yes, Pacific Crest Trail</p>	<p>No - Most of the PCT in this area receives little to no winter non-motorized use due to the long distances from plowed trailhead access in the town Jonesville and nearby staging area. The Pacific Crest Trail Association (PCTA) does not recommend long distance winter use of the trail for trekkers.</p> <p>All Alternatives – Motorized use is not permitted on the PCT. Trailhead signing, winter patrolling and education would be used to mitigate OSV incursions in the unlikely event of incursions. The PCT segment that bisects this area is a long distance from winter trailhead parking in the seasonal community of Jonesville and it is reasonable to expect little winter non-motorized recreational use. OSV users would be limited to one designated crossing location of the PCT on County Road 308 (Humboldt Road) which would be shown on the Over Snow Vehicle Use map (OSVUM).</p>	<p>N/A</p>
<p>2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands</p>	<p>A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?</p>	<p>No</p>	<p>N/A</p>	<p>N/A</p>

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into	A) Would the trail be adjacent to year around neighborhoods and communities?	Yes	No - Almanor West Subdivision is approximately 0.5 air miles away. There are no known or anticipated adverse effects.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>13</sup>
account sound, emissions, and other factors.				
	B) Would the trail be located adjacent to private land?	Yes	No – Trails cross through Collins Pine land on County Road.	N/A

*Jonesville Area Central Cluster (Total Miles: 31.07)*

Non and NFS Road-27N65

Non and NFS Road-27N04

Non and NFS Road-27N43

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for	Yes	No - There are four fen complexes (Demon Dog, Little Smoochy, Upper Yellow Creek,	N/A

<sup>14</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
	example wet meadows, bogs, fens, etc.?		Mistletoe) within 100 ft. of routes proposed under Alts. 2-5. Adverse effects could occur if OSV impacts occurred on exposed soils, however minimum snow depth criteria for public OSV trail use are included in Alts. 2-5 (either minimum inches, as in Alts. 2, 3, and 5 or a minimum depth to prevent resource damage, as in Alt. 4); and minimum inches of snow depth inches required for OSV trail grooming are included in all Alternatives. These elements will minimize the potential for ground disturbance to fens in Alts. 2-5.	
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - North Fork Feather River is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	No – The trail crosses wet meadow soils but the trail overlays a NFS road, which is a hardened surface. Adverse effects unlikely.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, American marten, Sierra Nevada red fox	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	N/A	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	N/A	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into	A) Would the trail be adjacent to year around neighborhoods and communities?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>14</sup>
account sound, emissions, and other factors.	B) Would the trail be located adjacent to private land?	Yes	No – Trails cross through Collins Pine Sierra Pacific and State land on County Roads. State land is designated as “4WD Winter Route” and is ungroomed and open to OSV’s, ATV’s and 4WD’s in all Alternatives.	N/A

*Jonesville Area West (Total Miles: 5.31)*

NFS Road- 27N06

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes within 100 ft. of routes proposed under Alts. 2-5.	N/A

<sup>15</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No – Butte Creek is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - Only <i>Botrychium crenulatum</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher, American marten, Sierra Nevada red fox	No – OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes	Yes - This trail segment (27N06) and the Colby Meadows Cross Country Ski Trail are in very close proximity at the top of Colby Mountain. Both user groups seek to traverse to the Colby Mountain lookout for the spectacular views and FS available amenities. There have been no known occurrences of conflicts between OSV users and cross-country skiers. In alternatives 3 and 5 OSV use is prohibited	The Forest Service would provide signage and electronic information at trailheads and staging areas to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
			in cross country ski trail area however the users will still mingle at Colby Mountain.	
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	N/A	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this	Yes, tracked vehicles are not	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>15</sup>
	affect safety and winter management of the area?	explicitly prohibited.		
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No - There are no plowed roads beyond the Jonesville Staging Area.	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No – The community of Jonesville is seasonal. Roads in this area are not plowed.	N/A
	B) Would the trail be located adjacent to private land?	Yes	No – The trail bisects the seasonal residential private property at Jonesville.	N/A

***Jonesville Area South Cluster (Total Miles: 26.26)***

NFS Road-26N35

NFS Road-26N02

NFS Road-26N27

Non and NFS Road-27N11 (Groomed and Ungroomed)

NFS Road-26N31

Non and NFS Road-27N43

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	Yes	No - There are four fen complexes (Horseshoe, Little Grizzly, Newberry, Spring) within 100 ft. of routes proposed under Alts. 2-5. Adverse effects could occur if OSV impacts occurred on exposed soils, however minimum snow depth criteria for public OSV trail use are included in Alts. 2-5 (either minimum inches, as in Alts. 2, 3, and 5 or a minimum depth to prevent resource damage, as in Alt. 4); and minimum inches of snow depth inches required for OSV trail grooming are included in all Alternatives. These elements will minimize the potential for ground disturbance to fens in Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No – Butte Creek and North Fork Feather River are listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet	No	N/A	N/A

<sup>16</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
	meadows, areas with potential low stability, and areas with potential erosion hazards)?			
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - Only <i>Meesia uliginosa</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species is at or just above the soil surface in winter, minimum snow depth criteria for public OSV trail use are included in Alts. 2-5 (either minimum inches, as in Alts. 2, 3, and 5 or a minimum depth to prevent resource damage, as in Alt. 4); and minimum inches of snow depth inches required for OSV trail grooming are included in all Alternatives.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
			consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, California spotted owl, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten, Sierra Nevada red fox	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No – these routes are so remote it is unlikely there would be non-motorized users in the area.	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes	No - Most of the PCT in this area receives little to no winter non-motorized use due to the long distances from plowed trailhead access in the town Jonesville and nearby staging area. The Pacific Crest Trail Association (PCTA) does not recommend long distance winter use of the trail for trekkers.  All Alternatives – Motorized use is not permitted on the PCT. Trailhead signing,	

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
			winter patrolling and education would be used to mitigate OSV incursions in the unlikely event of incursions. The PCT segment that bisects this area is a long distance from winter trailhead parking in the seasonal community of Jonesville and access resulting in little winter non-motorized recreational use. To minimize potential impacts to PCT users, OSVs would be limited to two designated crossing locations of the PCT on County Road 307 (Humbug) and the 26N02 road which would be shown on the Over Snow Vehicle Use map (OSVUM).	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>16</sup>
			amend or rescind those existing wheeled vehicle prohibitions	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	N/A	N/A
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

## Morgan Summit OSV Area

Morgan Summit OSV Area lies on the west end of the forest and is bordered by Highway 32 and portions of Highway 36 to the south, Highway 44 to the north, Lassen Volcanic National Park to the east and the western borders of the forest. This area is largely centered around the communities of Mineral and Chester.

**Morgan Summit 17 Road-Ungroomed Trail (Total Miles: 22.61)**

NFS Road-N31N17

NFS Road-310314UC01

NFS Road-310314UC07

NFS Road-31N17O

Non NFS Road-Manzanita Creek connector

Non NFS Road-31N17

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	Yes	No - Battle Creek has anadromous fish species but the trails are on hardened road surface with engineered stream crossings.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.

<sup>17</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - Only <i>Botrychium minganense</i> and <i>Botrychium montanum</i> are known to occur within 100 ft. of trails proposed under Alts. 3-5 in this cluster, and no TES plant species occur within 100 ft. of trails proposed under Alt. 2. Because these species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
	Sierra Nevada red fox) den sites AND used during the denning period for these species?			
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Sierra Nevada red fox, Pacific fisher	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or	No	No – the McGowan CCST ends where it intersects the 17 Road. Due to the length of the CCST and distance to popular non-motorized ski trail staging areas, it is unlikely there will be any conflicts.	The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
	high-value areas for backcountry skiing?)			
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes	The trail would come to within 0.5 miles of the proposed Heart Lake Wilderness. Incursion is unlikely. The 17 road is open under all alternatives.	The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this	Yes, tracked vehicles are not	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>17</sup>
	affect safety and winter management of the area?	explicitly prohibited.		
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	Yes	No - The residents of Mineral access the trail system from their residences. We have not received complaints relative to OSV use in the area.	N/A
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

***Morgan Summit Area North (Total Miles: 11.69)***

NFS Road-29N60

NFS Road-29N91

NFS Road-29N67

NFS Road-29N57

NFS Road-29N62

NFS Road-Morgan Summit connector

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	Yes – Battle Creek	No - Battle Creek has anadromous fish species but the trails are on hardened road surface with engineered stream crossings.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12” cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6”, 6”, & 12”, respectively. On groomed trails Alts 2, 3 & 5 require 6”, 18”, & 12”, respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet	No		N/A

<sup>18</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
	meadows, areas with potential low stability, and areas with potential erosion hazards)?			
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	Yes	No - <i>Botrychium minganense</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
			Preservation Office (incorporated by reference 40 CFR 1501.12).	reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Sierra Nevada red fox, American marten, Pacific fisher	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	N/A	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	N/A	N/A
2) Conflicts between motor vehicle use and existing or	A) Would the trail abut a wilderness area or non-	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
proposed recreational uses of neighboring Federal lands	motorized area on adjacent National Forest or other federal lands?			
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No- Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with	A) Would the trail be adjacent to year around	Yes	No - The residents of Mill Creek access the trail system from their cabins. We have not	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>18</sup>
existing conditions in populated areas, taking into account sound, emissions, and other factors.	neighborhoods and communities?		received complaints relative to OSV use in the area.	
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

***Morgan Summit Area Central Cluster (Total Miles: 38.10)***

NFS Road-28N28

NFS Road-28N70

NFS Road-29N44

NFS Road-29N58

NFS Road-U LA189

NFS Road-U LA190

NFS Road-280310UC03

Non and NFS Road-CA 172

NFS Road-29N48

NFS Road-29N48

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	Yes	No - Battle Creek and Mill Creek have anadromous fish species but the trails are on hardened road surface with engineered stream crossings.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No – Mill Creek is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with	Yes	No – The trails cross wet meadow soils and old landslides but the trails overlay NFS roads, which are hardened surface. Adverse effects unlikely.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed

<sup>19</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
	potential low stability, and areas with potential erosion hazards)?			designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinstate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk,	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	NO	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Sierra Nevada red fox, American marten, Pacific fisher	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	N/A	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	N/A	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>19</sup>
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	Yes	No - The residents of Mill Creek access the trail system from their cabins. We have not received complaints relative to OSV use in the area.	N/A
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

***Morgan Summit Area South Trail (Total Miles: 17.15)***

Non and NFS Road-29N48

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	Yes	No - Battle Creek and Mill Creek have anadromous fish species but the trails are on hardened road surface with engineered stream crossings.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes – Mill Creek	No – Mill Creek is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with	Yes	The 29N48 road crosses an old landslide. Since no excavation would take place adverse effects are unlikely.	N/A

<sup>20</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
	potential low stability, and areas with potential erosion hazards)?			
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - <i>Silene occidentalis</i> ssp. <i>longistipitata</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
				reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	Yes, Central Valley steelhead	No - Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	Yes, Central Valley steelhead	No - Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Sierra Nevada red fox, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	N/A	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes – Ishi B Proposed Wilderness	No - Risk of Incursion is low due to steep topography. Use of this trail is prohibited in Alternative 5 but is open in Alternatives 2, 3 and 4.	The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.
2) Conflicts between motor vehicle use and existing or	A) Would the trail abut a wilderness area or non-motorized area on adjacent	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
proposed recreational uses of neighboring Federal lands	National Forest or other federal lands?			
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	N/A	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited.	No-there have been no known occurrences of conflicts between OSV users and other recreational users of tracked vehicles	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	N/A	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with	A) Would the trail be adjacent to year around	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>20</sup>
existing conditions in populated areas, taking into account sound, emissions, and other factors.	neighborhoods and communities?			
	B) Would the trail be located adjacent to private land?	Yes	No - There are interspersed parcels of private lands in the vicinity of the trails, but none are developed.	N/A

## Swain Mountain OSV Area

Swain Mountain OSV Area is located east and south of Highway 44 and north of Highway 36, with the remaining boundaries formed by Lassen Volcanic National Park and the Caribou Wilderness. This area is directly accessible from the communities of Old Station, Chester and Susanville.

### *Swain Mountain South Loop Cluster (Total Miles: 20.40)*

NFS Road-TR9763, Bizz Johnson

NFS Road-30N06

NFS Road-30N29

NFS Road-30N03

NFS Road-Fredonyer Pass connector

NFS Road-30N03

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A

<sup>21</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
	example wet meadows, bogs, fens, etc.?			
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - Lake Almanor is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No – No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, Pacific fisher	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes	<p>No - Snowshoers and cross-country skiers enjoy the Bizz Johnson Trail, and flat, open areas around Hog Flat and McCoy reservoirs. Most OSV use occurs on groomed routes. There are segments along the Bizz Johnson Trail that are not accessible for OSV use and are physically blocked with gates or bollards. These areas provide some solitude and provide opportunity to avoid conflicts between the uses.</p> <p>Hog Flat and McCoy Reservoir areas are adjacent to Highway 44. They do not provide solitude or quiet as much as they</p>	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
			provide flat, open areas for cross-country travel.	
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	Yes	No - The Bizz Johnson Trail, but there are separate sections of the trail for non-motorized and OSV use.  The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would	

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>21</sup>
			amend or rescind those existing wheeled vehicle prohibitions.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not explicitly prohibited	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

*Swain Mountain Connector (Total Miles: 6.12)*

NFS Road- 30N07

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>22</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues		No - No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A

<sup>22</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>22</sup>
	are at or above the soil surface in the winter)?			
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?		No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>22</sup>
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	Yes, Central Valley steelhead	No - Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat.	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use	A) Would OSV use of this trail cause conflicts with	No	No - Most non-motorized use occurs on the Bizz Johnson Trail close to this trail. It's	

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>22</sup>
and existing or proposed recreational uses of NFS lands	non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)		available to both uses, but few conflicts would be expected. OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>22</sup>
			amend or rescind those existing wheeled vehicle prohibitions.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

*Swain Mountain Central Loop A (Total Miles: 13.58)*

NFS Road-ULA408

NFS Road-30N31

NFS Road-30N09

NFS Road-30N07

NFS Road-30N09

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>23</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially	No	No - No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A

<sup>23</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>23</sup>
	affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?			
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>23</sup>
	AND also used during breeding period of these species?		is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>23</sup>
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>23</sup>
vehicle uses of NFS lands or neighboring federal lands.	affect safety and winter management of this area?		current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

**Swain Mountain Central Loop B (Total Miles: 10.59)**

NFS Road-29N55

NFS Road-32N10

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>24</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous	No	No - Only <i>Peltigera gowardii</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species is aquatic, and OSV use is prohibited from areas with surface water	N/A

<sup>24</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>24</sup>
	species whose living tissues are at or above the soil surface in the winter)?		under all alternatives, no effects are anticipated.	
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>24</sup>
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	Yes, Central Valley steelhead	No - Sufficient snow depth requirement for safe operation of OSVs reduces potential impacts to aquatic species and their habitat	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No. OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use	A) Would OSV use of this trail cause conflicts with	No	No - OSV trail grooming would be timed to minimize impacts on non-motorized	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>24</sup>
and existing or proposed recreational uses of NFS lands	non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)		recreation experiences. The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>24</sup>
			The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

*Swain Mountain West Loop (Total Miles: 10.55)*

NFS Road-30N72

NFS Road-30N25

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - Lake Almanor is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A

<sup>25</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinstate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No - OSV trail grooming would be timed to minimize impacts on non-motorized recreation experiences. The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes	No - This loop abuts to the Caribou Wilderness boundary. Groomed surfaces make it difficult to leave the groomed route, so incidence of encroachment into the wilderness would not be expected.  The Wilderness is closed to OSV use and these prohibitions would not be changed. The Forest Service would provide seasonal signing and educational materials such as maps to identify areas not designated for OSV use.	N/A
2) Conflicts between motor vehicle use and existing or	A) Would the trail abut a wilderness area or non-motorized area on adjacent	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
proposed recreational uses of neighboring Federal lands	National Forest or other federal lands?			
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	<p>No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.</p> <p>The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.</p>	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>25</sup>
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	Yes	No - The southern portion of this loop crosses private timber lands.	N/A

**Swain Mountain Central Loop (Total Miles: 8.98)**

Non NFS Road-32N10

Non NFS Road-32N10

Non NFS Road-30N72

Non NFS Road-PL 322A

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	No	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - Susan River is listed for mercury. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	Yes	Yes - These trail cross sensitive rhyolitic soils. The trails overlay NFS roads, which have hardened surfaces. Adverse effects unlikely.	While there are no adverse effects anticipated, minimum snow depths for Alts 2, 3, & 5 require 12" cross-country; On ungroomed designated trails Alts 2, 3 & 5 require 6", 6", & 12", respectively. On groomed trails Alts 2, 3 & 5 require 6", 18", & 12", respectively; Alt 4 requires unspecified depth enough to prevent resource damage. These Requirements would provide a protective layer resulting in negligible or no ground disturbance.

<sup>26</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	No	N/A	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	No	No	N/A
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	No	No	N/A
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.  The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	N/A
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with	A) Would the trail be adjacent to year around	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>26</sup>
existing conditions in populated areas, taking into account sound, emissions, and other factors.	neighborhoods and communities?			
	B) Would the trail be located adjacent to private land?	Yes	No - The southern portion of this loop crosses private timber lands.	N/A

**Swain Mountain Silver Lake Trail (Total Miles: 10.95)**

NFS Road-32N10

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A

<sup>27</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
	C) Would the trail drain into a 303(d)-listed waterbody?	Yes	No - the Susan River is listed for mercury from unknown sources. OSV use would not result in further impairment because the pollutant of concern is not related to OSV operation.	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - <i>Botrychium minganense</i> is known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster. Because this species would not have living tissues above the soil surface in winter, no impacts are anticipated.	N/A
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor, with kit activity in months when OSV activity would be low or not occur.	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example, near popular quiet areas or high-value areas for backcountry skiing?)	Yes	No - For a short distance from the intersection with the recommended ski route along the County 110 road. The groomed trail versus the ungroomed trail would likely separate the uses and minimize conflicts.  The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	N/A
	B) Would the trail be within or adjacent to a location	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
	valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.			
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	Yes	No - The Silver Lake and neighboring Rec residences, but typical period of use for both are spring through fall. Conflicts would not be expected.	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.  The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	N/A
	B) Would the trail allow tracked motor vehicle use	Yes, tracked	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>27</sup>
	over snow? If so, does this affect safety and winter management of the area?	vehicles are not specifically excluded		
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

*Swain Mountain North Cluster (Total Miles: 9.72)*

NFS Road-32N09

NFS Road-32N10

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

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>28</sup>
<b>(b)(1) Minimize damage to soil, watershed, vegetation, and other forest resources.</b>				
1) Minimize damage to soil and water quality.	A) Would the trail be located in a watershed that is of concern?	No	N/A	N/A
	B) Would the trail contain sensitive riparian areas, for example wet meadows, bogs, fens, etc.?	N	No - There are no fen complexes mapped within 100 ft. of routes proposed under Alts. 2-5.	N/A
	C) Would the trail drain into a 303(d)-listed waterbody?	No	N/A	N/A
	D) Would the trail contain sensitive soils (including wet meadows, areas with potential low stability, and areas with potential erosion hazards)?	No	N/A	N/A
2) Minimize damage to vegetation and other forest resources.	A) Are TES plants known to occur in or around the trail that could be potentially affected by OSV use (i.e. trees, shrubs, sub-shrubs, or perennial herbaceous species whose living tissues are at or above the soil surface in the winter)?	No	No - No TES plant occurrences are known to occur within 100 ft. of trails proposed under Alts. 2-5 in this cluster.	N/A

<sup>28</sup> Measures apply to all alternatives unless otherwise indicated.

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>28</sup>
	B) Would the trail include Special Interest Areas (SIA) or Research Natural Area (RNA)?	No	No - There are no SIAs or RNAs within 100 ft. of trails proposed under Alts. 2-5.	N/A
	C) Is the trail located within a NAAQS Class I area (air quality)?	No	N/A	N/A
	D) Are cultural resource sites known to be located in or around the trail?	Yes	Yes, depending upon the alternative chosen. In action alternatives 2, 3 and 5, cross country OSV use would occur only when sufficient snow depth (12" or greater) was present to protect underlying cultural resources. This determination was made in consultation with the State Historic Preservation Office (incorporated by reference 40 CFR 1501.12).	Action Alternative 4 does not require a specific snow depth and has the potential to adversely affect cultural resources. This alternative is outside the allowances of the existing consultation with State Historic Preservation Office, therefore, the forest would be required to reinitiate consultation set forth by 36 CFR 800.6.
<b>(b)(2) Minimize harassment of wildlife and significant disruption of wildlife habitats.</b>				
1) Minimize harassment of wildlife.	A) Disturbance during the breeding season. Is the trail located within or adjacent to TES breeding bird sites AND also used during breeding period of these species?	Yes, Northern goshawk	No - OSV use and associated activities have been occurring on the Lassen for 30+ years with no observed impacts to avian species during breeding season. OSV use is dispersed across habitats and not concentrated in space or time, limiting the potential to disrupt the breeding season.	N/A
	C) Disturbance during the breeding season. OSV use near den sites has the	Yes, American marten	No - American marten avoid open areas, such as groomed OSV trails. Furthermore, dens occur in snags above the forest floor,	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>28</sup>
	potential to harass forest carnivores. Is the trail located within or adjacent to TES forest carnivore (i.e. fisher, marten, wolverine or Sierra Nevada red fox) den sites AND used during the denning period for these species?		with kit activity in months when OSV activity would be low or not occur.	
	C) Would the trail contain critical deer winter range?	No	N/A	N/A
	D) Is the trail located within or adjacent to occupied habitat for TES aquatic species?	No	N/A	N/A
2) Minimize significant disruption of wildlife habitats.	A) Would the trail contain TES aquatic habitat and/or designated critical habitat?	No	N/A	N/A
	B) Would the trail contain habitat for TES terrestrial wildlife species?	Yes, American marten	No - OSV use and associated activities would not affect habitat, habitat connectivity, or result in habitat fragmentation.	N/A
<b>(b)(3) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands.</b>				
1) Minimize conflicts between motor vehicle use and existing or proposed recreational uses of NFS lands	A) Would OSV use of this trail cause conflicts with non-motorized visitors' desire for solitude and quiet recreation (for example,	No	No	N/A

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>28</sup>
	near popular quiet areas or high-value areas for backcountry skiing?)			
	B) Would the trail be within or adjacent to a location valued for non-motorized use, such as, wilderness, PCT, recommended wilderness, and ski areas.	Yes	No - Trail is ½ to 1 mile from the boundary of the Caribou Wilderness. Forest vegetation and terrain limits effects of OSV use to the characteristics of the wilderness.  The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
2) Conflicts between motor vehicle use and existing or proposed recreational uses of neighboring Federal lands	A) Would the trail abut a wilderness area or non-motorized area on adjacent National Forest or other federal lands?	No	No	N/A
	B) Would the trail abut a developed recreation site on neighboring federal lands?	No	No	N/A
<b>(b)(4) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.</b>				
1) Minimize conflicts among different classes of motor vehicle uses of NFS lands or neighboring federal lands.	A) Would the trail allow wheeled motor vehicle use over snow? If so, does this affect safety and winter management of this area?	No	No - Wheeled vehicle use is currently prohibited on trails identified for grooming from December 26 until March 31 under current wheeled motorized vehicle use regulations. None of the alternatives would amend or rescind those existing wheeled vehicle prohibitions.	

CRITERIA	POTENTIAL EFFECT INDICATORS	Yes / No	Would OSV use of the trail or area have the potential to cause adverse effects? If so, why and to what degree? Are there different effects across alternatives?	If the trail or area is designated, what measures will be taken to manage OSV use to minimize these effects, and why/how will the measures be effective? <sup>28</sup>
			The Forest Service would provide signage and electronic information to educate the public on responsible practices, trail restrictions, or separations to reduce use conflicts.	
	B) Would the trail allow tracked motor vehicle use over snow? If so, does this affect safety and winter management of the area?	Yes, tracked vehicles are not specifically excluded	No	N/A
	C) Would this trail conflict with plowed roads allowing vehicle use? Are road crossings allowed by OSVs?	No	No	N/A
<b>(b)(5) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.</b>				
1) Consider compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and other factors.	A) Would the trail be adjacent to year around neighborhoods and communities?	No	No	N/A
	B) Would the trail be located adjacent to private land?	No	No	N/A

## Appendix E. 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 would be a preventative measure used to protect resources and indirectly to protect water quality. Forest roads are sometimes used throughout winter for a variety of reasons. For such roads the following measures would be employed to meet the objectives of this practice.
  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 would be 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 management strategy and/or contracts. Project crew leaders and supervisors will be responsible for implementing force account projects to construction specifications and project criteria.

BMP 4-7 (USFS 2000): Water Quality Monitoring of off-highway vehicle (and OSV) Use According to a Developed Plan

- a. Objective: To provide a systematic process to determine when and to what extent off-highway vehicle use will cause or is causing adverse effects on water quality.
- a. Explanation: Each Forest's off-highway vehicle plan [Travel Management Plan and LRMP] will:
  1. Identify areas or routes where off-highway vehicle use could cause degradation of water quality.
  2. Establish baseline water quality data for normal conditions as a basis from which to measure change.
  3. Identify water quality standards and the amount of change acceptable.
  4. Establish monitoring measures and frequency.
  5. Identify controls and mitigation appropriate in management of off-highway vehicles.
  6. Restrict off-highway vehicles to designated routes.

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

#### 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 OSV 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 OSVs, release pollutants like ammonium, sulfate, benzene, polycyclic aromatic hydrocarbons, and other toxic compounds that are stored in the snowpack.

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

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

Practices:

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

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

- Allow over-snow vehicle use cross-country or on trails when snow depths are sufficient to protect the underlying vegetative cover and soil or trail surface.
- Specify the minimum snow depth for each type or class of over-snow vehicle to protect underlying resources as part of any restrictions or prohibitions on over-snow use.
- Specify season-of-use to be at times when the snowpack would be expected to be of suitable depth.
- Specify over-snow vehicle class suitable for the expected snowpack and terrain or trail conditions.
- Use closure orders to mitigate effects when adverse effects to soil, water quality, or riparian resources are occurring.
- Use applicable practices of BMP Rec-2 (Developed Recreation Sites) when constructing and operating over-snow vehicle trailheads, parking, and staging areas.
  - ◆ Use suitable measures to trap and treat pollutants from over-snow vehicle emissions in snowmelt runoff or locate the staging area at a sufficient distance from nearby water bodies to provide adequate pollutant filtering.

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## Appendix F. General Monitoring Procedures

All monitoring to document evidence of disturbance would be of the type that is commonly known as effectiveness monitoring. The monitoring that the agency commits to would be conducted routinely after the decision has been issued to inform the responsible official during implementation whether the selected alternative is having its predicted effects. If monitoring produces new information or shows changed circumstances relating to the predicted environmental effects of the selected alternative, the responsible official would implement necessary mitigations to avoid, minimize, rectify, reduce/eliminate or compensate for unforeseen adverse effects and then determine whether a correction, supplement, or revision to the EIS is necessary.

Recreation staff and Law Enforcement and Investigations Officers regularly monitor trailheads, trails and other areas through visitation during the OSV season, trail patrols (via OSVs, skis or snowshoes) and communication with visitors and other staff (such as the groomers) to gain an understanding of the changing conditions on the forest.

1. Wilderness boundaries and other closed areas near groomed snow trails and areas designated for OSV use are visited throughout the season to determine if OSV incursions have occurred.
  - a. Ashpan: OSV incursions have not been noted for Thousand Lakes Wilderness. Forest staff would continue to monitor for OSV incursions in all action alternatives. If incursions are discovered, the agency would increase enforcement patrols in this area, increase signing at trailhead information kiosks, and ensure Wilderness boundary signage is sufficient to identify the Wilderness boundary.
2. Trailheads and groomed trail areas will be visited and assessed for use conflicts and public safety concerns, coordinating and implementing site-specific controls as necessary (such as speed limits, segregated access points for motorized and non-motorized use, increased visitor information, or increased on-site management presence).
3. Areas where OSV use is restricted to designated routes will be visited to ensure public OSV use is restricted to designated routes and is not encroaching outside the trail corridor in areas where such use is not designated.
4. Action alternatives 3 and 4 would monitor for conflicts between OSV use and existing or proposed recreational uses within 500 feet of the Pacific Crest National Scenic Trail. If monitoring determines conflicts are occurring, it would be closed by order in the same undesignated area as in alternative 2 (if in the Bogard OSV Area) or 2 and 5 (if in the Fall River OSV Area).
5. Alternatives 2 through 4 would monitor for conflicts in the Fredonyer OSV Area. Alternative 5 would not designate the areas immediately west and east of Diamond Mountain for cross-country OSV use. If monitoring under alternatives 2 through 4 determines conflicts are occurring, the same areas as not designated in alternative 5 immediately west and east of Diamond Mountain would be closed by order to cross-country OSV use.
6. For any 6-inch or less minimum snow depths allowed on trails, operation of OSVs will be monitored periodically at every site where this standard will apply when snow is less than 12 inches deep.

7. Monitoring will be consistent with BMPs and focus on whether OSVs are impacting trail surfaces. The Forest Service water quality BMP 4-7 (USDA Forest Service 2000) would be followed for monitoring guidelines.
8. The Fall River OSV area surrounds the McArthur Burnie Falls State Park. In alternatives 2 through 4, we would monitor for use conflicts with the use of the State Park. If conflicts were found, the landlocked NFS parcel within the park (approximately 40 acres) and the landlocked contiguous NFS parcel south of the park in sections 3 and 4 (approximately 280 acres) would be closed by order to cross-country OSV use.

### **Monitoring for vegetation and wildlife effects will be conducted to achieve the following:**

1. Damage to vegetation will be addressed by monitoring in consultation with forest biologists to minimize damage to vegetation by ensuring that public OSV use is not damaging sensitive resource locations. In particular, OSV use will be monitored in the white bark pine stand on Burney Mountain to determine if damage is occurring. If adverse impacts are observed, changes in management of OSV use will be considered, or other appropriate protective measures taken, in consultation with a forest botanist. Considerations will include prohibiting public, cross-country OSV use in this area by separate order.
2. Damage to vegetation will be addressed by monitoring public OSV use in designated Forest Plan botanical special interest areas (SIAs) to determine if damage is occurring. If adverse impacts are observed and it is determined that public OSV use in these areas is not compatible with the intended focus of these areas, per each special area's management plan, changes in management of public OSV use will be considered, or other appropriate protective measures taken, in consultation with a forest botanist. Considerations will include prohibiting public, cross-country OSV use in these SIAs or restricting OSV use to designated routes only.
3. The Forest Service would use the results of ongoing inventory and monitoring of bald eagle nest sites to determine whether disturbance is occurring and if changes in management are necessary. Harassment of wildlife will be addressed by using the results of annual inventory and monitoring efforts for threatened, endangered, and sensitive species (northern spotted owl, California spotted owl, northern goshawk, bald eagle) to determine proximity of known nesting or roosting sites to designated OSV trails.
4. In all action alternatives, we would continue monitoring northern goshawk and California spotted owl protected activity centers (PACs) for adverse effects from OSV use. If monitoring determines harassment of California spotted owls or northern goshawks is occurring, we would mitigate according to forest plan direction.
5. Significant disruption of wildlife habitats, public OSV use in sensitive wildlife habitats will be monitored in consultation with the forest biologist, to determine if adverse impacts are occurring. If adverse impacts are observed, changes in management will be considered in consultation with the forest biologist.
6. In the event that great gray owls are found on the forest, the potential for OSV-related noise-based disturbance would overlap with only the early part of the March 1 through August 15 great gray owl breeding season. Nest sites with potential to be impacted would be monitored to determine whether disturbance is occurring and if changes in management are necessary.

Monitoring of trailheads and groomed trail areas for use conflicts and public safety concerns would be implemented. If monitoring indicates that conflicts are occurring, the Forest Service would consider implementing site-specific controls on the Lassen National Forest as necessary (such as speed limits, segregated access points for motorized and non-motorized use, increased visitor information or increased on-site management presence).

Harassment of wildlife will be addressed by using the results of annual inventory and monitoring efforts for threatened, endangered, and sensitive species (northern spotted owl, California spotted owl, northern goshawk, bald eagle, red fox, etc.) to determine proximity of known nesting, roosting or den sites to designated OSV trails and potential effects to these species from OSV activity. Biologists on the forest monitor specific wildlife and botanical resources relative to their proximity, or sensitivity to designated OSV routes (Lieske and Frolli 2010). The region also initiated focused studies on a subset of these species, Northern goshawks (Plumas NF) and Northern spotted owls (Shasta-Trinity and Mendocino National Forests) to evaluate direct effects of interactions with OSVs during their breeding timeframes. Information from these studies is used to inform forest biologists of the potential impacts to these species from OSV use. The Regional Forester also directed each Forest with an OSV program to monitor for special status species in order to protect biological resources (Lieske and Frolli 2010).

The existing level of disturbance to two known active bald eagle nest sites (Switchback nest site near Almanor Camp Ground and Rocky Point nest site south of Rocky Point Camp Ground) resulting from OSV use is unknown. Both nest sites overlap with open OSV use areas under the existing condition. If monitoring were to indicate OSV-generated disturbance at the Prattville site, a possible management solution would be to close the area bounded by Almanor Drive West, Prattville Butte Road, and Highway 89 to OSV use during the nesting season (i.e., generally beginning January 1 through the remainder of the OSV use season). Potential OSV-generated disturbance at the Rocky Point nest site is less likely because there are currently no conterminous areas conducive to OSV use within 660 feet of the site due to terrain and forest density; however, if disturbance is determined to occur, then a possible management solution could involve excluding OSV use within the zone of disturbance via signing and other public information.

Monitoring methodologies vary by species. Regular monitoring occurs across the forest for these species although locations vary depending upon projects. As an example, methods of monitoring for northern goshawk on the Lassen are described by Lieske and Frolli 2010) as follows: “Monitoring of NGO Protected Activity Centers (PAC, see glossary definition) is completed using a combination of Aural Broadcast Surveys and brief stand visits to locate active nests. Visits to NGO PACs for broadcast surveys or nest searches are made during the nestling and fledgling stages (June-August) when the birds are the most vocal. Goshawk monitoring has previously been conducted on Ranger Districts either by agency biologists or contractors”.

Similarly, monitoring methods for California spotted owl protected activity centers (PACs) is completed using established call stations, which are periodically revisited. CSO PACs are visited between April and August to survey established call stations for breeding birds, or to conduct nest searches in areas where birds were previously detected. Monitoring work has been conducted by district biologists, contractors, and Southwest Research Station biologists. CSO PACs are visited on a more regular basis in accordance with regional monitoring initiatives (Lieske and Frolli 2010).

Action alternatives 2 through 4 would monitor deer winter range for adverse effects of cross-country OSV use on the condition of deer wintering in the area. If monitoring determines adverse effects to deer resulting from cross-country OSV use in winter range, the winter range would be closed by order. Alternative 5 would not designate OSV cross-country use in deer winter range.

All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of OSV use on designated trails to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting use group awareness of prohibitions against harassment of wildlife. If fisher or marten den sites were discovered and subject to potential impacts from OSV use on designated trails under any alternative, we would manage the affected area according to forest plan direction.

### **Monitoring for Effects to Fisher**

Ongoing inventory and monitoring would be used to evaluate habitat conditions and mitigations to retain suitable habitat would be implemented, where necessary. Similarly, as fisher den sites are found within the portion of the action area designated for OSV use, den sites with potential to be impacted would be monitored to determine whether disturbance is occurring and if changes in management, including a limited operating period around den sites, are necessary, thereby minimizing impacts to fisher.

For fisher, marten, and Sierra Nevada red fox these measures would consist of the following:

#### **Standards and Guidelines for Fisher Den Sites**

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 recreational and other developments for their potential to disturb den sites.

#### **Monitoring for Effects to Marten**

Marten whelping season (March – April) overlaps with the latter portion of the OSV season, but the results of future natal and maternal den and other types of monitoring research would be used to determine whether disturbance is occurring and if changes in management are necessary.

#### **Standards and Guidelines for Marten Den Sites**

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 recreational and other developments for their potential to disturb den sites.

#### **Wolverine and Sierra Nevada Red Fox Detections**

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

#### **Monitoring for Effects to Sierra Nevada Red Fox**

As Sierra Nevada red fox den sites are located within the portion of the action area designated for OSV, den sites with potential to be impacted would be monitored to determine whether or not disturbance is occurring and if changes in management, including a January 1 to June 30 limited operating period around den sites, are necessary.

In terms of threatened and endangered botanical species and issues with regard to the spread of noxious weeds, project areas are routinely visited. As examples, known weed infestations are visited to determine changes in weed population density and rate of spread. In previous years, monitoring efforts have

identified small portions (totaling 0.4 acre) of three *Orcuttia tenuis* occurrences that occur within 100 feet of existing or proposed designated OSV trails. For the purpose of preventing or reducing OHV and other recreation impacts, fencing/barriers are now present at two of the sites. One of these occurrences has also been monitored for three consecutive seasons and no evidence of OSV effects has been observed (Botanical Report). Continued visitation and monitoring of these and other botanical resources will continue under all alternatives.

Heritage resource monitoring efforts for potential OSV impacts are specifically designed in consultation with the State Historic Preservation Office (SHPO). The Forest will develop and implement a cultural resource monitoring plan within 6 months of publication of the OSV FEIS/ROD. This plan will focus on testing the assumption that at least 12 inches depth of snow or ice based on weather, forest service personnel and public observations is a sufficient depth to prevent surface and subsurface impacts to historic properties. This monitoring will focus on the potential for any effects to historic properties resulting from OSV traffic when there is at least 12 inches of snow or ice coverage on the historic property. The Forest Heritage Program Manager (HPM), or qualified heritage professionals delegated by the HPMs, shall determine schedules and requirements for monitoring. Permanent records shall be completed for all monitoring events, and shall be kept on file at applicable District Offices. The Heritage Report discusses the monitoring program in more detail.

## Appendix G. OSV Use Level Assumptions

### Areas of Moderate to High OSV Use:

- Canopy cover less than 70 percent: CWHR vegetation (California Department of Fish and Wildlife 2014) 1S, 1P, 1M, 2S, 2P, 2M, 3S, 3P, 3M, 4S, 4P
- Slope less than or equal to 20 percent

### *High Use:*

- Areas within 0.5 mile of OSV staging areas
- Areas within 0.5 mile of groomed trails
- Meadows within 0.5 mile of a designated OSV trail

### *Moderate Use:*

- Areas within 0.5 mile of marked (not groomed) OSV trails
- Areas between 0.5 and 1.5 miles from groomed trails
- Meadows 10 acres or greater in size, or 0.5 to 1.5 miles from an OSV trail

### Areas of Low-to-No OSV Use:

### *Low Use:*

- Areas where OSV use is prohibited or restricted under current management. Unauthorized uses would be addressed as law enforcement issues and may prompt corrective actions.
- Areas below 3,500 feet elevation
- Canopy cover greater than 70 percent: CWHR vegetation 2D, 3D, 4D, 4M; vegetation size 5 and 6
- Slope greater than or equal to 21 percent
- Meadows 30 acres or greater, 1.5 miles or more from an OSV trail
- Areas more than 1.5 miles from a groomed OSV trail
- Areas more than 0.5 mile from a marked (not groomed) OSV trail

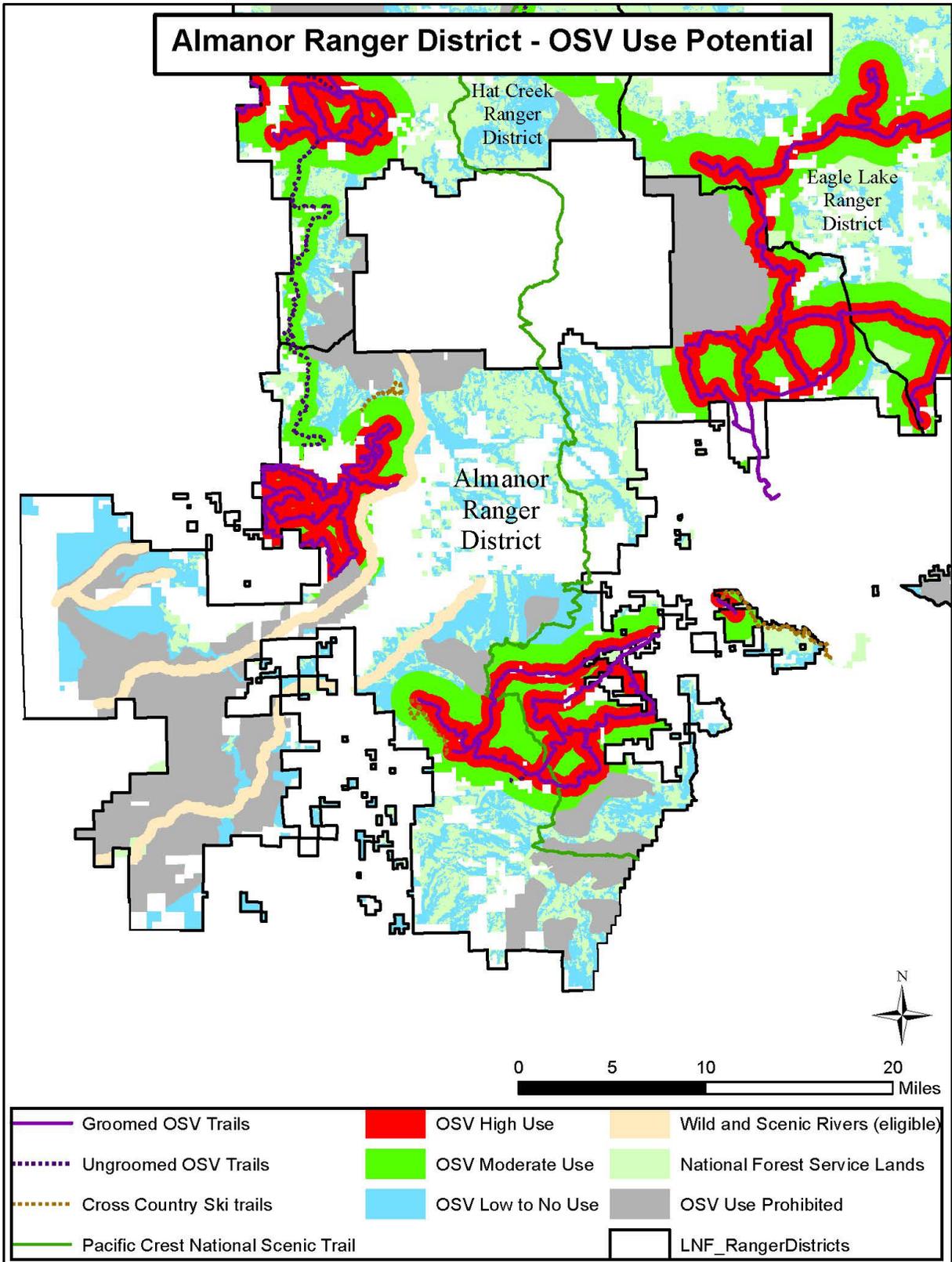


Figure 1. Over-snow vehicle use potential on the Almanor Ranger District

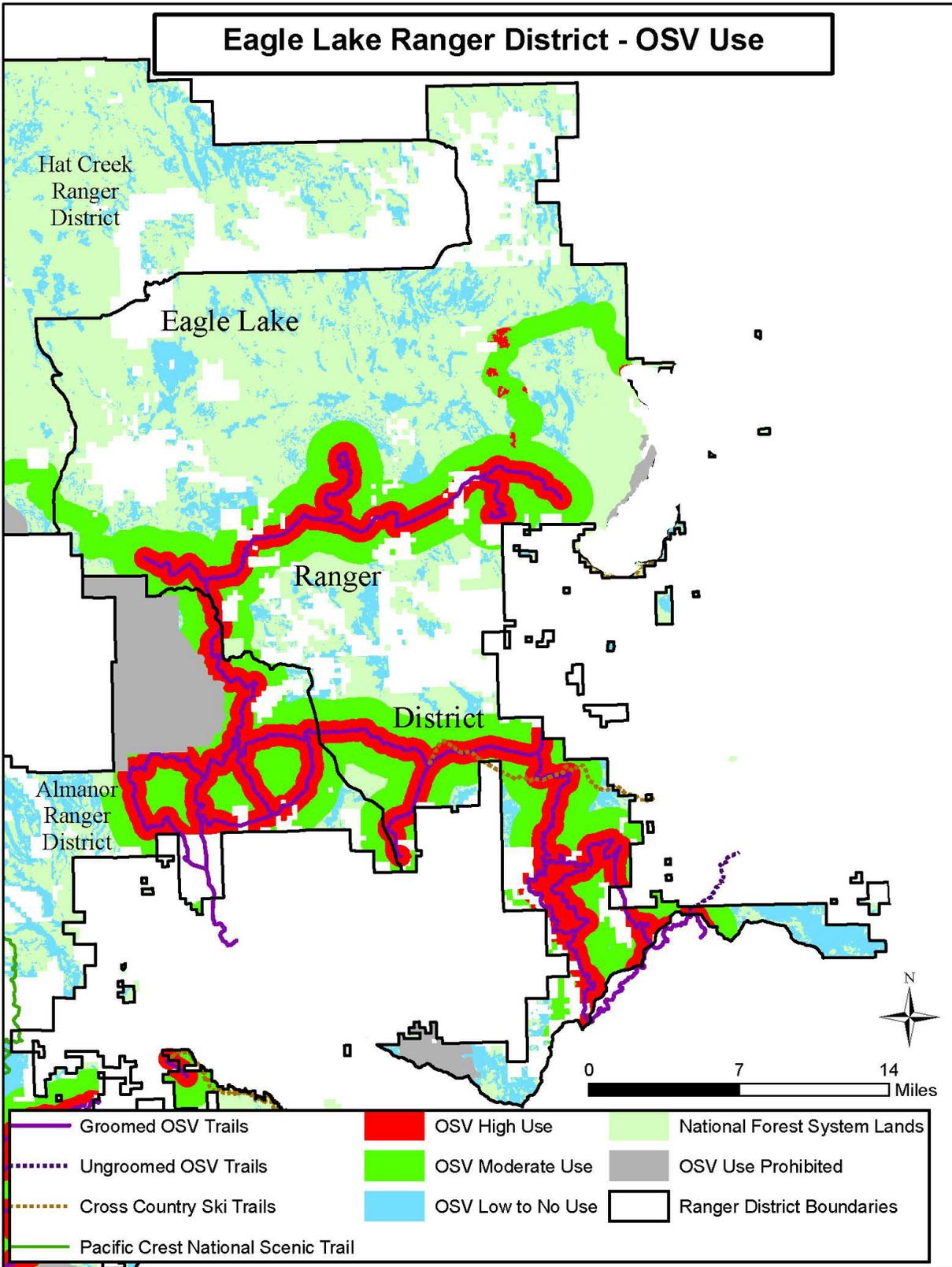
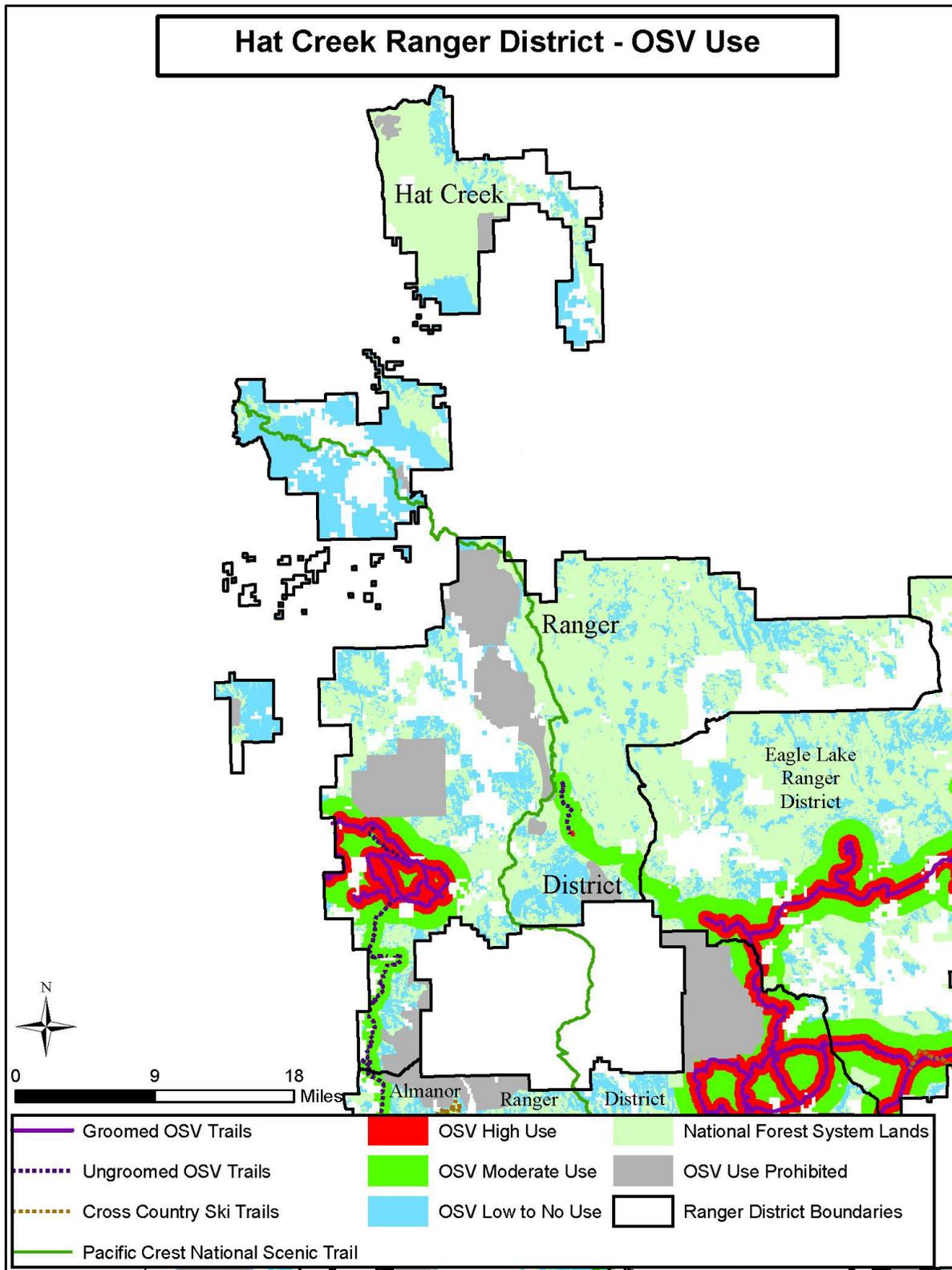


Figure 2. Over-snow vehicle use potential on the Eagle Lake Ranger District



**Figure 3. Over-snow vehicle use potential on the Hat Creek Ranger District**

## **Appendix H. 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 RFEIS 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 forest-wide 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 include snowplowing of winter recreation parking areas.

### **Current Vegetation Management Activities**

1. Bald Fire Salvage and Restoration
2. Jellico Fire Salvage and Restoration (Formerly a part of Bald Fire Salvage)

Description: Proposed activities include: salvage, treatment of non-merchantable trees, removing hazard trees along roads and trails, treatment of activity slash, site preparation, and planting,. Treatments (salvage logging, roadside hazard, fuels treatment) on approximately 14,000 acres; reforestation on approximately 12,000 acres.

Dates: sold; work to begin within 2016.

Additional information, including maps:

Web Link: [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=45965](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=45965)

3. Tamarack Fire Salvage (Formerly Eiler Fire Salvage)
4. Dutch Fire Salvage (Formerly Eiler Fire Salvage)

Description: Treat approximately 3,048 acres of area salvage (20% of National Forest System lands), 1,174 acres of roadside hazard trees (8% of National Forest System lands), 4,480 acres of fuels treatments (30% of National Forest System lands), and reforest 5,645 acres (38% of National Forest System lands) within the fire perimeter. Bring 2.4 miles of existing non-system roads (needed to implement the project for multiple entries) into the Forest road system as Maintenance Level (ML) 2 roads. These roads currently meet Forest transportation standards. Construct one-half mile of new construction that will be needed for access during project implementation and for long-term management. This road will be classified as a ML 1, and thus, not designated for wheeled motor vehicle traffic once all project activities are complete. Bring one water source proposed for use in implementing the project up to best management.

Dates: sold; work to begin within 2016

Additional information, including maps:

Web Link: <http://www.fs.usda.gov/project/?project=45962>

5. Castle Timber Sale
6. Lassen Day Salvage Sale

Description: Salvage of dead and/or dying trees within approximately 200 acres of the Day Fire area on the Lassen National Forest. UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Lassen. LEGAL - Township 39 North, Range 5 East, Sections 13, 14, 25. Project area is located roughly 3 miles east of the town of Day and 15 miles northeast of the town of Fall River Mills.

7. Lost Timber Sale
8. Urfa Timber Sale
9. Yellow Modified Contract Timber Sale

### Current Grazing Allotment Management

Grazing on range allotments is also ongoing. These allotments are shown in table 1.

**Table 1. Lassen National Forest active range allotments and grazing permits**

Allotment	Livestock	Season of Use	AUMs
<b>Almanor Ranger District @ 3,483 AUMs</b>			
Antelope	Cattle	3/1 – 5/31	799
Benner Creek (one day crossing)	Cattle	6/1 – 6/1	5
Campbell Mountain	Cattle	7/1 – 8/15	44
Collins	Cattle	6/15 – 10/31	162
Cone & Ward South	Cattle	11/15 – 4/15	693
Deer Creek	Cattle	6/1 – 10/15	297
Feather River	Cattle	6/1 – 10/15	416
Lyonsville	Cattle	5/15 – 9/15	189
Martin	Cattle	6/1 – 9/30	137
Morgan Springs	Cattle	6/15 – 10/31	434
Murphy Hill	Cattle	7/1 – 9/30	199

<b>Allotment</b>	<b>Livestock</b>	<b>Season of Use</b>	<b>AUMs</b>
Soda Creek – North Butte	Cattle	6/16 – 9/15	108
<b>Eagle Lake Ranger District @ 21,751 AUMs</b>			
Bridge Creek	Cattle	6/1 – 9/15	1,931
Champs Flat	Cattle	6/1 – 9/30	2,515
Clover Valley	Cattle	6/1 – 8/31	399
Coyote	Cattle	6/1 -9/30	424
Diamond Mountain	Cattle	7/1 – 8/31	135
Duck Lake	Cattle	6/1 – 9/15	260
Grays Valley	Cattle	6/1 – 10/15	1,189
Gooch Valley	Cattle	6/1 – 9/30	1,191
Harvey Valley	Cattle	6/1 – 10/31	3,320
Homer Lake	Cattle	6/1 – 9/30	190
Lower Pine Creek	Cattle	6/1 – 9/9	1,995
Mountain Meadows	Cattle	6/1 – 9/15	162
North Eagle Lake	Cattle	6/1 – 9/30	1,059
Poison Lake	Cattle	6/1 – 10/15	3,555
Robbers Creek	Cattle	6/1 – 9/15	380
Silver Lake (one day crossing)	Cattle	6/1 – 6/1	9
South Eagle Lake	Cattle	5/16 – 9/30	599
Susan River	Cattle	6/1 – 9/15	785
Upper Pine Creek	Cattle	6/1 – 9/15	1,653
<b>Hat Creek Ranger District@ 10,764 AUMs</b>			
Bainbridge	Cattle	6/1 – 7/31	742
Bald Mountain	Cattle	4/16 – 5/31	269
Bear Valley	Cattle	6/1 – 10/15	1,271
Butte Creek	Cattle	6/1 – 9/30	858
Coyote Springs	Cattle	6/1 – 9/30	826
Dixie Valley	Cattle	6/1 – 10/15	1,261
Horse Valley	Cattle	4/16 – 5/31	338
Murken Lake	Cattle	4/16 – 5/31	409
North Battle Creek	Cattle	7/1 – 9/30	319
North Hot Springs	Cattle	4/16 – 5/31	266
North Hot Springs	Cattle	6/1 – 9/15	232
Procter Creek	Cattle	8/1 – 9/30	724
Six Mile Hill	Cattle	4/16 – 5/31	149
Soldier Mountain	Cattle	4/16 – 6/15	424
Willow Springs	Cattle	6/1 – 10/15	2,676
<b>Total Permitted AUMs</b>			<b>35,998</b>

## Reasonably Foreseeable Future Actions

### Reasonably foreseeable future actions on the Lassen National Forest

#### Lassen National Forest Almanor Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region

**Project Name:** Big Meadows Powerline Improvement Project CE

**Project Purpose:** - Special use management

**Planning Status:** Developing Proposal; Est. Scoping Start 07/2016

**Decision:** Expected 08/2016

**Expected Implementation:** 09/2016

**Project Contact:** Kimberly Ganz 530-336-3383, kganz@fs.fed.us

**Description:** Improvement work on 12 PG&E power poles along south shore of Lake Almanor. Project will improve reliability of the Big Meadows-2101 circuit by installing mainline protective & sectionalizing devices & perform mainline proactive equipment replacement.

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Plumas. LEGAL - T27N, R7E, Sections 10- 11 & T27N, R8E, Section 18, MDM. South shore of Lake Almanor near the small rural communities of Prattville and Canyon Dam.

**Project Name:** Big Springs Project CE

**Project Purpose:** Heritage resource management; Wildlife, Fish, Rare plants; Grazing management; Vegetation management (other than forest products); and Watershed management;

**Planning Status:** Developing Proposal; Est. Scoping Start 10/2016

**Decision:** Expected 04/2017

**Expected Implementation:** 07/2017

**Project Contact:** Bernice McProud 530 258-5129, bmcproud@fs.fed.us

**Description:** The Big Springs project proposes to realign fence around Big Springs and Forest boundaries, and may include limited aspen, forest health, and wildlife habitat improvement activities.

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Plumas. LEGAL - Not Applicable. Big Springs area within the West Humbug Allotment in Humbug Valley, adjacent to private lands.

**Lassen National Forest Almanor Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region**

**Project Name:** Chips Creek Bridge CE

**Project Purpose:** Recreation management

**Planning Status:** Developing Proposal; Est. Scoping Start 08/2016

**Decision:** Expected 11/2016

**Expected Implementation:** 06/2017

**Project Contact:** Stacy Kronner 530-258-5163, srkronner@fs.fed.us

**Description:** The project is intended to re-establish a safe, sustainable trail crossing over Chips Creek along the Pacific Crest National Scenic Trail for hikers and stock users.

**Web link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=46543](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=46543)

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Plumas. LEGAL - sec. 7, T. 25 N., R. 6 E., MDM. In the Almanor Ranger District, Lassen National Forest, where the PCT crosses Chips Creek southeast of the Poison Springs trailhead.

**Project Name:** Grizzly Restoration Project EA

**Project Purpose:** Recreation management ; Wildlife, Fish, Rare plants; Forest products; Fuels management; Watershed management; Road management; and Research and Development

**Planning Status:** In Progress: Scoping Start 05/05/2015; Est. Comment Period Public Notice 08/2016

**Decision:** Expected 01/2017

**Expected Implementation:** 07/2017

**Project Contact:** Blair Halbrooks 530-258-5160; bhalbrooks@fs.fed.us

**Description:** Grizzly proposes to move Forest road 26N11 away from Scotts John Crk; increase forest resilience, decrease fuels, maintain/improve wildlife habitat through thinning and prescribed fire; and implement actions to support three research proposals

**Web link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=433323](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=433323)

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Butte, Plumas. LEGAL - Not Applicable. The project area consists of four separate areas near Scotts John Creek, Grizzly Creek, Water Creek, and Yellow Creek, and ranges in elevation from 4,150 feet to 7,200 feet.

**Lassen National Forest Almanor Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region**

**Project Name:** High Lakes Motorized Trail Re-routes and Staging Area Improvements EA

**Project Purpose:** Recreation management; Special area management; Watershed management

**Planning Status:** In Progress: Scoping Start 02/17/2016; Est. Comment Period Public Notice 07/2016

**Decision:** Expected:12/2016

**Expected Implementation:** 06/2017

**Project Contact:** Douglas Peters 530-252-6456; dwpeters@fs.fed.us

**Description:** Re-route and reconstruct motorized trail segments, decommission the eliminated trail segments, restore or improve dispersed recreation areas within Inventoried Roadless Area; develop a staging area outside Inventoried Roadless Area.

**Web Link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=48739](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=48739)

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Plumas. LEGAL - Not Applicable. High Lakes area east of Philbrook Lake.

**Project Name:** Ridge Project CE

**Project Purpose:** Recreation management; Special area management; Vegetation management (other than forest products); Fuels management; Watershed management

**Planning Status:** Developing Proposal; Est. Scoping Start 08/2016

**Decision:** Expected:12/2016

**Expected Implementation:** 06/2017

**Project Contact:** Susan Wilcox; 530-257-4188, ext. 886; swilcox@fs.fed.us

**Description:** Begin post-fire restoration in Inventoried Roadless Area, and primarily promote a diversity of habitats that have been lost. Activities include some re-establishment of native conifers, and protective fuel treatments (both hand and mechanical).

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Tehama. LEGAL - T25N,R6E, Sec 32-35; T26N,R6E,Sec 2-6 and 9-11 MDBM. East of Saucer Lake on Soda Ridge, in Soda Ridge IRA of Management Area 45, on Almanor Ranger District.

**Lassen National Forest Almanor Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region**

**Project Name:** Rocks Restoration EA

**Project Purpose:** Wildlife, Fish, Rare plants; Forest products; Fuels management; Watershed management

**Planning Status:** Developing Proposal; Est. Scoping Start 10/2016

**Decision:** Expected:10/2017

**Expected Implementation:** 06/2018

**Project Contact:** Laura Corral 530-258-5156; lcorral@fs.fed.us

**Description:** The Rocks Restoration project proposes fuels reduction, vegetation management, aspen and meadow habitat improvement, and reforestation of some moderate to high severity burned areas.

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Butte, Plumas. LEGAL - sec. 25, 26, 35, 36 T26N, R5E; sec.4, 7-10, 17-22, 25, 26, 29-31 T26N, R6E. Southwest of Humbug Valley, located in Butt Creek (MA 37), Jonesville (MA 44), and Soda Ridge (MA45) mgmt. areas.

**Project Name:** Storrie Aquatic Organism Passage (AOP) Project CE

**Project Purpose:** Wildlife, Fish, Rare plants

**Planning Status:** Completed

**Decision:** Actual: 06/09/2016

**Expected Implementation:** 09/2016

**Project Contact:** Christopher Mayes 530-258-5176; ctmayes@fs.fed.us

**Description:** Remove three road-stream crossing structures that are barriers to aquatic organism passage. Replace with new structures that allow aquatic organisms to pass above and below the road crossings and that are capable of passing a 100-year storm flow.

**Web Link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=46497](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=46497)

**Location:** UNIT - Almanor Ranger District. STATE - California. COUNTY - Plumas. LEGAL - Not Applicable. 3 separate project sites: NFS road 26N08 crossing Water Creek, NFS road 26N08 crossing Miller Ravine, and NFS road 26N08 crossing Rock Creek. All sites are within the Yellow Creek 5th field watershed.

**Lassen National Forest Eagle Lake Ranger District (excluding Projects occurring in more than one District) R5 - Pacific Southwest Region**

**Project Name:** Moonlight Hand Thinning Project CE

**Project Purpose:** Wildlife, Fish, Rare plants; Vegetation management (other than forest products); Fuels management

**Planning Status:** In Progress: Scoping Start 05/09/2016

**Decision:** Expected:07/2016

**Expected Implementation:** 06/2017

**Project Contact:** Tom Rickman 530-257-4188; trickman@fs.fed.us

**Description:** Hand thinning of small trees and brush along designated Forest Service roads to reduce fuels.

**Web Link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=48382](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=48382)

**Location:** UNIT - Eagle Lake Ranger District. STATE - California. COUNTY - Lassen. LEGAL - The project is located in all or portions of: T29N, R10E, Sections 13, 14, 20-29, 32-34; T28N, R10E, Sections 1, 3, 4, 10, 13, 15, 22, 23, 27, and 34; and T28N, R11E, Sections 6, 7, and 8. South of Highway 36, on the Eagle Lake Ranger District.

**Project Name:** Re-issuance of Eagle Lake Rec Area Special Use Permit (Concessionaire) CE

**Project Purpose:** Recreation management; Special use management; Facility management

**Planning Status:** Developing Proposal; Est. Scoping Start 07/2016

**Decision:** Expected:09/2016

**Expected Implementation:** 09/2016

**Project Contact:** Kirsten Pasero 530-252-5854; kpasero@fs.fed.us

**Description:** Re-issuing of the permit for the marina and campgrounds at Eagle Lake.

**Location:** UNIT - Eagle Lake Ranger District. STATE - California. COUNTY - Lassen. LEGAL - T31N,R10E, Secs10,13,14;T31N,R11E,Sec7,18. Eagle Lake Recreation Area.

**Lassen National Forest Eagle Lake Ranger District (excluding Projects occurring in more than one District) R5 - Pacific Southwest Region**

**Project Name:** Rust Resistant Sugar Pine Maintenance CE

**Project Purpose:** Vegetation management (other than forest products)

**Planning Status:** In Progress: Scoping Start 04/15/2014

**Decision:** Expected:07/2016

**Expected Implementation:** 08/2016

**Project Contact:** Susan Wilcox, 530-257-4188, ext.886; swilcox@fs.fed.us

**Description:** Thin areas around proven rust resistant sugar pine (RRSP) trees to increase sustainability by reducing direct vegetative competition, wildfire risk, over-wintering habitat for cone boring insects, and squirrel access to crowns.

**Location:** UNIT - Eagle Lake Ranger District. STATE - California. COUNTY - Lassen. LEGAL - T29N, R10E, sections 4, 27, 33, and 34; T30N, R9E, sections 24, 33, and 34; T31N, R9E, sections 8, 10, 16, and 17; T32N, R9E; section 2; T32N, R10E, sections 9, 10, 15, 21, 28, 32, and 33, MDB&M. Areas of treatment proposed with the Rust Resistant Sugar Pine Project are located throughout the Eagle Lake Ranger District.

▪ **Lassen National Forest Hat Creek Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region**

**Project Name:** Bailey Creek Aquatic Organism Passage (AOP) Project CE

**Project Purpose:** Wildlife, Fish, Rare plants; Watershed management; Road management

**Planning Status:** Developing Proposal, Est. Scoping Start 07/2016

**Decision:** Expected:09/2016

**Expected Implementation:** 09/2016

**Project Contact:** Shawn Wheelock 530-336-3340; swheelock@fs.fed.us

**Description:** Two existing culverts on the North & South Forks of Bailey Creek will be replaced with bridges to eliminate barriers to the passage of aquatic organisms and damage to road crossing when rivers are at high stage.

**Location:** UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Shasta. LEGAL - T31N,R3E, S34. Lassen NF 17 Road to the west of Lassen Volcanic National Park.

▪ Lassen National Forest Hat Creek Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region

**Project Name:** Big Lake Restoration Project CE

**Project Purpose:** Wildlife, Fish, Rare plants; Vegetation management (other than forest products); Watershed management

**Planning Status:** In Progress: Scoping Start 04/19/2016

**Decision:** Expected:08/2016

**Expected Implementation:** 08/2016

**Project Contact:** Shawn Wheelock 530-336-3340; swheelock@fs.fed.us

**Description:** Removal of encroaching conifers, protection of a spring complex, vehicle-based damage of a meadow remediated and pre-commercial thinning in plantations.

**Location:** UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Shasta. LEGAL - T32N, R3E, Secs 10,15,22,23,25,26. Big Lake and Red Lake areas off Lassen NF road 32N24 to the north of CA highways 89 and 44.

**Project Name:** Halls Flat Windthrow Project EA

**Project Purpose:** Forest products; Fuels management

**Planning Status:** In Progress: Scoping Start 03/16/2016 Est. Comment Period Public Notice 06/2016

**Decision:** Expected:10/2016

**Expected Implementation:**10/2016

**Project Contact:** Crystal Danheiser 530-336-3388, cdanheiser@fs.fed.us

**Description:** The Halls Flat Wind Thrown project is designed to salvage wind thrown trees, recover economic value and reduce fuel accumulation of material blown down in the wind event of February 6th 2015. The project area is approximately 2,000 acres.

**Web Link:** [http://www.fs.fed.us/nepa/nepa\\_project\\_exp.php?project=48363](http://www.fs.fed.us/nepa/nepa_project_exp.php?project=48363)

**Location:** UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Lassen. LEGAL - Not Applicable. The project is located south of Ladder Butte and is approximately 10 miles north of California State Highway 44.

▪ **Lassen National Forest Hat Creek Ranger District (excluding projects occurring in more than one district) R5 - Pacific Southwest Region**

**Project Name:** Hat Creek Valley Powerline Spur CE

**Project Purpose:** Special use management

**Planning Status:** Developing Proposal, Est. Scoping Start 07/2016

**Decision:** Expected:08/2016

**Expected Implementation:**09/2016

**Project Contact:** Kimberly Ganz 530-336-3383, kganz@fs.fed.us

**Description:** Amend special use authorization for existing easement issued to GS&E for an extension of approximately 300 feet of overhead 12 kv pole line to provide electricity to private property in the Big Springs Estates area of Old Station, CA..

**Location:** UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Shasta. LEGAL - T32N, R4E, Section 12, N1/2NE1/4. Lot 1 - Big Springs Estates, Old Station, CA.

**Project Name:** Plum Restoration Project EA

**Project Purpose:** Wildlife, Fish, Rare plants; Forest products; Vegetation management (other than forest products); Fuels management; Watershed management; Road management

**Planning Status:** Developing Proposal, Est. Scoping Start 08/2016

**Decision:** Expected:06/2017

**Expected Implementation:**06/2017

**Project Contact:** Greg Mayer 530-336-5521, gmayer@fs.fed.us

- **Description:** This restoration project will encompass: surface fuels treatment for fire hazard reduction; thinning for ponderosa pine, silver sage, meadow and aspen enhancements; noxious weed treatments; and road improvements.

**Location:** UNIT - Hat Creek Ranger District. STATE - California. COUNTY - Lassen, Shasta. LEGAL - Townships 32, 33 & 34 North, Ranges 5 & 6 East, various sections, Mount Diablo Baseline & Meridian. The project area is located E. of Hwy 89 at the top of the Hat Creek Rim (approx. 1-1/2 miles E. of the town of Old Station), N. of Hwy 44 to Forest Road 34N49 and E. to the Butte Creek Rim.

# Appendix I: Comments on the Revised Draft Environmental Impact Statement and Agency Responses

The Forest Service wishes to express its appreciation to the public for its continued input on the Travel Management Process. All comments were read by the Interdisciplinary Team. Please remember that the ultimate decision is based within the context of current laws, regulations, directives, standards and guides, and of course the Forest Plan. As with all projects, public opinion often conflicted and decisions needed to balance the legitimate concerns of many national forest recreationists as well as the need to protect our natural and cultural resources that we all enjoy.

A 45-day comment period for Lassen National Forest Over-snow Vehicle Use Designation Revised Draft Environmental Impact Statement (RDEIS) was provided for interested and affected publics, including appropriate local, State, and Federal government agencies. Letters or emails requesting comments were sent to the mailing list of interested parties maintained at the Lassen National Forest Supervisor's Office (see project file for mailing list).

A notice of availability (NOA) was published in the *Federal Register* on October 6, 2017 (82 FR 193, p. 46808). A legal notice was also published in the *Lassen County Times* (newspaper of record) requesting public comment on October 10, 2017. Outreach efforts included an email sent to 511 recipients who had previously expressed interest in this analysis. The 45-day comment period concluded on November 20, 2017.

The Forest Service received 609 comment letters from different sectors of the public, expressing a range of concerns and comments. The responsible official will consider the comments made on the RDEIS in the decision-making process. All correspondence was reviewed and our responses to these comments are located in this appendix. All correspondence received is available for public review on the Forest Service's [public reading room](#) website for this project.

The following table (table 2) lists the timely letters received. Letters are listed in alphabetical order by respondent. Table 3 is a synopsis of comments received and the Forest Service's responses to each. Table 3 is listed alphabetically by resource concern and addresses each comment by letter number and comment number. For example, sample comment number 247-16 is the 16th comment in letter number 247.

**Table 2. Names of respondents who submitted comments**

Last Name	First Name	Letter #
Abelin	Doug	247
Abrahams	Matthew	275
Abrams	Pinto	467
Acuna	Rafael	331
Adams	Gregory	102
Agnew	Lindsey	344
Alastuey	Stephen	613
Albaugh	Aaron	259
Albaugh	Aaron	580
Alexander	Tim	456
Amador	Don	251
Amador	Don	581
Ambrose	Caleb	22
Anderson	Alice	521
Angelo	Alexander	475
Anonymous	Anonymous	193
Anonymous	Anonymous	627
Anonymous	Keith	376
Atha	Russell	396
Augustine	Justine	246
Avery	Richard	184
Baker	Byron	182
Bakken	Luke	111
Bales	Stanley	625
Ball	Jeff	10
Baringer	William	203
Barnard	Grant	263
Barons	Richard	21
Bartkowski	Chris	156

Last Name	First Name	Letter #
Barton	John	264
Bastian	Steve	30
Bateman	Todd	223
Baylor	Adam	589
Bear	Bryan	307
Bekker	Gus	300
Bell	Keili	272
Bellis	Tim	48
Bender	Daryl	226
Bennett	Wolf	83
Berg	Erik	522
Bergman	Eric	109
Berry	Scott	610
Bjackson@Longlines.Co	Anonymous	414
Blakeslee	Hunter	323
Blakeslee	Tom	333
Bluestein	Sheldon	355
Bock	Jennifer	94
Bock	Jennifer	424
Bodily	Rachel	391
Boe	Dustin	578
Boe	Eric	480
Boe	Ryan	189
Boehl	Paul	532
Borowski	Jon	205
Bostrom	Peter	77
Bowen	Tyler	284
Boyd	Jason	288
Boyd	Tyler	404

Last Name	First Name	Letter #
Bracher	Taylor	71
Bradford	Kevin	198
Bradshaw	Ryan	175
Brent	Derrek	382
Bridgeman	Joyce	619
Briscoe	Ryan	174
Britting	Susan	246
Brogan	Daniel	33
Brown	Don	378
Brown	Don	389
Brown	Don	400
Brown	Don	422
Brown	Don	433
Brown	Don	443
Brown	Don	457
Brown-Silveira	Janice	618
Brown-Silveria	Mitchell	617
Brownson	Jeffrey	506
Bruns	Lesley	44
Bulger	Debbie	14
Burkhart	Matt	244
Burnett	Robert	34
Burningham	Major	408
Burrell	Shawn	510
Burroughs	Jeanne	126
Burroughs	Steve	125
Byl	Christine	98
Byler	John	426
Byrd	Justin	455
C	Garrett	528

Last Name	First Name	Letter #
Canny	Justin	31
Canny	Justin	552
Carberry	Sean	215
Carberry	Sean	406
Carey	Maggie	458
Cariglia	Renee	339
Cariglia	Renee	352
Carlson	Dave	395
Carpentier	Stefan	501
Carrico	Galen	561
Carter	Lisa	28
Carter	Lisa	121
Cassaro	David	308
Castagno	Austin	469
Cherney	Nick	53
Choate	David	168
Clark	Nate	195
Clarke	Dave	518
Cleaver	Michael	365
Cleveland	Emily	338
Clough	Avery	261
Cockcroft	Travis	124
Connelly	Bill	583
Connelly	Bill	628
Consolvo	Camille	511
Consulting	530	486
Cook	Christopher	17
Coppedge	Michael	177
Coppedge	Michael	523
Cornelius	Michele	479

Last Name	First Name	Letter #
Coultas	Charlie	442
Cox	Chet	172
Cundy	Nate	478
Dagle	Megan	379
Dailey	Joanne	239
Dakof	Jay	543
Danner	Patricia	574
Darue	Don	276
Davies	Michael	359
Davis	Daniel	555
Davis	Keith	560
Davis	Todd	24
Deaton	John	112
Delcohen	Shane	602
Delloiacono-Thies	Tara	598
Deruiter	Darla	25
Deruiter	Darla	514
Devries	Jeffrey	547
Deyerberg	Rob	544
Ditsworth	Joshua	448
Doherty	Dana	471
Donnellan	John	85
Douglas	Barbara	357
Douglas	Georgi	52
Douglas	Mike	381
Dowdy	Judy	371
Dunham	Frances	319
Dunlavy	Claudia	211
Dunn	Travis	160
Durnal	Steve	410

Last Name	First Name	Letter #
Eames	Cliff	545
Ebertz	Kirk	534
Eckel	Isaac	418
Eddy	Tim	571
Edwards	Susan	123
Eide	Kristian	63
Eischens	Gary	500
Eisen	Hillary	254
Elba	Brendan	278
Elling	Rich	209
Erdoes	Jeff	232
Ericsin	Donald	180
Ervin	Jamie	62
Ervin	Jamie	317
Etter	Susan	601
Farley	Bill	139
Farny	Cindy	32
Felker	Kyle	243
Felton	Kevin	170
Fenwick	Tom	295
Fereday	Wyatt	76
Ferguson	Ben	407
Ferlisi	Tony	557
Ferrell	Gail	477
Ferrell	Gail	489
Fiebig	Michael	586
Fiebig	Mike	364
Fields	Jordan	454
Finkel	Phil	235
Finn	Brian	445

Last Name	First Name	Letter #
Fiore	David	626
Fischer	Greg	488
Fish	Chris	370
Fishel	Michael	290
Fix	Matt	325
Flanagan	Jon	347
Fleming	Jaclyn	576
Flint	Allison	246
Florence	Richard	296
Fogg	Jora	47
Fogg	Jora	246
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**Table 3. Public Comments by Resource**

Resource	Sample Comment Number, and Public Concern	Agency Response
Air Quality	247-16: Comment questions whether carbon dioxide is a factor in restricting OSV use.	247-16: Thank you for your comment. The comment identifies an error in the disclosure. The issue is carbon monoxide (CO) instead of carbon dioxide (CO <sub>2</sub> ). Therefore page 232-234 of the RDEIS should state: "Current emissions generated as a result of OSV use on the Lassen are estimated to contribute less than 1 percent (0.0011 percent of carbon monoxide (CO), 0.000016 percent of nitrogen oxide (NOx) and 0.0019 percent of particulate matter (PM)) of pollutants to the seven air districts within the Lassen National Forest." This language has been corrected in the Revised FEIS.
Air Quality	153-3, 165-4: Cars, logging, and ski resorts put out millions of tons more pollution in a day than all snowmobiles combined do in a year. The number of snowmobiles polluting the environment is dwarfed by the number of Subarus and Prii heading from the Bay Area to the mountains every winter. If they're concerned about pollution, don't drive here.	153-3, 165-4: Thank you for your comment.
Air Quality	153-3, 187-7, 208-9: Snowmobiles have pretty strict pollution standards now-a-days. Snowmobiles manufactured in the recent years meet all the high EPA standards for pollution and noise levels. Some of the "older" machines do not meet these standards and eventually, the older machines will be removed from service due to the high cost of maintenance.	153-3, 187-7, 208-9: Thank you for your comment. We agree that there are fewer of the older OSVs every year and the older OSVs may not meet EPA standards for pollution and noise. However, we would not regulate OSV noise or emissions in any alternative and the reasons are explained in the RDEIS (page 54).
Botany/ Invasives	250-7ab: Shasta OSV Area: The Mayfield candidate Research Natural Area (cRNA) protects 1000 acres of Knobcone pine ( <i>Pinus attenuata</i> ) in the northwestern portion of the proposed Shasta OSV Area. We support the Lassen National Forest decision to restrict OSV use in the Mayfield cRNA. Two areas between the Timbered Crater and Mayfield RNAs are designated Semi-Primitive Non-Motorized (SPNM) in the Lassen Land & Resource Management Plan (1992). We strongly believe OSV use should be restricted in these SPNM areas. · To maintain the extent of the Mayfield population of Knobcone pine, designate the cRNA as a RNA.	250-7ab: After reviewing this comment and all alternatives, we noticed that semi-primitive non-motorized (SPNM) areas would have been designated for OSV use in some of the alternatives being considered in detail. Designation of these SPNM areas for any kind of motorized use would not be consistent with forest plan direction. We modified the alternatives to be consistent with the forest plan. No areas designated with the Recreation Opportunity Spectrum classification of semi-primitive non-motorized (SPNM) would be designated for OSV use in any of the action alternatives. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. The Forest Service is not required to amend its land management plan to manage OSV use on the forest. The Mayfield candidate RNA would not be designated for OSV use in any alternative analyzed in detail in the RDEIS.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Botany/ Invasives	<p>250-7d: Bogard OSV Area: The Murken Bench Botanical Special Interest Area is located just east of the SPNM areas.</p> <p>· To protect unique plant species found in the Murken Bench Botanical Special Interest Area. Prohibit OSV use in the SIA.</p>	<p>250-7d: The RDEIS analyzes one alternative (alternative 5) in detail in which the Murken Bench Special Interest Area would not be designated for OSV use. The Murken Bench Special Interest Area would be designated for OSV use in alternatives 1 through 4 and the environmental effects of that designation are disclosed in the RDEIS (Chapter 3).</p>
Botany/ Invasives	<p>250-7aa: Shasta OSV Area: The area contains globally and regionally unique plant species. The Timbered Crater recommended Research Natural Area (rRNA) contains a portion of the largest population of Baker cypress (<i>Cupressus bakeri</i>) in the world. Baker cypress is listed as a Vulnerable, Threatened species by the International Union for the Conservation of Nature. This population of Baker cypress is one of only eleven locations on the planet where the species is found. The 1777-acre Timbered Crater rRNA protects a portion of the 7000-acre stand of Baker cypress. We recommend that OSV use be restricted in the entire Baker cypress stand.</p> <p>To have the Timbered Crater population of Baker's cypress remain the largest population of the species on the planet:</p> <ol style="list-style-type: none"> <li>1. Have the species down-listed from Vulnerable to Near Threatened.</li> <li>2. Designate the rRNA as a RNA.</li> </ol>	<p>250-7aa: None of the alternatives analyzed in detail would designate the 1,777-acre Timbered Crater recommended RNA for OSV use. The remainder of the 7,000-acre Baker cypress stand would not be designated for OSV use in alternative 5.</p>
Botany/ Invasives	<p>250-7ad: Swain Mountain OSV Area: The Swain Mountain area also includes the Willow Lake Bog Botanical Area, south of Lassen Volcanic National Park.</p> <p>· Restrict OSV use in the Willow Lake Bog Botanical Area.</p>	<p>250-7ad: All alternatives analyzed in detail in the RDEIS would designate the Willow Lake Bog Botanical Area for OSV use. However, proposed OSV designations in the Willow Lake Bog Botanical Area would not result in any long-term effects that would be detrimental to the features in the area. Willow Lake Bog Botanical Area encompasses 60 acres, most of which is open water. OSVs would not be authorized to operate over lakes, so the area would receive little OSV use. Due to the restrictions on OSV use on lakes, and minimum snow depth requirements, OSV use is not expected to alter any of the vegetation and habitat characteristics for which the Special Interest Area was established (RDEIS page 364).</p>

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Botany/ Invasives	250-7o: Jonesville OSV Area: Do not designate Several Research Natural Areas located within the Jonesville OSV Area for OSV use: The 3,922 acre Cub Creek RNA was established to study mixed conifer forest in a tributary to Deer Creek. The 1,300 acre Soda Ridge recommended RNA targets white fir forests along Soda Creek. The 1,185 acre Green Island Lake recommended RNA protects a moss bog at the headwaters of Soda Creek.	250-7o: None of the alternatives analyzed in detail would designate these three areas for OSV use.
Climate Change	C/R #44 (General Climate Change): Comment cites a study showing winter snow levels are rising due to climate change. Air temperatures are increasing, less precipitation is falling as snow, winter seasons are becoming shorter, and snow packs are being reduced. Studies of wildlife dependent upon snow predict their available habitat will be reduced, thus diminishing their likelihood of survival. The comment states that the proposed designations fail to consider these factors and the potential for increased conflicts between winter uses.	C/R #44 (General Climate Change): We are constantly managing the OSV program on the Lassen National Forest and modifying management based on resource conditions. Climate change is assumed to occur and would result in changes to resource conditions. As the climate changes and snow levels rise, the area on the Lassen National Forest with sufficient snow for OSV use would be reduced. The analysis of each alternative in the RDEIS considers climate change as a factor in future environmental conditions, where relevant. Effects to soil are considered on page 205; environmental justice effects are considered on pages 245 to 257; effects to hydrological features are considered on page 278; effects to wildlife are considered on pages 466, 490, 505, 514, 516, 529, 539, 542, 543, 544, and 545; effects to aquatic species are considered on page 616. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Climate Change	250-9a: Standards and guidelines for winter recreation must be able to adapt to a rapidly changing climate. Climate science in the Northern Sierra is documenting warmer temperatures, shorter winter seasons and less precipitation falling as snow, resulting in a smaller snowpack. This climate research emphasizes the need for winter recreation minimum snow depth standards as OSV enthusiasts will have less snow to play on. We understand that minimum snow depth standards will be difficult to monitor and enforce because snow depths and densities vary considerably across the landscape. We believe snow depth monitoring should focus on staging areas as these areas experience high use and are typically at lower elevations where there is less snow, thus there is typically more resource damage in these locations.	250-9a: Thank you for your comment. The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country OSV travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.
Cultural	182-4: Comment asserts that the SHPO has no records of OSV damage to sensitive historical sites over the last five years and there is no threat that OSV use would damage historical sites.	182-4: This concern will be addressed in the Revised FEIS by the cultural resource specialist. The State Historic Preservation Officer (SHPO) does not track OSV damage. In the last five years, approximately 100 sites have been impacted by OHV use and our monitoring does not differentiate between OHV and OSV impacts. The impacted sites constitute 8 percent of the sites on the Lassen National Forest. Over-snow vehicles are considered one form of Off-Highway Vehicles. All forms of Off-Highway Vehicles have been shown to “damage soils directly through (1) disruption of the surface soil and (2) compaction of the surface soil and subsoil (e.g., Belnap 1995, 2002; Dregne 1983:26; Webb et al. 1978:228-232). The most important long-term effect of OHV use on public lands is the accelerated erosion and the attendant inability to support natural revegetation (Webb et al. 1978:219).” In addition, “when the soil is wet, the destruction caused by the passing of a single vehicle track is more pronounced, due to increased soil compaction.” Because over-snow vehicle use that occurs without snow cover often occurs when the soil is wet, over-snow vehicles have a higher potential to compact and disrupt archaeological soils.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Cultural	208-10: Comment asserts that there is no record of OSV use causing serious resource damage.	208-10: The Forest Service is also not aware of any significant resource damage specifically caused by OSV use. OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some of these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is not designated and would not be designated for OSV use in this decision, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.
Cultural	243-7: Comment asserts that there will never be any archaeology site resource damage from OSV use.	243-7: Thank you for your comment.
Cultural	250-7l: Fredonyer OSV Area: The Homer / Deer Special Interest Area is located on the north side of Keddie Ridge, in the eastern portion of the Fredonyer OSV Area. Keddie Peak and the lakes in the SIA are of cultural significance to the Mountain Maidu, being the center of the universe in their creation myth. · Maintain cultural values of the Homer / Deer Special Interest Area.	250-7l: None of the alternatives analyzed in detail in the RDEIS would designate the Homer/Deer SIA for OSV use.
Engineering / Transportation	247-18: Comment asserts the EIS fails to adequately recognize and address RS2477 route standing. The proposed action closes and obliterates many routes that have RS2477 standing and should be perpetuated for public motorized access and use as originally allowed by the law.	247-18: There are no pending RS2477 claims on the Lassen National Forest. It is the agency's policy to resolve RS2477 claims as they are brought forward.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Fisheries	226-7b: Comment asserts the analysis assumes Cascade frog is present in Colby Creek, but comment states this species has not been found there in several years and that this area is already off-limits to OSV travel, so over-snow travel isn't a factor.	226-7b: Thank you for your comment. The potential impacts of the alternatives on cascade frog (a sensitive species) are disclosed in chapter 3 (page 634) of the RDEIS.
Fisheries	226-7a: Comment asserts any adverse impacts to Sierra Nevada yellow-legged frog are mitigated to the greatest extent possible by prohibiting travel across non-frozen streams and lakes and is no change from existing management.	226-7a: Thank you for your comment. The potential impacts of the alternatives on Sierra Nevada yellow-legged frog are disclosed in chapter 3 of the RDEIS on page 633.
Hydrology	250-7f: Bogard OSV Area: The OSV trails are concentrated in the eastern portion of the unit and provide access to the Crater Lake Special Interest Area. · To maintain water quality of Crater Lake. Prohibit off road OSV use in the SIA. Restrict OSVs to roads in this area.	250-7f: All alternatives analyzed in detail in the RDEIS would designate the Crater Lake SIA for OSV use. However, proposed OSV designations in the Crater Lake SIA would not result in any long-term effects that would be detrimental to the features in the area. Although OSV use would be designated in some Special Interest Areas, we would manage these areas to "protect and preserve the values of each special area as identified in an establishment report or area management plan, in conformance with the Special Areas Prescription and Management Area direction," as required by the forest plan. These areas are also managed according to the designated Recreation Opportunity Spectrum classes in which they are located (forest plan page 4-68).
Hydrology	250-7g: Bogard OSV Area: The Eagle Lake Tour is an easy 10-mile round trip ski adventure on the south shore of Eagle Lake. · To maintain water quality of Eagle Lake. Prohibit OSV use along the shores of Eagle Lake.	250-7g: Alternative 5 addresses the concern expressed in the comment (RDEIS, page 49).
Hydrology	165-1: Comment opposes a minimum snow depth requirement because 6" of soft snow in winter is very different than 6" of hard packed snow in spring. If there's not enough snow, OSV enthusiasts aren't going to ride for multiple reasons including not damaging the environment and also not damaging our sleds.	165-1: The EIS analyzes an alternative in detail (alternative 4, RDEIS, page 44) in which a minimum specified snow depth does not determine whether OSV use might be allowed to occur. Instead, the alternative requires sufficient snow to avoid underlying resource damage.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Hydrology	<p>235-5a:</p> <ol style="list-style-type: none"> <li>1. 12" snow depth minimum on OSV-designated areas. Is there any scientific data supporting this particular standard? Is snow density addressed? Would it be better to make the snow depth criteria based on actual conditions, or an arbitrary standard?</li> <li>2. 3,500' elevation standard for OSV use. Should actual snow conditions dictate OSV use, or an arbitrary standard elevation?</li> <li>3. December 26 - March 31 closure for wheeled vehicles. I understand the start date for wheeled closures accommodates Christmas tree cutters. Should actual snow depth and conditions dictate the opening and closing season for wheeled vehicles, rather than an arbitrary date(s)?</li> <li>4. Resource Damage: What is the definition of "Resource Damage" on the LNF? It appears vague and not specific. Perhaps kiosk signs and brochures defining actual resource damage criteria would educate and inform the diverse users of the LNF.</li> <li>5. Pacific Crest Trail buffer and crossings: How to install signage and enforce? The PCT is not currently labeled on the 2005 LNF Winter Recreation Guide.</li> <li>6. Winter Advisory Council: Perhaps a group of diverse winter users on the LNF could collect data and share with the LNF to address some of the above stated concerns. Perhaps OHV funds could support a Winter Advisory Council.</li> <li>7. User conflict issues are nearly non-existent on the LNF.</li> </ol>	<p>235-5a:</p> <ol style="list-style-type: none"> <li>1. The concern expressed in the comment is addressed on page 99 of the RDEIS. Also see the response to comment 257-8.</li> <li>2. The Forest Service is analyzing five alternatives for their potential effects, including three that designate areas or trails for OSV use below 3,500 feet. This analysis will serve to inform the decision.</li> <li>3. None of the alternatives would set a start or end date for when OSV use would be allowed to occur on the forest. OSV use would be allowed in the areas and trails designated for OSV use whenever snow conditions allow it.</li> <li>4. Thank you for your comment. The Forest Service will provide a definition of resource damage with publication of the Revised FEIS.</li> <li>5. The Pacific Crest National Scenic Trail will be shown on the Over-Snow Vehicle Use map that is produced by this planning effort. It will be mapped for reference, only, and will not be designated for OSV use. All designated trails across the Pacific Crest National Scenic Trail in alternatives 2 and 5 occur over National Forest System roads and should be readily identifiable under most conditions, either visually or through GPS tracking. All designated OSV trails that would cross the PCT are currently on roads identified on the current Forest winter recreation map and would be identified in any subsequent OSV map developed. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT.</li> <li>6. The Forest Service will work with multiple interest groups to find common ground and enhance the implementation of the decision.</li> <li>7. As pointed out in the RDEIS in numerous locations, the Forest Service has limited or no reports of use conflicts or resource damage in almost three decades of monitoring OSV and non-motorized use during the winter.</li> </ol>

<p>▪ Resource</p>	<p>▪ Sample Comment Number, and Public Concern</p>	<p>▪ Agency Response</p>
<p>Hydrology</p>	<p>247-29b: Comment asserts there is no research or science provided to support a 12" snow depth requirement. Furthermore, all bald ridge tops will never have more than 2"-3" of snow due to high winds.</p>	<p>247-29b: The concern expressed in the comment is addressed on page 99 of the RDEIS. The comment is correct that published, peer-reviewed data evaluating the best minimum snow depth for resource protection is not available. In multiple reviews of credible scientific data, specialists have determined there is little or no peer reviewed scientific study to support a universal snow depth for protection of multiple resources. Specialists believe this is due to differences in the snow depth to protect different resources, the variable nature of snowpack primarily based on moisture content, and differences in snowpack that occur regionally and nationally. However, U.S. Forest Service staff at the forest and district level have decades of experience managing for OSV use. OSV managers, groomers, and other specialists with field knowledge of OSV use have observed timing of OSV use, weather and snowpack patterns, and resource conditions throughout the winter season and during the summer season to develop their empirical understanding of appropriate measures needed for OSV management and for resource protection. Generally, our staff agrees, in the Sierra Nevada range, that 12 inches of snow provides adequate protection for resources in areas designated for OSV use. The comment is also correct in pointing out that the Programmatic Agreement with SHPO specifies 12 inches of snow for adequate protection of heritage resources. This reflects the general consensus that available knowledge and observations of snow depths suggests 12 inches as a minimum needed for protection. Similarly, California State grooming standards require a minimum of 12 inches of snow prior to conducting grooming operations in order to protect equipment. The broad consensus of managers with direct knowledge of on-the-ground conditions is that 12 inches of snow is a minimum standard for the protection of resources in absence of empirical evidence to the contrary.</p>

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Hydrology	257-8: Comment asserts that the Forest Service does not have any scientific evidence to support a 12-inch minimum snow depth for OSV use.	257-8: The concern expressed in the comment is addressed on page 99 of the RDEIS. The comment is correct that published, peer-reviewed data evaluating the best minimum snow depth for resource protection is not available. In multiple reviews of credible scientific data, specialists have determined there is little or no peer reviewed scientific study to support a universal snow depth for protection of multiple resources. Specialists believe this is due to differences in the snow depth to protect different resources, the variable nature of snowpack primarily based on moisture content, and differences in snowpack that occur regionally and nationally. However, U.S. Forest Service staff at the forest and district level have decades of experience managing for OSV use. OSV managers, groomers, and other specialists with field knowledge of OSV use have observed timing of OSV use, weather and snowpack patterns, and resource conditions throughout the winter season and during the summer season to develop their empirical understanding of appropriate measures needed for OSV management and for resource protection. Generally, our staff agrees, in the Sierra Nevada range, that 12 inches of snow provides adequate protection for resources in areas designated for OSV use. The comment is also correct in pointing out that the Programmatic Agreement with SHPO specifies 12 inches of snow for adequate protection of heritage resources. This reflects the general consensus that available knowledge and observations of snow depths suggests 12 inches as a minimum needed for protection. Similarly, California State grooming standards require a minimum of 12 inches of snow prior to conducting grooming operations in order to protect equipment. The broad consensus of managers with direct knowledge of on-the-ground conditions is that 12 inches of snow is a minimum standard for the protection of resources in absence of empirical evidence to the contrary.

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NEPA	623-5: Comment raises concern over a proposed PCT buffer in some of the alternatives. Comment further raises the concern that changing the proposed action to add a PCT buffer is a NEPA violation.	623-5: The changes to the proposed action from the time of scoping to the release of the RDEIS are documented in the RDEIS (pages 23 to 26, "Development and Modification of Alternatives.") " <i>The responsible official may modify the proposed action and alternative(s) under consideration prior to issuing a draft EIS. In such cases, the responsible official may consider the incremental changes as alternatives considered. The documentation of these incremental changes to a proposed action or alternatives shall be included or incorporated by reference in accord with 40 CFR 1502.21.</i> " (36 CFR 220.5(e)) This encourages collaboration throughout the analysis and decision-making process. Ongoing collaboration may often result in modification of a proposed action or alternative(s), resulting in a better proposal and ultimately a better decision. Such changes may not necessarily require the development of a new alternative if they can be accommodated through modification of an existing alternative" FSH 1909.15, Section 14.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
NEPA	<p>624-7: Comment is concerned that not all projects on the Forest are identified and analyzed for cumulative effects.</p> <p>Comment further states that: "It is important that all existing IRAs (Inventory Roadless Areas), RNAs (Research natural Areas), SIAs (special interest areas), semi-primitive roadless areas and any areas that are under consideration for potential roadless areas be excluded from all future OSV use. All of these areas are considered "unique, special, one-of-a-kind, exceptional, distinctive, and rare" parts of the LNF. It is important to protect these areas from motorized vehicle use; at least until the upcoming forest plan revision is complete. Are we willing to justify OSV use in these areas with the potential risks"?</p>	<p>624-7: Ongoing or proposed projects that would be relevant and useful for consideration in the cumulative effects analysis will be re-evaluated for the Revised FEIS, given that some projects have changed status since the RDEIS was finalized for public comment.</p> <p>The forest plan prohibits motorized use in Research Natural Areas (forest plan page 4-68) No RNAs would be designated for OSV use under any alternative analyzed in the RDEIS.</p> <p>Although OSV use would be designated in some Special Interest Areas, we would manage these areas to "protect and preserve the values of each special area as identified in an establishment report or area management plan, in conformance with the Special Areas Prescription and Management Area direction," as required by the forest plan. These areas are also managed according to the designated Recreation Opportunity Spectrum classes in which they are located (forest plan page 4-68).</p> <p>However, proposed OSV designations in Inventoried Roadless Areas and in areas with Wilderness values would not result in any long-term detrimental effects to their existing roadless or Wilderness values that would preclude their consideration as wilderness in the future. OSV use is allowed in IRAs, subject to other restrictions that might exist in forest plan direction. Portions or all of some IRAs would not be designated, but the reason would be to address the minimization criteria, not simply because these areas are IRAs. We considered all IRAs and potential roadless areas and in those that we designated, we found no potential use conflict or resource issues in these areas that would preclude their designation for OSV use.</p> <p>We evaluated each alternative's effect on the potential suitability of Inventoried Roadless Areas for inclusion in the National Wilderness Preservation System using criteria included in the Wilderness Act of 1964, section 2(c) (listed, below, FSH 1909.12, Chapter 70, Sec. 72.1 – Evaluation of Wilderness Characteristics). These criteria were considered based on the intensity <i>and</i> permanence of the effects OSV use under the management regimes prescribed in each alternative.</p> <p>1. The degree to which the area generally appears to be affected primarily by the forces of nature, with the imprints of man's work substantially unnoticeable (apparent naturalness). Consider such factors as:</p>

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		<ul style="list-style-type: none"> <li>i. The composition of plant and animal communities. The purpose of this factor is to determine if plant and animal communities appear substantially unnatural (for example, past management activities have created a plantation style forest with trees of a uniform species, age, and planted in rows);</li> <li>ii. The extent to which the area appears to reflect ecological conditions that would normally be associated with the area without human intervention; and</li> </ul>
		<ul style="list-style-type: none"> <li>iii. The extent to which improvements included in the area (sec. 71.22 of this Handbook) represent a departure from apparent naturalness.</li> </ul> <p>2. The degree to which the area has outstanding opportunities for solitude or for a primitive and unconfined type of recreation. The word “or” means that an area only has to possess one or the other. The area does not have to possess outstanding opportunities for both elements, nor does it need to have outstanding opportunities on every acre.</p> <ul style="list-style-type: none"> <li>i. Consider impacts that are pervasive and influence a visitor’s opportunity for solitude within the evaluated area. Factors to consider may include topography, presence of screening, distance from impacts, degree of permanent intrusions, and pervasive sights and sounds from outside the area.</li> <li>ii. Consider the opportunity to engage in primitive-type or unconfined recreation activities that lead to a visitor’s ability to feel a part of nature. Examples of primitive-type recreation activities include observing wildlife, hiking, backpacking, horseback riding, fishing, hunting, floating, kayaking, cross-country skiing, camping, and enjoying nature.</li> </ul> <p>3. How an area less than 5,000 acres is of sufficient size to make its preservation and use in an unimpaired condition practicable.</p> <p>4. The degree to which the area may contain ecological, geological, or other features of scientific, educational, scenic, or historical value. These values are not required to be present in an area for the area to be recommended for inclusion in the National Wilderness Preservation System, but their presence should be identified and evaluated where they exist. Such features or values may include:</p>

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
		<ul style="list-style-type: none"> <li>i. Rare plant or animal communities or rare ecosystems. Rare can be determined locally, regionally, nationally, or within the system of protected designations.</li> <li>ii. Outstanding landscape features such as waterfalls, mountains, viewpoints, waterbodies, or geologic features.</li> <li>iii. Historic and cultural resource sites. (Confidentiality requirements with respect to cultural resource sites must be respected (25 U.S.C 3056)).</li> <li>iv. Research natural areas.</li> <li>v. High-quality water resources or important watershed features.</li> </ul> <p>5. The degree to which the area may be managed to preserve its wilderness characteristics. Consider such factors as:</p>
		<ul style="list-style-type: none"> <li>i. Shape and configuration of the area;</li> <li>ii. Legally established rights or uses within the area;</li> <li>iii. Specific Federal or State laws that may be relevant to availability of the area for wilderness or the ability to manage the area to protect wilderness characteristics;</li> <li>iv. The presence and amount of non-Federal land in the area; and</li> <li>v. Management of adjacent lands.</li> </ul>

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
		<p>The decision on whether to recommend land for inclusion in the National Wilderness Preservation System is based on criteria included in the above list. The decision is not based on whether the land has been customarily or historically used for non-wilderness uses if the effects of that use (e.g., the “imprints of man’s work”) remain “substantially unnoticeable,” as would be the case with OSV use.</p> <p>Motorized use in close proximity to areas managed as non-motorized and inventoried roadless areas may temporarily degrade opportunities for solitude when OSVs are present. Similarly, there may be temporary impacts to air quality from exhaust in the vicinity of OSVs, and short-term impacts to scenery when OSV tracks through the snow cross the landscape, leaving visual evidence of motorized use. The OSV tracks only remain on the landscape until they are covered by additional snowfall or until the snow melts, and do not cause long-term impacts to scenery or the underlying soils and vegetation. Potential impacts associated with OSV use would be short-term and temporary in all action alternatives and would not preclude consideration of the area as Wilderness in the future.</p>
NEPA	629-75: Comment asserts that the Lassen should use the best available science when making its decision.	629-75. The Forest’s staff makes every effort to locate and use credible science for all planning decisions. All literature cited in the document may be found in the Literature Cited section of the RDEIS or in the Project Record.
NEPA	132-1: I hope I have heard something wrong, but the last I had heard you were going with alternative 4 for the OSV plan. Minimal changes. BUT, I heard rumor today that you have rescinded that option and are now going with alternative 5.	132-1: No alternative has yet been selected and no decision has been made.
NEPA	629-6: Comment requests that the decision be based on the best available science.	629-6: The decision will be based on the most credible science.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
NEPA	582-6b: Comment states that there is no reference anywhere in the RDEIS to qualitative reasons why any of the areas closed to motorized use in the FEIS should now be opened to motorized use in the RDEIS.	582-6b: In the FEIS (page 87), alternative 2 (Modified Proposed Action) would have designated 921,130 acres for OSV use. In the RDEIS (page 58), alternative 2 (Modified Proposed Action) would designate 921,180 acres for OSV use on the Lassen National Forest. This 50-acre increase in designated OSV area is due to several factors which include incongruent data layers in the geographic information system data that were not recognized in the FEIS, but were recognized in the RDEIS. Another factor that increased the number of acres designated for OSV use under alternative 2 was the designation of certain areas below the elevation of 3,500 feet for OSV use that had not been designated in that alternative in the FEIS (RDEIS, page 26).
Recreation	125-1: I am opposed to any restrictions that Lassen National Forest is trying to impose on our riding areas. I oppose any changes to the current Lassen National Forest OSV management plan. We are users of the Forest in a manner which utilizes OSV travel and oppose any such change that would dis-allow us to do this. There is currently no reason to change the existing OSV travel rules and designations other than to eliminate snowmobiling in its truest form of boondocking. It does not harm wildlife or the environment in any way of which the oppositions proposes. They are guilty of making up science to suit their needs. To inhibit or remove off-trail riding of OSVs will destroy the true nature of "mountain" or "boondock" riding as we know it today.	125-1: Thank you for your comment. One of the significant issues in this EIS is the potential effect the decision would have on the availability of motorized over-snow recreation opportunities (RDEIS, page 17).
Recreation	153-1: Comment asserts that since snowmobiles are over the snow, they leave no marks on the terrain and landscape. Comment further asserts that human foot traffic in the summer leaves more impacts on the ground. Why not regulate hiking because it causes more damage?	153-1: Thank you for your comment. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use (RDEIS, page 3).

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	154-2: No one appreciates and respects wildlife more than us motorized and non-motorized backcountry enthusiasts. It is my intention to be able to provide access for my children, nieces and nephews for generations to come. Other organizations using false claims about wildlife, pollution, or impacts of animals is simply untrue. Organizations like Winter Wildlands Alliance or WildEarth Guardians employs their own scientists, lawyers and many other high level officials to employ false tactics to feed their bottom line. If organizations like this stated above, us power sports enthusiasts wouldn't have anywhere to ride. Who are they to say where we can or can't ride? How is their cause anymore justified than our legal right to ride snowmobiles in legal designated public land areas.	154-2: Thank you for your comment. The National Environmental Policy Act requires all Federal agencies to "utilize a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and in decision-making which may have an impact on the environment" (42 U.S.C. 4331, Sec. 102). Using that approach in our analyses, we do not give preference to the opinions based solely on a particular position or interest.
Recreation	182-3: Comment opposes new OSV management plan and states we have no information that provides evidence that OSV use negatively affects forest resources.	182-3: OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some of these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is not designated and would not be designated for OSV use in this decision, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	187-8: Comment asserts that the USFS is supposed to operate these forests as "public lands." Comment requests that the Forest Service should not let the views of a minority group of people adversely affect how OSV enthusiasts enjoy themselves on the forest. There is plenty of room to allow everyone to enjoy our forests simultaneously and to its full potential.	187-8: Thank you for your comment. The decision will be based on evidence gathered in analysis. We would not give deference to the opinions of those on any one side of an issue based solely on a particular position or interest.
Recreation	208-14: Finally, could you tell me how much Taxpayer money has been spent by the Forest Service on the entire travel management program?	208-14: The travel management program was first created by an Executive Order 11644 signed by President Nixon in 1972. The National Forest road system is roughly 383,000 miles and 8 times the size of the Federal highway system. In addition, 159,000 miles of National Forest Trails exist across the America's National Forests. The National Forest Transportation System provides access to and within National Forest Lands while protecting surrounding resources. Many roads and trails are operated and maintained through partnership. The 2016 road budget for the entire National Forest road system was \$172,000,000. The 2016 contract authority alone for the Federal Highway Administration was \$50,000,000,000 as a comparison.
Recreation	247-25: Comment asserts that user conflict is not a problem and there is no documentation to support this allegation.	247-25: We understand that documented use conflict is minimal. However, in designating National Forest System trails and areas on National Forest System lands for OSV use, the Travel Management Regulations require us to 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 (RDEIS, page 5). The Forest Service, with input from the public, has developed alternatives that are consistent with and achieve the purposes of the Forest Service Travel Management Regulations at 36 CFR part 212, Subpart C. These include minimizing impacts to natural and cultural resources as well as minimizing use conflicts.
Recreation	250-13: Comment requests development of a Winter Recreation Management Plan that identifies areas where conflict may exist between winter recreation uses and TES Species and outline a strategy to educate the public about these TES Species.	250-13: The Lassen National Forest Over-snow Vehicle Use Designation is not intended to be a comprehensive and holistic winter recreation planning effort. The designations resulting from this analysis would only apply to trails and areas for the public use of OSVs on NFS lands within the Lassen National Forest (RDEIS, page 3). Analysis of TES species on the Lassen National Forest, and potential conflicts with winter use is included in the Wildlife section of the RDEIS (page 428).

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	251-7: Includes copy of Sept. 2017 9th Circuit Opinion in "Wilderness (WILD WILDERNESS; WINTER WILDLANDS ALLIANCE; BEND BACKCOUNTRY ALLIANCE) v. Allen" (No. 14-35505). Affirmed District Court decision that upheld a FS decision to construct a parking lot primarily designed for motorized recreationalists.	251-7: Thank you for sending the court's opinion. A decision to construct a parking lot for motorized recreationalists on the Lassen National Forest is not within the scope of this analysis. This analysis is not to inform the decision on where parking lots should be located, or if they should exist. If, in the future, we determine the need to change the amount of parking for recreational enthusiasts, and funding is available to implement a change, we would conduct a separate environmental analysis to disclose the potential effects.
Recreation	4-1: Why should snowmobilers be discriminated against?	4-1: Reasonable restrictions on motor vehicle use, applied consistently to everyone, are not discriminatory (70 Federal Register 216, page 68285, November 9, 2005).
Recreation	452-1: Comment disputes the need to change the existing management of OSV use on the Lassen National Forest.	452-1: The travel management regulations require the Forest Service to designate roads, trails, and areas for OSV use. The EIS analyzes multiple alternatives with varying levels of areas and trails designated for OSV use.
Recreation	623-4c: Comment states that any new designated skiing areas must also have a snow depth analysis to meet the objectives of the Travel Management Plan.	623-4c: The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use (RDEIS, page 3).
Recreation	629-36, 629-39: Comment requests that the decision include regulation of fat-tired bicycles and wheeled conversion vehicles.	629-36, 629-39: The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use. The vehicles that this analysis and decision are intended to regulate are OSV vehicles, defined in the travel management regulations as, "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" (RDEIS, page 3).
Recreation	629-7: Comment is concerned that "even litigation addressing issues or uses not directly related to OSV travel will result in closures or loss of opportunity for the OSV users".	629-7: Thank you for your comment. We are unaware of the litigation to which the comment refers.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	C/R #2 (General Support of OSV Use): Comment opposes any further regulations, closures, restrictions etc. being imposed on snowmobilers. Comment asserts they have the same rights as anyone else using public lands for winter recreation, snowmobiles are a great way to recreate in winter and they cause little or no damage. Comment also asserts that areas they use are not used in any significant manner by other groups in winter and that the environmental groups want to take away Comment's lands that are designed for multiple use. Comment closes by stating snowmobiling doesn't have anywhere near the impact on the environment as the one side is trying to say it does.	C/R #2 (General Support of OSV Use): Thank you for your comment. The potential direct, indirect, and cumulative impacts of OSV use that would occur in each alternative are disclosed in the EIS (RDEIS, Chapter 3). National Forests belong to all Americans, but Americans do not have a right to unrestricted use of National Forests. Congress established the Forest Service to provide reasonable regulation of the National Forests so that future generations can continue to enjoy them.
Recreation	C/R #33 (General Dispute of Use Conflicts): Comment asserts that use conflicts between OSV and non-motorized enthusiasts is either non-existent or rare exceptions. Any exceptions can have "loud voices and angry motives."	C/R #33 (General Dispute of Use Conflicts): Thank you for your comment. We recognize this assertion in the recreation analysis and acknowledge use conflicts are rare (RDEIS, page 123).
Recreation	C/R #41: The comment suggests the forest is not bound by the Settlement Agreement to amend or revise land and resource management plans so that they would prohibit OSV use in certain areas, and should not close additional public lands to motorized use.	C/R #41: We agree that the Forest Service is not bound by the settlement agreement to revise the forest plan to prohibit OSV use in certain areas. However, the Forest Service is analyzing five alternatives to determine how best to meet the requirements of the Travel Management Regulation and manage for sustained multiple use and resource protection. Under current management, 84 percent of the forest is open to OSV use. The alternatives analyze for designating as much as 83 percent of the forest for OSV use to as little as 55 percent (RDEIS, Table 10). Under all alternatives, more than half of the forest would still be designated for OSV recreation.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	C/R #77 (General Regulatory Concern): Comment expresses concern that fat-tire bicycles and grooming would be more likely to kill a yellow-legged frog or Yosemite toad than OSV use, and therefore fat-tire bicycles should also be regulated in this decision.	C/R #77 (General Regulatory Concern): Thank you for your comment. None of the alternatives are expected to have an adverse effect on Sierra Nevada yellow-legged frog (RDEIS, page 633). Effects to Yosemite toad are not considered in the analysis because this species simply does not exist in the project area. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use or motorized fat-tire bicycles because they are not "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" (36 CFR 212.1, RDEIS, page 3).
Recreation	C/R #9 (General Scope of Project): Comment asserts that management approaches for minimizing conflicts between motorized and non-motorized recreation should not be rejected for being out of scope of the project. Comment states non-motorized trailheads, measures to minimize noise and emissions, encouragement of best-available technology, Nordic trail grooming, and snow play areas should be considered as part of this project in order to ensure balanced recreation opportunities across the LNF and to minimizing conflict between uses.	C/R #9 (General Scope of Project): The Lassen National Forest Over-snow Vehicle Use Designation is not intended to be a comprehensive and holistic winter recreation planning effort. The designations resulting from this analysis would only apply to trails and areas for the public use of OSVs on NFS lands within the Lassen National Forest (RDEIS, page 3). National Forests are managed by law for multiple use. They are managed not only for the purposes stated in these comments, but for timber, grazing, mining, and outdoor recreation. These uses must be balanced, rather than one given preference over another. "Noise is a particularly important issue affecting OHV use nationally. The Forest Service anticipates developing a national standard for OHV noise levels in a future rulemaking" (70 FR 216, page 68271, November 9, 2005).

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	C/R #79 (General Concern on Economic Analysis): The cost/benefit analysis should be used to manage the Pacific Crest National Scenic Trail.	C/R #79 (General Concern on Economic Analysis): Thank you for your comment. The Lassen National Forest Over-snow Vehicle Use Designation EIS considers a range of alternatives in terms of designated OSV trails across the Pacific Crest National Scenic Trail. Federal agency cost-benefit analysis need not convert all costs and benefits to monetary terms. The Lassen National Forest Over-snow Vehicle Use Designation EIS evaluates costs and benefits associated with the range of management alternatives. Costs and benefits considered include recreational access, diverse recreation opportunities, use conflict, and ecological integrity. Costs and benefits are described in both quantitative and qualitative terms throughout the environmental consequences analysis in the EIS. Visitation to the Pacific Crest National Scenic Trail is considerably higher than noted in the comment. According to the Pacific Crest Trail Association, in 2016 5,657 permits were issued to long-distance trail hikers (those traveling at least 500 miles in a single trip). Surveys have not been conducted to estimate total annual use of the trail, though it is reasonably expected to be substantially greater than the number of long-distance hikers.
Recreation	629-50: Comment states that Congress amended the National Trails System Act (which provided for the Pacific Crest National Scenic Trail) in 1984 to prohibit managing areas adjacent to National Trails for the benefit of the trail and that not designating land adjacent to the PCT for OSV use violates this amendment.	629-50: Alternatives 3 and 4 designate areas adjacent to the Pacific Crest Trail for OSV use and are analyzed in depth.
Recreation	629-49: Comment asserts that the Comprehensive Plan for the Pacific Crest Trail fails to recognize the Federal Lands Policy and Management Act of 1976 and states that the land along the Pacific Crest Trail must be managed for multiple use.	629-49: National Forest System lands are to be managed for multiple use as required by the Multiple Use Sustained Yield Act and the National Forest Management Act. However, neither of these acts require all of the multiple uses to occur on every acre of the National Forest System. Not every possible use on the list of multiple uses is intended to occur on every acre of the National Forest System at the same time.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	629-51: Comment asserts that a non-motorized corridor along the Pacific Crest Trail is inconsistent with the 1984 amendments to the National Trails System Act. Furthermore, the amendments allow motor vehicles on certain trails and, therefore, OSVs should be allowed on the Pacific Crest Trail.	629-51: The area "not designated" for OSV use immediately adjacent to the Pacific Crest Trail addresses the 2005 Travel Management Regulation's minimization criteria requirements for travel. Since this is a travel management planning process, there is no additional land management direction associated with it. Future forest planning efforts would comply with FSH 1909.12 and would provide for the nature and purposes of the trail by also considering access, cultural and historic resources, recreational settings, scenic character, and valid existing rights. See 629-50. Sec 7(c) of the National Trails System Act prohibits motorized use along national scenic trails. This is codified in 36 CFR§ 261.20 Pacific Crest National Scenic Trail; [49 FR 25450, June 21, 1984. Re-designated at 70 FR 68291, Nov. 9, 2005]). To comply with this law and regulation, all action alternatives identify the Pacific Crest National Scenic Trail as not-designated for OSV use. The National Trails System Act in Sec.7(j) applies to the entire national trails system composed of national recreation, scenic, and historic trails. The Act outlines a list of motorized and non-motorized potential uses that may be allowed. While motorized use may be allowed on national recreation and national historic trails, it does not override the prohibition found in Section 7(c) on national scenic trails.
Recreation	629-53: Comment sees management conflict between forest and regional approaches to managing the PCT under NTSA.	629-53: The forest's staff is working closely with Regional Office staff to address issues surrounding the Pacific Crest National Scenic Trail that are consistent with laws, regulation and policy.
Recreation	250-7z: Shasta OSV Area: The area has outstanding opportunities for non-motorized winter recreation. · To maintain non-motorized winter recreation opportunities, retain the SPNM Areas in the revised Lassen Land & Resource Management Plan.	250-7z: Under alternative 5 the Shasta OSV area would not be designated for OSV use. Therefore, no SPNM areas would be designated in the Shasta OSV area under alternative 5. We inadvertently designated some SPNM areas for OSV use in the Shasta OSV area under the modified proposed action. Thank you for identifying that error. We will correct the designation of these SPNM areas in the Revised FEIS and the correction will be reflected in all alternatives. None of the alternatives would designate SPNM areas for OSV use.
Recreation	1-3, 14-3: Comment believes the designation of OSV areas on the Lassen would be in violation of the travel regulations because the designated areas would be adjacent to each other.	1-3, 14-3: The travel regulations at 36 CFR § 212.1 define an area as "A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District." The areas to be designated are smaller than a ranger district on the Lassen National Forest and not adjacent to each other. All areas to be designated for OSV use are separated from each other either by highways where OSV use would not be designated or by land that would not be designated for OSV use. See figure 4 in the EIS.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	247-12, 247-15: Comment expresses the concern that the agency is applying wilderness standards to lands designated for multiple-use and the alternatives effectively convert multiple-use lands to de facto wilderness lands which circumvents congressional law and the wilderness designation process.	247-12, 247-15: There are no alternatives in which the Forest Service is proposing additional Wilderness, de-facto or otherwise. The Forest Service, with input from the public, has developed alternatives that are consistent with and achieve the purposes of the Forest Service Travel Management Regulations at 36 CFR part 212, Subpart C.
Recreation	247-31a: Comment asserts that the Forest Service must revise the Lassen LRMP to help differentiate LMP Management Areas from OSV Management Areas, and their associated issues.	247-31a: The Forest Service is not required to amend its land management plan to manage OSV use on the forest. "A plan's identification of certain lands as suitable for a use [such as OSV use] is not a commitment to allow such use but only an indication that the use might be appropriate. A specific use or activity may be approved or may be disapproved in an area identified as suitable for such types of use" (Forest Service Handbook 1909.12, section 22.15). For instance, a plan may identify a management area as suitable for OSV use; however, that suitability determination does not imply that this use must always be allowed.
Recreation	250-4a: Comment asserts that although the designated OSV Use Areas smaller than Ranger Districts, they believe the boundaries are arbitrary.	250-4a: The travel regulations at 36 CFR § 212.1 define an area as "A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District." The areas to be designated are smaller than a ranger district on the Lassen National Forest and not adjacent to each other. All areas to be designated for OSV use are separated from each other either by highways where OSV use would not be designated or by land that is not designated for OSV use. See figure 4 in the RDEIS.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	254-4: Comment takes issue with the designation of smaller, contiguous areas and suggests the Forest has not correctly interpreted the Travel Rule in developing discrete areas. Comment suggests that designated OSV boundaries "should, wherever possible, follow clear topographical or physical features such as ridgelines, rivers, and roads".	254-4: The travel regulations at 36 CFR § 212.1 define an area as "A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District." The areas to be designated are smaller than a ranger district on the Lassen National Forest and not adjacent to each other. All areas to be designated for OSV use are separated from each other either by highways where OSV use would not be designated or by land that is not designated for OSV use. See figure 4 in the EIS. The areas developed under alternative 5 meet this definition and were developed to take advantage of existing administrative boundaries, major roads and highways and other features that could be readily identified on the ground. As pointed out in the RDEIS in numerous locations, the Forest Service has limited or no reports of use conflicts or resource damage in almost three decades of monitoring OSV and non-motorized use during the winter. Areas of particular concern for specific resources are already identified as not designated for OSV use. Rather than arbitrarily defining small areas of designated OSV use, the Forest Service has sought to limit the areas not designated for OSV use or areas where OSV use would be restricted to trails to those areas where issues have been identified.
Recreation	257-9: Comment asserts that bulldozers and cross-country skiers exert more pressure per square inch on the ground than a snowmobile and therefore, these uses should be more strictly regulated than snowmobiles.	257-9: The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use. The vehicles that this analysis and decision are intended to regulate are over-snow vehicles, defined in the travel management regulations as, "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" (RDEIS, page 3). A bulldozer fits this definition because it runs on tracks and can be used over snow. However, any activity that a bulldozer typically would be engaged in would be subject to its own analysis and decision as required by NEPA.

▪ Resource	▪ Sample Comment Number, and Public Concern	▪ Agency Response
Recreation	629-5: Comment states a position based on the recently filed legal challenge to the issuance of OSVUM on the Payette, Bridger-Teton and Payette NF in Idaho by WWA, where the OSVUMs were based on existing planning on these forest for OSV usage.	629-5: Thank you for your comment.
Recreation	C/R #25 (General Comments on Designated Areas): Comments dispute the size of designated OSV areas as inconsistent with the travel management regulations.	C/R #25 (General Comments on Designated Areas): The travel regulations at 36 CFR § 212.1 define an area as "A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District." The areas to be designated are smaller than a ranger district on the Lassen National Forest and are not adjacent to each other. All areas to be designated for OSV use are separated from each other either by highways where OSV use would not be designated or by land that is not designated for OSV use. See figure 4 in the EIS.
Recreation	247-31b: Comment asserts the Forest Service has done no coordination with adjacent forests to provide forest users with a seamless transition between forests (i.e., Riding from the LNF to PNF in the Fredonyer area).	247-31b: The Forest Service has discussed OSV issues with other agency staff in the region to provide consistency along the borders as well as made the proposal available to regional and other forest staffs for review and comment. Adjacent forests under the settlement agreement have not yet completed their proposed action. We are currently unaware of any specific issues that would affect continuity of a recreation experience across forest boundaries.
Recreation	257-1: Comment asserts that the Forest did not follow requirements for coordination with local county governments.	257-1: The comment does not elaborate on what specific regulation the Forest Service failed to meet for coordination. The RDEIS describes the Forest Service's coordination efforts with the local counties (See the "Public Involvement" section of the RDEIS, page 15). In a January 27, 2012 letter from Department of Agriculture Secretary Thomas Vilsack to Congressman Wally Herger, the Secretary identifies the regulations and department expectations regarding coordination: <ul style="list-style-type: none"> <li>· "The Department of Agriculture's Forest Service's primary responsibilities to coordinate with counties are found in the National Forest Management Act (NFMA) and the National Environmental Policy Act (NEPA). Although some provisions in the Federal Land Policy and Management Act (FLPMA) apply to National Forest System lands, none require the Forest Service to coordinate with counties. The coordination requirement in FLPMA (43 U.S.C. 1721(c)(9)) applies to the Secretary of the Interior, not the Forest Service.</li> </ul>

Recreation	257-1: Comment asserts that the Forest did not follow requirements for coordination with local county governments. (continued)	<ul style="list-style-type: none"> <li>· Under NFMA and its implementing regulations, the Forest Service is required to coordinate land management planning for the National Forest System (the amendment and revision of forest plans) with land management planning conducted by State and local governments. This coordination allows the Forest Service to take into account and consider the State or county's proposed management for lands under their jurisdiction, and vice-versa.</li> <li>· Based on recent local government resolutions, including those attached to your letter, and letters to some of our National Forests, it appears that some local government officials believe that the NFMA coordination requirement means that the Forest Service must incorporate specific provisions of county ordinances into forest plans or that the Forest Service must obtain local government approval before making planning decisions. This position overstates the Forest Service's NFMA obligation. The statute does not specify which actions are required to coordinate Forest Service planning with local government planning and does not in any way subordinate Federal authority to counties. Rather, the Forest Service must consider the objectives of the State and local governments and Indian Tribes as expressed in their plans and policies, assess the interrelated impacts of these plans and policies, and determine how the forest plan should deal with the impacts identified".</li> <li>· Throughout the OSV EIS process, beginning in 2014, the Forest Service has continually reached out to local governments, in addition to other governmental entities and members of the public, to inform them of each stage of this process and to elicit input. This has occurred through a variety of publicly held meetings, requests for input during times when documents have been made available for comment, and through informal conversations. Local governments have provided numerous comments that have been, and will be, taken into consideration by the Forest Service.</li> </ul>
Recreation	C/R #30 (General Concern with Local Government Coordination): Comment asserts that the Forest Service did not coordinate with local governments as required by the travel management regulations.	C/R #30 (General Concern with Local Government Coordination): The RDEIS describes the Forest Service's coordination efforts with the local counties (See the "Public Involvement" section of the RDEIS, page 15).
Recreation	623-3: Comment informs the Forest of the results of a meeting with motorized and non-motorized users.	623-3: Thank you for your comment. The Forest Service appreciates that multiple interest groups are working together to find common ground and looks forward to any proposals that might be used to inform the decision.
Recreation	C/R #22 (General Support for Agency's Public Involvement Efforts): Comment commends the Forest Service's efforts to revise its environmental analysis to address public concerns.	C/R #22 (General Support for Agency's Public Involvement Efforts): Thank you for your comment.

Recreation	226-8: Comment states that OSV enthusiasts use private parking lots on the Almanor Lakeshore to park their vehicles and trailers while recreating in the Jonesville area across Highway 89. Comment is concerned that no alternative allows OSV access from the private parking areas on the Almanor Lakeshore to the trailheads accessing the Jonesville OSV area across Highway 89.	226-8: Thank you for your comment. We have modified alternative 4 so we can consider designating the area along Lake Almanor for OSV use to facilitate OSV enthusiast parking on the east side of Highway 89 along Lake Almanor and access to the OSV areas on the west side of Highway 89.
Recreation	250-7n: Jonesville OSV Area: The Lake Almanor Recreation Trail provides an easy to moderate 19-mile round trip ski along the west shore of Lake Almanor. The trail is closed to all motorized vehicles. Opportunities for remote backcountry skiing exist at Butt Mountain. This Semi-Primitive Non-Motorized Area is located south of Deer Creek and can be accessed via the Pacific Crest Trail. · To maintain high quality motorized winter recreation opportunities. Provide a Designated Ungroomed OSV Trail on public lands in the area west of Lake Almanor to allow access from private homes to the Groomed OSV Trail not under Forest Service Jurisdiction west of Highway 89 (Humboldt Road, Plumas County Road 308).	250-7n: Thank you for your comment. We have modified alternative 4 to designate the area along Lake Almanor for OSV use to facilitate access to the OSV areas on the west side of Highway 89.
Recreation	247-9: Comment expresses concern that there are no alternatives to compensate for lost OSV access for the elderly, handicapped, veterans, and disabled in areas close to towns.	247-9: One of the significant issues being analyzed in the EIS is the potential effect the designations would have on motorized over-snow recreational opportunities on the forest. The potential direct, indirect, and cumulative impacts on this concern are disclosed in chapter 3 of the RDEIS (page 100).
Recreation	165-6: Comment asserts that non-motorized enthusiasts oppose OSVs because they cause avalanches. Comment cites data that shows OSVs didn't cause avalanches in the Sierra Nevada in the 2016-2017 winter season, but all 16 reported avalanches in the Sierra Nevada during that period were triggered by skiers and snowboarders.	165-6: Thank you for your comment.
Recreation	176-1a: Comment asserts that snowmobile accidents resulting in injuries to non-motorized users is unheard of because while the snowmobiler may be traveling at a high rate of speed, the skier/snowshoer/etc. is not, which leaves ample time to react and avoid a collision.	176-1a: The Forest Service does not have a record of significant safety issues arising from combined use of routes by motorized and non-motorized recreational enthusiasts. The Forest Service further educates recreational enthusiasts on being safety conscious through various educational materials including winter recreation maps and postings at trailhead kiosks.

Recreation	176-1b: Comment asserts that snowmobile head-on accidents are few and far between, but the number of incidents are certain to increase as riding land is decreased simply due to the heightened concentration of snowmobilers in a smaller area.	176-1b: Alternatives are being analyzed for possible effects on recreation use and safety and the result of this analysis will inform the decision (RDEIS, page 100).
Recreation	C/R #21 (General Opinion in Favor of Solitude): Comment expresses the desire to experience the Lassen NF in peace and quiet, with ample opportunity to ski without the noise and air pollution of snow mobiles.	C/R #21 (General Opinion in Favor of Solitude): Thank you for your comment. The Revised DEIS analyzes the potential effects of each alternative on air quality (RDEIS, page 210) and noise levels (RDEIS, page 177).
Recreation	629-64: Comment asserts that current management of winter recreation on the Lassen has resulted in very low levels of use conflict reported.	629-64: We have noted this in the RDEIS (RDEIS pages 134 and 246).
Recreation	252-2: Comment observes that the RDEIS states, "There are occasional OSV incursions in wilderness and adjacent non-motorized areas (reports of OSV trespass into Caribou Wilderness, Lassen Volcanic National Park, and occasionally on designated cross-country ski trails), but law enforcement has determined many of the incursions to be inadvertent. OSV trespass into designated wilderness facilitated by nearby groomed trails could occur and may increase as use increases. There are no other known conflicts between OSV use and other uses on National Forest System land or neighboring Federal lands, no known conflicts among classes of OSVs, and no known areas where use is adversely affecting cultural, tribal, or historic resources (USDA Forest Service 2014)" (RDEIS, p. 123). The Comment states that the agency's assumption that conflict will continue or likely increase as population and visitor use increase is not substantiated by the facts and is contrary to statements in the RDEIS (See attached exhibits A-1 to A-3). Comment suggests the agency include Lassen NF 2015 NVUM data in the tables on p. 122 of the RDEIS and correct the NVUM errors in Table 22. Consideration of 2015 NVUM data, would show a significant decline in national forest visits since 2000, a decline in OSV participation and a decline in cross-country skiing participation. Population for Lassen, Modoc, and Plumas Counties have also declined since 2000.	252-2: We will reconsider the information brought forward in the comment when completing the Revised FEIS.

Recreation	247-8: Comment expresses concern that there are no alternatives to compensate for lost OSV access for youth in areas close to towns.	247-8: One of the significant issues being analyzed in the EIS is the potential effect the designations would have on motorized over-snow recreational opportunities on the forest. The potential direct, indirect, and cumulative impacts on this concern are disclosed in chapter 3 of the RDEIS (page 100).
Recreation	231-2: Any loss of legal OSV recreating acres will create user conflict that does not currently exist.	231-2: The designations resulting from this analysis would minimize "conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands" (36 CFR 212.55(b)(3)).
Recreation	226-3f: The Hillsliders groom to the top of Colby Mountain and open this area up to snowmobiling at the top. We do this under our M.O.U. with Lassen National Forest. This groomed trail is not just for recreation. The Hillsliders grooming of this road provides winter access to the communication towers at the top of Colby. These towers are utilized by California Highway Patrol, Butte County Sheriff, Plumas County Sheriff, AT&T, and others. Closing this groomed route would cause hardship for all of the agencies and could be dangerous. (27N06/27N36)	226-3f: We are not proposing closure of the referenced route in any alternative being analyzed in detail.
Recreation	583-12: Comment emphasizes that closure of parts of the area utilized by these winter sports users (Colby Mountain Area managed by the Butte Meadows Hillsliders in partnership with The US Forest Service, Butte County, Plumas County, and Sierra Pacific), as suggested by alternative 5, would cripple the Jonesville Snow Park and the Hillsliders' successful and long-standing grooming and maintenance program.	583-12: Alternatives are being analyzed in detail that do not include a closure of this extent. The results of this analysis will be used to inform the decision.

Recreation	<p>629-14, 629-16, 629-18, 629-21, 629-22, 629-23, 629-24, 629-27, 629-29 629-30, 629-32, 629-33, 629-37, 629-38: Comments express concerns about non-typical OSV uses and potential impacts. Concern is expressed that the definition of an OSV is overly narrow and does not include other types of machines that would cause more extensive and deeper disturbance to snow and underlying resources than snow mobiles. These include fat-tired human powered bicycles, fat-tired electric bicycles, OHVs and tractors converted with snow tracks, motorcycles converted with skis and tracks, and OHVs fitted with larger tires to allow use on deep snow. Comment also asserts motorcycles converted with skis attached to the front fork and tracks in place of the rear drive wheel are consistent with the definition of an OSV. However, these vehicles exert far more pressure per square inch on the snow than a snowmobile. Six inches of snow on a trail may be sufficient for a snowmobile, but may not be sufficient to avoid surface</p>	<p>629-14, 629-16, 629-18, 629-21, 629-22, 629-23, 629-24, 629-27, 629-29 629-30, 629-32, 629-33, 629-37, 629-38: The Travel Management Regulations define an over-snow vehicle as 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. A human powered fat-tire bicycle is not consistent with this definition and therefore would not be subject to the designations resulting from this process. Further, the analysis differentiates between different types of over-snow vehicles as long as they meet the definition of an OSV as stated in the regulations at 36 CFR 212.1. If we determine that differentiation is needed, further refinements in the designations resulting from this process will be considered in the future. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.</p>
	<p>resource disturbance for one of these converted motorcycles. Therefore, they should be regulated differently. Comment also asserts fat-tire bicycles exert far more pressure per square inch on the snow than a snowmobile. Six inches of snow on a trail may be sufficient for a snowmobile, but may not be sufficient to avoid surface resource disturbance for a fat-tire bicycle. Therefore, they should be regulated differently. Comment also asserts that wheeled vehicles converted to run on tracks in the snow, and wheeled vehicles converted to run on snow with bigger tires pose different management challenges for land managers. Comments in general offer additional insight into the use and management of these different types of vehicles.</p>	
Recreation	<p>623-12: Comment asserts that mileage for groomed trails should not be based on current funding levels.</p>	<p>623-12: Thank you for your comment. The purpose of this environmental analysis is to designate "a manageable system of snow trails and areas for public OSV use within the Lassen National Forest that is consistent with and achieves the purposes of the Forest Service Travel Management Regulations at 36 CFR Part 212" (Lassen RDEIS, page 13). The environmental analysis is based on the best available information, which indicates that increased funding for snow trail grooming is not expected (Lassen RDEIS, Summary).</p>

Recreation	246-16: Comment asserts that the EIS also must include an alternative under which no areas or routes would be designated for recreational OSV use. Unlike in a typical NEPA analysis where the no action alternative provides that baseline for comparison, the no action alternative for most winter travel planning efforts, including on the Lassen, reflects the current management status quo allowing cross-country OSV travel by default across the vast majority of the forest.	246-16: An alternative in which no areas or trails would be designated for OSV use would not address the purpose and need for the designations (RDEIS, page 13) which is to provide a manageable, designated system of OSV trails and areas within the Lassen National Forest that is consistent with and achieves the purposes of the Forest Service Travel Management Regulations at 36 CFR part 212, Subpart C. There is also a need to designate a system of OSV trails and areas within the Lassen National Forest that provides public access, promotes the safety of all recreational enthusiasts, enhances public enjoyment, minimizes impacts to natural and cultural resources, and minimizes conflicts among various resources. Furthermore, neither the executive orders nor the travel management regulations require a "no OSV use" alternative. "Such an interpretation would not reflect the full context of E.O. 11644 or other laws and policies related to multiple use of NFS lands. Neither E.O. 11644, nor these other laws and policies, establish the primacy of any particular use of trails and areas over any other. The Department believes 'shall consider * * * with the objective of minimizing * * *' will assure that environmental impacts are properly taken into account, without categorically precluding motor vehicle use" (70 FR 68281, November 9, 2005).
Recreation	C/R #31 (General Opposition to Alternative 3): Comment expresses opposition to alternative 3.	C/R #31 (General Opposition to Alternative 3): Thank you for your comment. Alternative 3 is only one of four action alternatives being analyzed in detail in this analysis. There are two other action alternatives that may address the comment's concerns.
Recreation	226-3a: Comment expresses opposition to alternatives 2, 3, and 5, especially closure of the Colby Mountain area.	226-3a: Thank you for your comment.
Recreation	583-9, 583-11: Comment opposes alternatives 2, 3 and 5.	583-9, 583-11: Thank you for your comment.
Recreation	C/R #19 (General Opposition to Alternative 5): Comments oppose alternative 5 because it restricts OSV access too much.	C/R #19 (General Opposition to Alternative 5): Alternative 5 is just one of the alternatives being analyzed in detail in managing OSV use on the Lassen National Forest. Alternative 5 would designate the least amount of land on the Lassen National Forest for OSV use. Other action alternatives (2, 3, and 4) being analyzed in detail would designate larger amounts of land for OSV use.

<p>Recreation</p>	<p>251-3d: Comment opposes any alternative that does not designate PCT crossings and/or creates arbitrary non-motorized buffers. Creating arbitrary PCT OSV buffers on the Lassen NF would also threaten a highly unwarranted and controversial precedent that could impact hundreds of miles of motorized summer and winter recreational opportunities on routes or open areas that parallel, cross, or are in otherwise close proximity to the PCT.</p>	<p>251-3d: Current regulations prohibit the use of motorized vehicles on the Pacific Crest National Scenic Trail without a special-use authorization (36 CFR § 261.20 Pacific Crest National Scenic Trail; [49 FR 25450, June 21, 1984. Re-designated at 70 FR 68291, Nov. 9, 2005]). All action alternatives in this analysis identify the Pacific Crest National Scenic Trail as not-designated for OSV use. All action alternatives would designate trails for OSVs to cross the Pacific Crest National Scenic Trail.</p> <p>The Forest Service is also analyzing for the potential effects of non-designated areas around the trail itself. Alternatives 2 and 5 provide for a 500-foot-wide area not designated for OSV use on either side of the trail. Alternatives 3 and 4 do not include this area of non-designation.</p> <p>The Forest Service recognizes that through-use on the Pacific Crest National Scenic Trail is minimal and that use conflicts have not been reported. Nonetheless, some through use has occurred and various directives and regulations suggest that protections of the Pacific Crest National Scenic Trail beyond the trail tread itself are warranted.</p> <p>The Pacific Crest National Scenic Trail Comprehensive Management Plan (1982) affirms that snowmobiling along the trail is prohibited by the National Trails System Act and motorized use of adjacent land should be zoned to mitigate the noise of conflict. Guidelines for designated PCT crossing frequencies are based on the recreation opportunity spectrum. Management of National Scenic Trails (NST) provide for the conservation and enjoyment of significant scenic, historic, natural, or cultural qualities. Other uses along the trail, which would not substantially interfere with the nature and purposes of the trail, may be permitted.</p>
		<p>Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts shall be made to avoid activities incompatible with the purposes for which such trails were established. (National Trails System Act, P.L. 90-543). Executive Order 13195 Trails for the 21st Century. Protecting the national scenic trails and the high priority potential sites and segments of national historic trails to the degrees necessary ensures that the values for which each trail was established remain intact.</p> <p>The Forest Service recognizes that there is no regulatory requirement for a specified distance of non-designation from the trail tread. However, some examples and suggestions exist. The Appalachian National Scenic Trail minimum corridor is defined in forest plans as 500 feet of centerline. There is no prescribed distance for a minimum corridor in legislation or the Lassen National Forest Plan.</p>

Recreation	251-3d: Comment opposes any alternative that does not designate PCT crossings and/or creates arbitrary non-motorized buffers. Creating arbitrary PCT OSV buffers on the Lassen NF would also threaten a highly unwarranted and controversial precedent that could impact hundreds of miles of motorized summer and winter recreational opportunities on routes or open areas that parallel, cross, or are in otherwise close proximity to the PCT. (continued)	The Pacific Crest Trail Association requested a minimum non-designated width of 500 feet on each side of the trail for the Pacific Crest National Scenic Trail. Under the current alternatives the Forest Service is analyzing for non-designated areas between 0 and 500 feet from the Pacific Crest National Scenic Trail tread. This will help the Forest Service consider what distance, if any, is needed to minimize potential conflicts between OSV use and other recreational uses. All designated trails across the Pacific Crest National Scenic Trail would occur over National Forest System roads and should be readily identifiable under most conditions, either visually or through GPS tracking. All designated OSV trails that would cross the PCT would be located on existing roads identified on the current Forest winter recreation map and would be identified in any subsequent OSV use map developed after the decision is issued. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT.
Recreation	247-7: Comment asserts there should be an additional alternative that allows more motorized use than allowed under existing management.	247-7: Current management allows as much OSV access on the forest as allowed by laws, regulations, and policies. We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	225-12: Comment expresses need for a more motorized alternative that designates more areas of the forest for OSV use than those currently being considered.	225-12: We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	247-26: Comment asserts the LNF has not included a Pro-OSV Alternative. The Travel Management Plan is clearly intended to manage motorized travel in the National Forests while preserving recreation opportunities. However, the LNF plan has four alternatives that cater only to non-motorized interests. All four action alternatives substantially reduce OSV use by expanding non-motorized areas.	247-26: Alternative 4 was specifically developed and provided to us by the local OSV community to meet the needs of current OSV use. Currently, approximately 84 percent of the forest is open to OSV use. Action alternatives propose anywhere from a 1 percent (alternative 4) to a 45 percent (alternative 5) reduction in areas designated for OSV use. In all cases, more than half of the forest would be designated for OSVs. We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	257-4: The RDEIS analyzes four alternatives that cater only to non-motorized interests. All four alternatives substantially reduce OSV opportunity by expanding non-motorized areas. Alternatives 2 and 3 have very little that benefit OSV use and 5 has no redeeming value at all. The FEIS should include a suitable Pro-OSV alternative.	257-4: Thank you for your comment. We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	623-2: Comment raises the concern that there is no pro-OSV alternative.	623-2: We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.

Recreation	629-2b: Comment states that the revised version of the preferred alternative reflects the extensive analysis of OSV travel that has been undertaken previously and that current management is effective.	629-2b: The RDEIS does not identify a preferred alternative. One will be identified in the Revised FEIS. The proposed action is one alternative in a range of alternatives that is being analyzed in detail.
Recreation	629-72: Comment believes " that the revised version of the preferred Alternative reflects the extensive analysis of OSV travel that has been undertaken previously and that current management is effective as reflected by the low levels of public comment that have been received on the Proposal".	629-72: Thank you for your comment. The RDEIS does not identify a preferred alternative. A preferred alternative will be identified in the Revised FEIS.
Recreation	245-1: Comment supports an option that is closest to Status Quo and the agency should even consider the elimination of some existing arbitrary restrictions...that would really be the best direction to proceed considering that OSV impact within LNF (and all NFs) is virtually non-existent and the economic benefits strong with potential to be even greater.	245-1: Thank you for your comment.
Recreation	629-3: Comment asserts that current management is effective based on the lack of adverse impacts and comments received.	629-3: Thank you for your comment. We are analyzing one alternative in detail (alternative 2, RDEIS, page 32) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	C/R #14 (General Support for No Change in Management): Comments express support for no-action alternative.	C/R #14 (General Support for No Change in Management): The no-action alternative would not address the purpose and need for action (RDEIS, page 13) and would also not be consistent with the executive orders or the travel management rule (36 CFR Part 212) which requires us to designate roads, trails, and areas for OHV use while minimizing impacts. We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	C/R #20 (General Support for Alternative 2): Comment supports alternative 2.	C/R #20 (General Support for Alternative 2): Thank you for your comment. Alternative 2 (RDEIS, page 32) is being analyzed in detail and it would designate the most trails and areas for OSV use on the Lassen National Forest out of all of the action alternatives.
Recreation	21-4, 25-2, 40-3, 68-1, 68-2, 111-2, 3B116:C21362-1, 537-2: Comment expresses appreciation that alternative 5 does not designate any key deer winter range as open for OSV use.	21-4, 25-2, 40-3, 111-2, 362-1, 537-2: Thank you for your comment. Alternative 5 is one alternative that is being analyzed in detail.
Recreation	250-7y: Shasta OSV Area: Due to the area's low elevation it provides little opportunity for motorized winter recreation. Therefore, Comment supports alternative 5.	250-7y: Thank you for your comment. Alternative 5 is one alternative that is being analyzed in detail.

Recreation	254-1: Comment supports alternative 5.	254-1: Thank you for your comment. Alternative 5 is one alternative that is being analyzed in detail.
Recreation	254-21: Comment: Alternative 5 is the only alternative that minimizes OSV impacts to deer populations. Alternative 5 does not designate any key deer winter range designated for OSV use, which is critically important for protecting deer populations. This is a good first step towards meeting the requirement to minimize impacts to wildlife and their habitat.	254-21: Thank you for your comment. Alternative 5 is one alternative that is being analyzed in detail.
Recreation	C/R #1 (General Support for Alternative 5): Comment supports alternative 5.	C/R #1 (General Support for Alternative 5): Thank you for your comment. Alternative 5 is being analyzed in detail as one option for designating trails and areas for OSV use and for identifying snow trails to be groomed on the Lassen National Forest.
Recreation	C/R #16 (General Support for Alternative 5 with Reasons): Comments support Alternative 5 because it protects Wilderness, proposed Wilderness, Semi-Primitive Non-Motorized areas, and Research Natural Areas, and also provides for protected non-motorized experiences along the Pacific Crest Trail, other National Recreation Trails and important Nordic and backcountry ski areas.	C/R #16 (General Support for Alternative 5 with Reasons): Thank you for your comment. Alternative 5 is one alternative that is being analyzed in detail.
Recreation	195-1: Comment expresses support for alternatives 1 and 4.	195-1: Thank you for your comment. Alternative 4 is one action alternative being analyzed in detail.
Recreation	582-6: Comments supports alternatives 3 and 5.	582-6: Thank you for your comment. Alternatives 3 and 5 are being analyzed in detail.
Recreation	243-3: Comment asserts that designated OSV management areas are not adequately sized for OSV management.	243-3: Designated OSV areas are consistent with the size requirements of the travel management regulations (see definition of an area in 36 CFR 212.1 and page 2 of the RDEIS).
Recreation	255-3: Comment expresses disappointment that the revised proposed action allows cross-country snowmobiling across more acres than the original proposal. The Forest Service proposes to allow snowmobile use across 87% of the forest.	255-3: The modified proposed action would designate approximately 26,000 fewer acres for cross-country OSV use than the original proposal. The original proposed action, as scoped, and the modified proposed action in the first DEIS both designated 947,120 acres for cross-country OSV use (82 percent of the forest). The modified proposed action in the first FEIS designated 921,130 acres for cross-country OSV use (80 percent of the forest). The modified proposed action in the Revised DEIS designated 921,180 acres for cross-country OSV use (80 percent of the forest).

Recreation	624-2: "Modified Proposed Action" (Alternative 2) is otherwise almost exactly the same as what was proposed in 2015 — it does not protect important quiet recreation areas or wildlife habitat and would designate as open for OSV use low elevation areas that rarely receive snow. Likewise, Alternatives 3 and 4 are also essentially the same as in 2015.	624-2: The modified proposed action would designate approximately 26,000 fewer acres for cross-country OSV use than the original proposal. Alternatives 3 and 4 are very similar to those described in the original DEIS. The analysis in the Revised FEIS will determine whether these alternatives protect important quiet recreation areas or wildlife habitat.
Recreation	629-2a: Comment supports the fact that most current management standards, such as mileages of groomed routes and existing area boundaries, are generally carried forward in the revised proposal.	629-2a: Thank you for your comment. We are analyzing one alternative in detail (alternative 2, RDEIS, page 32) that is as similar as possible to current management while still being consistent with laws, regulations, and policies.
Recreation	629-71: Comment "support the fact that most current management standards, such as mileages of groomed routes and existing area boundaries, are generally carried forward in the revised Proposal".	629-71: Thank you for your comment.
Recreation	254-10: Comment proposes modifications to boundaries in the Jonesville Area designated for OSV use.	254-10, 254-12: These modifications are considered under one or more of the alternatives being analyzed in detail.
Recreation	232-4: Comment states that it would be more effective to use the PCT as the boundary between two designated OSV areas instead of an area not designated for OSV use within an OSV area. Comment states that one advantage of this method is that an arbitrary (and legally ambiguous) 500-foot corridor would not be necessary to protect the PCT. Instead, the boundaries of the two nearby OSV Areas could be drawn with regard to terrestrial features (wherever available) that make for easier recognition of limits as opposed to a 500-foot setback from an unseen feature (the snowbound PCT). Comment states that another advantage of this method is that it truly is "discrete" insofar as it respects the legal status of the PCT.	232-4: While we appreciate the comment's alternative approach, we don't find it any more advantageous than what we propose. Alternative 5 uses this approach to some extent. However, terrain features are not necessarily more easily recognized or discernible than a strip of land not designated for OSV use of a given width along the Pacific Crest National Scenic Trail. Furthermore, the use of terrain features set back from the Pacific Crest National Scenic Trail would arbitrarily limit OSV use in areas where it does not have to be limited. The comment's approach would also make it more difficult for OSVs to cross the Pacific Crest National Scenic Trail on designated trails to move from one designated OSV area to another.
Recreation	C/R #39 (General Opposition to Not Designating Black Mountain RNA): Comment asks the reason why the Black Mountain Research Natural Area exists and why it would not be designated for OSV use.	C/R #39 (General Opposition to Not Designating Black Mountain RNA): The 1992 Lassen National Forest Land and Resource Management Plan (Forest Plan) designated the Blacks Mountain RNA. The purpose of its creation was to preserve an ecological baseline for the Blacks Mountain Experimental Forest of which it is a part (Forest Plan, page 3-26). Forest Plan management direction prohibits the use of motorized vehicles within any designated RNA on the Lassen National Forest.

Recreation	196-4d: Bogard OSV Area—The RDEIS states, "Bogard OSV Area - The size of this area ranges from a minimum of 243,620 acres to a maximum of 330,180 acres, depending on the alternative. It is bounded by Highway 44 to the south and west and by the forest boundary to the north and east in the northeastern part of the forest. This OSV area is accessible from the communities of Burney, Fall River, Old Station and Susanville and from the Bogard Trailhead on Highway 44." The boundary of this area in Alternative 2 overlaps the PCT and extends across the Hat Creek Rim. This area does not receive significant snow pack, has rocky terrain, and is therefore not well suited for OSV use. Comment urges the Forest to incorporate the smaller area boundary proposed in Alternative 5 which is more realistic and better meets the management direction for the PCT.	196-4d: Thank you for your comment. Alternative 5 is one of four action alternatives analyzed in detail in the RDEIS.
Recreation	250-7i: Bogard OSV Area: Prohibit OSV use in Brockman Flat Lava Beds.	250-7i: The RDEIS analyses one alternative in detail (alternative 5) in which the Brockman Flat Lava Beds would not be designated for OSV use.
Recreation	629-65: Comment suggests that closures around or through non-motorized areas are not effective at deterring user conflicts.	629-65: The Forest Service is analyzing the potential effects from implementing alternatives that do not designate an area 500 feet from the centerline on either side of the Pacific Crest National Scenic Trail, as well as alternatives that designate these areas for OSV use. The effects analysis will be used to inform the decision.
Recreation	629-70: Comment suggests that "educational materials or programs that might be developed to address socially based user conflicts in areas where non-motorized routes are crossing open riding areas are a highly effective tool for addressing possible conflicts".	629-70: The Forest Service currently uses educational materials in the form of a published Winter Recreation map, information posting at trailhead kiosks, public service announcements and information on the forest's webpage to better inform recreation enthusiasts of new information regarding winter recreation. These materials have been highly effective in that few use conflicts have been reported for the Lassen National Forest.
Recreation	197-2: Comment states the setting of a date for the OSV season is arbitrary and that major snow events in can occur in the month of November.	197-2: None of the alternatives would set a start or end date for when OSV use would be allowed to occur on the forest. OSV use would be allowed in the areas and trails designated for OSV use whenever snow conditions allow it.
Recreation	247-32: Comment objects to using dates to restrict snowmobile use.	247-32: None of the alternatives would set a start or end date for when OSV use would be allowed to occur on the forest. OSV use would be allowed in the areas and trails designated for OSV use whenever snow conditions allow it.

Recreation	623-10: Comment raises issue with fixed dates for the prohibition of wheeled vehicles on groomed OSV routes between December 26 and March 31.	623-10: These wheeled vehicle prohibitions are to protect groomed OSV routes from rutting that can be caused by wheeled vehicles. This closure went through public input, analysis required by NEPA, and review and was incorporated into a signed decision under the Subpart B Travel Management Record of Decision in 2010. This closure allows appropriate access to other winter recreation enthusiasts while maintaining the integrity of the groomed OSV system during the peak season of OSV use. It is not being revisited in any of the alternatives in this document.
Recreation	629-44: Comment requests that the decision should not be based on set dates of OSV use or elevation.	629-44: None of the alternatives would set a start or end date for when OSV use would be allowed to occur on the forest. OSV use would be allowed in the areas and trails designated for OSV use whenever snow conditions allow it.
Recreation	247-11: Comment asserts that the proposals establish de facto wilderness and do not reflect the ratio of wilderness visitors to those using other parts of the forest.	247-11: None of the alternatives presented in the RDEIS establish new wilderness areas. The RDEIS analyzes alternatives with variable areas of designation to balance the management of protecting natural and cultural resources and minimizing use conflicts. The comment incorrectly assumes that OSV use is the dominant winter activity on the forest and any decision should be weighed in favor of designating areas for this activity. However, minimizing use conflict is an important objective in this analysis and the Forest Service recognizes that multiple winter activities occur on the forest. Visitor use data (RDEIS, Chapter 3: Recreation) indicates that OSV use accounts for approximately 2 to 8 percent of forest activities during the winter.
Recreation	254-7: Comment has largely re-stated components of various alternatives and appears to be in agreement with most proposals. Comment also suggests some modifications: "However, we propose slightly modifying this boundary to allow OSV use in the western bowls on Diamond Peak and in the lower elevation terrain on the south side of the Diamond mountains, accessed from the Plumas National Forest. Finally, there is a small area bounded by groomed OSV trails that is used by backcountry skiers but not by snowmobilers. We propose modifying the Fredonyer boundary to not allow OSV use within the area bounded by routes 29N46, 29N85, and ULA557."	254-7: Thank you for your comment. Alternative 5 is being analyzed in detail and addresses this concern by not designating the areas in question (reference map in RDEIS). Alternative 2 designates OSV use in the western bowls of Diamond Peak and in the lower elevation terrain on the south side of the Diamond mountains.

Recreation	625-1a: Comment recommends non-motorized use areas on Lassen National Forest for winter sports, primarily back country skiing, submits photographs of Diamond Mountain south of Susanville showing where the snowfields (bowls) are that skiers enjoy. With the increased interest in snowshoeing and snowboarding in the backcountry, the areas comment recommends for non-motorized use would also be good for those non-motorized users too. Split boarding has become increasingly popular and so this use would also fit right in with back country skiing on steeper slopes such as the bowls of Diamond Mountain and the ridge south of Fredonyer Pass.	625-1a: The RDEIS analyzes an alternative in detail (alternative 5) in which these areas would not be designated for OSV use.
Recreation	C/R #8 (General Request to Not Designate Diamond Mountain for OSV Use): Comments request that we protect the east side of Diamond Mountain for human-powered activities and designate the west side of Diamond Mountain as designated for snow machine use.	C/R #8 (General Request to Not Designate Diamond Mountain): The request is addressed in alternative 5.
Recreation	629-48 Comment recommends that education be used to inform the public regarding multiple use decisions on the Lassen.	629-48: The Forest Service currently uses educational materials in the form of a published Winter Recreation map, information posting at trailhead kiosks, public service announcements and information on the forest's webpage to better inform recreation enthusiasts of new information regarding winter recreation. These materials have been highly effective in that few use conflicts have been reported on Lassen National Forest.
Recreation	257-15: Comment opposes the 3,500-foot rule (i.e., no OSV use below 3,500 feet). Comment requests a definition of resource damage. Comment opposes a buffer on each side of the PCT. Comment opposes reductions in OSV opportunity except by the agreement of the OSV community. Comment supports concurrence on any proposed non-motorized area.	257-15: Thank you for your comment. The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use. The EIS considers alternatives in which snow conditions will determine when or where an OSV can be used. The range of alternatives analyzed in detail includes alternatives 3 and 4 which would designate areas immediately adjacent to the Pacific Crest National Scenic Trail for OSV use.
Recreation	145-2: Comment disputes closing 29,000 acres below the 3,500-foot elevation and recommends just a snow depth requirement similar to other areas. Restricting to 3500 ft. and below restricts more than just those areas as it keeps OSV enthusiasts from getting to other areas that they are allowed to ride	145-2: The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use.
Recreation	231-6: Comment asserts that a 3,500-foot elevation restriction would be unenforceable and that ground conditions should determine whether OSV use should occur.	231-6: The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use.

Recreation	236-1: Comment suggests that snow conditions rather than elevations should determine where OSVs can be used.	236-1: Thank you for your comment. The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use. The EIS considers alternatives in which snow conditions will determine when or where an OSV can be used.
Recreation	247-27: Comment opposes the 3,500-foot elevation restriction.	247-27, 623-6, 623-21: The Forest Service is analyzing alternatives for their potential effects, including three that would designate areas or trails below 3,500 feet. This analysis will serve to inform the decision.
Recreation	257-11: Comment opposes defined snow depth, or restrictions, in areas less than 3,500 feet designated for cross-country OSV travel or on designated OSV trails. OSV use should be allowed only when conditions are sufficient to allow OSV use while protecting underlying resources.	257-11: The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use. The EIS considers alternatives in which snow conditions will determine when or where an OSV can be used.
Recreation	579-1: Comment supports the prohibition of OSV use in any area below 3,500 feet in elevation in Lassen National Forest to ensure an adequate amount of snowfall for OSV use. Comment recommends that the Final EIS include a clear provision to adjust this restriction, as needed, to adapt to possible changes in temperature and precipitation in the project area that could alter the minimum elevation at which snowfall occurs. This would ensure that OSV activities are directed to areas with sufficient snow cover for responsible use into the foreseeable future.	579-1: Alternative 5 does not designate areas below 3,500 feet in elevation for OSV use.
Recreation	623-6, 623-21: Comment does not want to see the low elevation restriction currently proposed in some of the alternatives.	623-6; 623-21: The Forest Service is analyzing alternatives for their potential effects, including three that would designate areas or trails below 3,500 feet.
Recreation	629-40: Comment is opposed to OSV prohibitions based solely on elevation.	629-40: The Forest Service is analyzing several alternatives for their potential effects, including three that would designate areas or trails below 3,500 feet. This analysis will serve to inform the decision.
Recreation	C/R #42 (General Support of Elevation Restriction): Comment lives near the Ishi wilderness area at 3,200 feet in elevation and states there has been rarely a winter where you could take a snowmobile out at 3,500 feet in 45 years. Supports closure of this area in alternatives 5 and 2.	C/R #42 (General Support of Elevation Restriction): Thank you for your comment. This option is considered in the EIS. Alternative 5 does not designate areas below 3,500 feet in elevation for OSV use.
Recreation	C/R #49 (General Opposition to Elevation Restriction): Comments oppose the prohibition of OSV use below the 3500-foot elevation as arbitrary.	C/R #49 (General Opposition to Elevation Restriction): This restriction is only considered as part of one of the alternative being analyzed in detail. No decision has been made as to whether it would be included in the decision. The range of alternatives includes alternatives that would designate areas below 3,500 feet in elevation for OSV use.

Recreation	<p>196-4e: Fall River OSV Area—The RDEIS describes this area, "Fall River OSV Area - The size of this area ranges from undesignated (zero acres) to a maximum of 42.440 acres, depending on the alternative. It is not shown on the 2005 Winter Recreation Guide for the Lassen National Forest, but is currently open to OSV use. It is located in the vicinity of Lake Britton and MacArthur-Burney State Park. This area is also isolated from the remaining Lassen National Forest and comprises areas of the Shasta-Trinity</p>	<p>196-4e: Alternative 5 is analyzed in detail in the RDEIS.</p>
	<p>National Forest administered by the Lassen National Forest. Nearby communities include Burney and Fall River. This area is within a zone of historically minimal snowfall and combined with the state park, tends to serve more as a focal point for non-motorized recreation. Although designated for OSV use, OSV opportunities are irregular throughout this area as there may not be sufficient snow in all parts of this area every year. No marked OSV trails currently exist in this area." It is clear from this description, as well as my observations from spending a considerable amount of field time in this area over the past nine years, that this area is not conducive for OSV use. Additionally, this area overlays the PCT. Comment strongly suggests the Forest adopt the proposal in Alternative 5 to not include this area in the final alternative or decision.</p>	

<p>Recreation</p>	<p>250-7k: Fredonyer OSV Area: Hamilton Mountain (7,387') and the unnamed peak northwest of it (7,138') provide skiing opportunities for intermediate backcountry skiers close to the Fredonyer staging area. The Diamond Mountains are located in the eastern portion of the OSV Area and provide excellent OSV and backcountry skiing opportunities on north-facing slopes close to Susanville. Backcountry skiers access the area in early winter and spring when they can drive up 29N43 to access Cabin and Basque Bowls, immediately east of an unnamed peak locally known by skiers as The Nipple (7,399' on the Diamond Mountain 1:63,360 map in the Lassen National Forest Atlas).</p> <p>To improve non-motorized winter recreation opportunities:</p> <ol style="list-style-type: none"> <li>1. Designate a non-motorized winter recreation areas in the vicinity of Hamilton Mountain and east of Diamond Mountain.</li> <li>2. Restrict OSV use in an area around Hamilton Mountain bounded by 29N46, 29N85 and 29N85F.</li> <li>3. Prohibit OSV use east of The Nipple (T28N, R12E sec. 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16).</li> </ol>	<p>250-7k: We have no record of use conflict in this area and have designated the areas identified in the comment for OSV use in all alternatives.</p>
<p>Recreation</p>	<p>625-1b: Comment states the proposed trails north of Fredonyer Pass that are being planned by local trails enthusiasts in cooperation with Lassen National Forest's Eagle Lake Ranger District staff would be well suited for non-motorized winter use. So please designate the area north of Highway 36 at Fredonyer Pass for non-motorized use. This area includes the area east of the road from the pass north to Goumaz that is groomed for snowmobiles (leave this road open for snowmobiling); the area between Highway 36 and the Bizz Johnson Trail and the area of Lassen National Forest approximately 4 miles to the east of Fredonyer Pass where Highway 36 and the Bizz Johnson Trail intersect at Devil's Corral. However, leave a cross-country access route for snowmobiles open beneath or adjacent to the powerline that extends up to Fredoyner Pass road from Devil ' s Corral so snowmobilers can continue to access the snowmobile staging area and groomed trails at Fredonyer Pass from the Lake Forest community west of Susanville when suitable snow cover occurs.</p>	<p>625-1b: The non-motorized trails being considered are only in the planning stages at this point and no decision has been made to create them. However, in alternatives 3 and 5, these areas would not be designated for OSV use.</p>

Recreation	C/R #4 (General Opposition to OSV Use at Butte Lake and Fredonyer-Goumaz): Comment expresses desire to not designate the Fredonyer-Goumaz and Butte Lake areas to cross-country OSV use.	C/R #4 (General Opposition to OSV Use at Butte Lake and Fredonyer-Goumaz): Alternatives 3 and 5 are designed to not designate the Fredonyer-Goumaz and Butte Lake areas to cross-country OSV use, and we analyze their potential effects in detail in the EIS.
Recreation	250-7m: Jonesville OSV Area: The Colby Meadows Cross-country Ski Area provides 10 miles of ski trails for beginner and intermediate skiers. Adventure Outings of Chico State University maintains a yurt in Colby Meadows that can be rented by the public. Cross-country ski trails in Colby Meadows are closed to motorized use and most snowmobilers respect the closure. Off-Highway Vehicle trespass and resource damage occur in Colby Meadows frequently. · To enhance non-motorized winter recreation opportunities. Define non-motorized boundaries for the Colby Meadows Cross-country Ski Area (see map in comment letter #250).	250-7m: Alternative 5 addresses this concern.
Recreation	459-3: Comment states use-trespass is inevitable. Buffer zones are critical. So: ---Disallow any OSV use near McGowan Cross-Country Ski Trail. ---Disallow any OSV use within a quarter mile of the PCT, save for limited, necessary crossings.	459-3: The McGowan area ski trails and surrounding areas are not designated for cross-country OSV use in alternatives 3, 4, and 5. The total area not designated varies by alternative, but all are not designated for OSV use to some extent. There is no prescribed distance for a minimum width of an area not designated for OSV use in legislation or existing forest plans. However, we use 500 feet following the practice of other national scenic trails (e.g., the Appalachian National Scenic Trail). Furthermore, the Pacific Crest Trail Association (PCTA) requests an area to not be designated for OSV use 500 feet either side of the Pacific Crest National Scenic Trail.

Recreation	246-17, 216-18: See attachment 2 that includes (1) "joint recommendations in support of sustainable recreation management practices across nearly 250 million acres of national public lands" prepared by The Wilderness Society and Blue Ribbon Coalition; (2) Key Concepts for Implementing the Minimization Criteria; (3) Switalski, 2016, Snowmobile Best Management Practices for Forest Service Travel Planning; (3a) Literature Review and Recommendations for Management - Introduction to Snowmobile Management and Policy; (3b) Literature Review and Recommendations for Management - Water Quality, Soils, and Vegetation; (3c) Literature Review and Recommendations for Management - Wildlife; (3d)Literature Review and Recommendations for Management - Winter Recreational Use Conflict; (4) Hatchett, 2017, Evaluation of Observed and Simulated Snow Depths for Commencing Over Snow Vehicle Operation in the Sierra Nevada.	246-17, 216-18: We reviewed the literature submitted and determined that it contains no site-specific information that would require us to (1) Modify alternatives including the proposed action; (2) Develop and evaluate alternatives not previously given serious consideration; (3) Supplement, improve, or modify the analysis; or (4) Make factual corrections as required by 40 CFR §1503.4(a). As pointed out in the RDEIS, the Forest Service has limited or no reports of use conflicts or resource damage in almost three decades of monitoring OSV and non-motorized use during the winter. Areas of particular concern for specific resources are already identified as not designated for OSV use. The analyses in chapter 3 determine no negative impacts to any resource and no use conflicts. The recommendations in the suggested literature reviews assume these negative impacts and use conflicts would occur. If they were to occur, the recommendations in the suggested literature for management to minimize those impacts would have been considered.
Recreation	246-10: Comment asserts that none of the action alternatives apply the minimization criteria for designated OSV trails or for trails identified but not designated.	246-10: There are trails identified within designated areas but not designated as OSV trails. We considered the minimization criteria in designating those areas, but saw no need to apply the minimization criteria on a trail-by-trail review. The reason for this was that as long as we applied the minimization criteria on the areas to be considered for designation, actual impacts to these areas would be further reduced because experience shows that OSV use has been and would continue to be concentrated on these undesignated trails, all of which would overlie the existing road system. Furthermore, OSV travel on this road system would cause no cultural or natural resource damage and most are located beyond the reach of non-motorized uses, thereby minimizing use conflicts. Also, in designating these OSV areas where these non-designated OSV trails are located, we have mitigated potential adverse effects to listed and sensitive wildlife species.
Recreation	246-12: Comment asserts the RDEIS does not adequately demonstrate how impacts to roadless and Wilderness values have been minimized under each alternative.	246-12: Wilderness areas and proposed wilderness areas on the forest would not be designated for OSV use under any alternative analyzed in detail in the RDEIS. The EIS discloses the potential impacts of each alternative on the Wilderness values in Inventoried Roadless Areas. The analysis identifies no long-term impacts to Wilderness values of these areas and would not reduce the likelihood that the Forest Service would recommend the areas or that Congress would eventually designate them as wilderness.

Recreation	246-2: Comment asserts that alternatives 1-4 continue to suffer from a number of deficiencies, including questions about whether the Forest Service has adequately minimized impacts to sensitive wildlife, roadless and Wilderness values, non-motorized uses, and other forest resources.	246-2: Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).
Recreation	246-3: Comment supports alternative 5 as long as the following deficiencies are remedied: 1. Better articulate how the boundaries of open areas were delineated to minimize impacts to natural resources and conflicts with other recreational uses. 2. Ensure that all areas identified as "not conducive to OSV use" are eliminated from open areas. 3. Ensure that all OSV trails - including those located within open areas - that are maintained, marked on the ground, and/or displayed on any winter recreation guides or use maps are analyzed and designated according to the minimization criteria. 4. Ensure that OSV designation decisions minimize impacts to roadless and Wilderness values and do not prejudice the mandatory wilderness recommendation process in the upcoming forest plan revision by excluding Inventoried Roadless Areas that receive little or no OSV use from open area designations.	246-3: The comment correctly identifies some deficiencies in how alternative 5 was designed. 1. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2). 2. We inadvertently confused readers with the use of the term "not conducive" and will correct the Revised FEIS. The intent is to identify trails and areas where OSV use would be low. 3. The OSVUM will show areas and trails where OSV use would be allowed. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2). 4. Proposed OSV designations in roadless areas and in areas with Wilderness values do not prejudice wilderness recommendation processes. OSV use in these areas would not result in any long-term adverse effects to their existing roadless or Wilderness values that would preclude their consideration as wilderness in the future. No proposed wilderness areas or trails within proposed wilderness areas would be designated for OSV use in any alternative.
Recreation	246-4: Comment observes that RDEIS does not demonstrate compliance with the minimization criteria at a "granular" level how each area and route was located to minimize impacts... Refers to attachment to their letter in which The Wilderness Society and BlueRibbon Coalition/Sharetrails.org recently released a set of joint recommendations designed to assist Federal land management agencies with compliance (attached to letter 246).	246-4: OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts. The Forest Service completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. This Environmental Assessment identified areas of potential impact to natural and cultural resources, and therefore we did not establish OSV trails in these areas. For the current designation process, utilizing minimization criteria, we identified some areas where potential impacts or use conflicts might be possible and did not designate those areas and trails in some alternatives.

Recreation	246-8, 246-9: Comment asserts the Forest Service has not demonstrated how areas and trails have been located to minimize impacts. There is no granular analysis of individual trails across the large open areas - some of which span hundreds of thousands of acres and includes dozens of miles of designated trails.	246-8, 246-9: OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some of these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is prohibited, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.
Recreation	254-12: Comment has largely re-stated components of various alternatives with suggestions for areas of non-designation related to wildlife or other natural resource concerns and to minimize use conflict in specific areas.	254-12: These modifications are considered under one or more of the alternatives being analyzed in detail.
Recreation	254-13: Comment raises issues regarding the number of designated and non-designated trail opportunities under a variety of the alternatives. Specifically, the Comment states: "The LNF cannot claim an 83% (or more) reduction in route density and use this figure in the minimization analysis unless those routes are no longer physically available for OSV use. At the very least, any route that is maintained (by signage or otherwise) must be considered a "designated" route and included in the analysis". Comment is further concerned about potential safety issues if only a small proportion of non-designated routes are ultimately shown on a recreation map.	254-13: The Forest Service disagrees with this assessment. Roads that are non-groomed, but that occur within areas proposed for designation for OSV use are being analyzed under the appropriate alternatives. The comment is correct to point out that OSV enthusiasts will typically use these non-groomed roads as trails and much of the OSV use observed on the forest consists of trail riding on NFS roads covered in snow. In some alternatives, the availability of these ad hoc trails is significantly reduced because the areas in which they occur are being proposed as not designated. Therefore, the number of potential trails available to the OSV recreationist will vary significantly between alternatives. The Forest Service is not proposing to designate additional roads that could be used as trails if they already occur in areas proposed to be designated for OSV use. The exception is designating non-groomed trails through areas that are otherwise proposed as not designated for OSV use under some alternatives. The purpose here is to allow through use of OSVs where it is appropriate (to access other designated OSV areas and/or trails). The Forest Service is not concerned about the hypothetical safety issue raised by the comment because those roads are available under current management, and under most environmental conditions easily identified and followed. The Forest Service has not recorded a serious safety issue and is not expecting an increase in safety concerns.

Recreation	<p>250-7t: Morgan Summit OSV Area: The McGowan Cross-country Ski Trail provides 10 miles of exceptional beginner and intermediate ski and snowshoe opportunities. The National Recreation Trail is accessible from a trailhead on Highway 89 south of Lassen Volcanic National Park and two trailheads on Highway 36 west of Morgan Summit. The 2.1 mile Church Camp Trail is often groomed. Human-powered winter recreationists envision a trail accessing the McGowan Cross-country Ski Trail system from Mineral. The location of the McGowan National Recreation Trail is disputed.</p>	<p>250-7t: We will determine the location and appropriate use of the trail (also known as the Heart Lake National Recreation Trail). It would not be designated for OSV use under alternative 3. This alternative is being analyzed in detail and would address the concern expressed in the comment.</p>
Recreation	<p>250-7ae: Swain Mountain OSV Area: The 25.5 mile Bizz Johnson National Recreation Trail traverses from east to west through the eastern portion of the Swain Mountain OSV Area. The National Recreation Trail Database shows that cross-country skiing is the only snow use permitted on the Bizz Johnson Trail. However, OSVs are currently allowed on seven miles in the western portion of the trail.</p> <p>To enhance non-motorized winter recreation opportunities near Susanville:</p> <ol style="list-style-type: none"> <li>1. If feasible, we recommend curtailing OSV use on the Bizz Johnson National Recreation Trail and relocating motorized use to Lassen County Road 101.</li> <li>2. Establish Designated Groomed OSV Trail in the Fredonyer-Goumaz Area.</li> <li>3. Create non-motorized winter use area in the vicinity of Hog Flat Reservoir.</li> </ol> <p>Groom Lassen County Road 101 for motorized winter recreation instead of allowing OSV use on the eastern seven miles of the Bizz Johnson National Recreation Trail.</p>	<p>250-7ae:</p> <ol style="list-style-type: none"> <li>1. Lacking a history of use conflict on this trail, we did not perceive a need to make changes in the availability of the Bizz Johnson trail to OSV use.</li> <li>2. Planning for additional groomed trails is outside of the scope of the analysis because we currently do not expect an increase in funding that would allow more groomed OSV trails in the system.</li> <li>3. This recommendation would be implemented in alternatives 3 and 5.</li> </ol>

<p>Recreation</p>	<p>250-7s: Morgan Summit OSV Area: Access is via Morgan Summit, Mill Creek and Mineral. Most motorized winter use occurs south of Highway 36 but snowmobilers wish to maintain access from Mineral to the Designated Ungroomed OSV Trail on Primary Forest Route 17 north of Highway 36. Snowmobilers envision a "Dream Trail" that would circumnavigate Lassen Volcanic National Park and link the Morgan Summit, Ashpan, and Swain Mountain OSV Areas.</p> <p>To enhance high quality motorized winter recreation opportunities:</p> <ol style="list-style-type: none"> <li>1. Allow OSV access from Mineral to Primary Forest Road 17.</li> <li>2. If permitted by the Secretary of Agriculture, allow OSV use on 30N16 west of Martin Creek.</li> </ol>	<p>250-7s: Alternative 4 would implement these recommendations.</p>
<p>Recreation</p>	<p>250-7u: Morgan Summit OSV Area: The Dry Lake Trail (30N16) is shown as closed to all motor vehicles during winter on the Lassen National Forest Winter Recreation Guide (2005). The National Recreation Trails Database (americantrails.org) shows the length of trail as 10 miles on Forest Roads 29N22 and 30N16 with elevations ranging from 5,020 to 6,200. Snowmobilers believe that the Dry Lake Trail west of the intersection of the Nanny Creek Trail and Dry Lake Trail is legally open to OSVs. Skiers believe the entire Dry Lake Trail (30N16) is closed to motorized use (as the Lassen Winter Recreation Guide shows). Skiers complain of motorized trespass multiple times per year and of early season OHV trespass.</p> <p>To enhance non-motorized winter recreation activities:</p> <ol style="list-style-type: none"> <li>1. Develop non-motorized trails from Mineral to the Dry Lake Trail (30N16) via 29N36 and 29N11Y.</li> <li>2. Encourage human-powered winter use on the Heart Lake National Recreation Trail east of Martin Creek.</li> <li>3. Restrict OSV use through this area to the Dry Lake Trail (30N16) west of Martin Creek.</li> <li>4. Prohibit OSV use on the Dry Lake Trail (30N16) east of Martin Creek.</li> <li>5. Extend the non-motorized area below the Dry Lake Trail (30N16) west to Martin Creek and develop a non-motorized trails from Mineral to the Dry Lake Trail (30N16) via 29N36 and 29N11Y.</li> </ol>	<p>250-7u: Alternatives 3 and 5 address these concerns.</p>

Recreation	250-7v: Morgan Summit OSV Area: The Morgan Summit OSV Area encompasses the Ishi Wilderness; Mill Creek, Heart Lake, and Spencer Meadows recommended Wilderness areas; the 3,900 acre recommended Indian Creek RNA, the Iron Mountain candidate RNA (in the Ishi Wilderness); Deer Creek and North Fork Antelope Creek SPNM areas; and three National Recreation Trails - McGowan Cross-country Ski Trail, Heart Lake Trail and Spencer Meadows Trail. The Morgan Summit OSV Area also contains the Deep Hole Geologic SIA.	250-7v: 1. All alternatives analyzed in detail in the RDEIS would designate the Deep Hole SIA for OSV use. All alternatives analyzed in detail in the RDEIS would designate the Crater Lake SIA for OSV use. However, proposed OSV designations in the Deep Hole SIA would not result in any long-term effects that would be detrimental to the features in the area. Although OSV use would be designated in some Special Interest Areas, we would manage these areas to "protect and preserve the values of each special area as identified in an establishment report or area management plan, in conformance with the Special Areas Prescription and Management Area
	<ol style="list-style-type: none"> <li>1. Prohibit OSV use within the Deep Hole SIA.</li> <li>2. Eliminate the two small Designated OSV Use Areas near Round Mountain (T27N, R2E, sec. 4) and Black Butte (T28N, R2E, sec. 29).</li> <li>3. Designate the Indian Creek rRNA as an RNA.</li> <li>4. Designate the Iron Mountain cRNA as a RNA.</li> <li>5. Designate the Mill Creek Recommended Wilderness as Wilderness.</li> <li>6. Designate the Heart Lake Recommended Wilderness as Wilderness. Include the IRA west of Loomis Peak and north of Blue Lake Canyon (Bailey Creek).</li> <li>7. Designate the Spencer Meadows Recommended Wilderness as Wilderness. Extend the Recommended Wilderness boundary south on Wild Cattle Mountain to the Spencer Meadow Trailhead (use the IRA boundary).</li> </ol>	<p>direction," as required by the forest plan. These areas are also managed according to the designated Recreation Opportunity Spectrum classes in which they are located (forest plan page 4-68).</p> <ol style="list-style-type: none"> <li>2. Alternative 2 addresses this concern by not designating the areas near Round Mountain (T27N, R2E, sec. 4) and Black Butte (T28N, R2E, sec. 29).</li> <li>3. None of the alternatives analyzed in detail in the RDEIS would designate the Indian Creek recommended RNA for OSV use.</li> <li>4. The Iron Mountain candidate RNA is located in the Ishi Wilderness where OSV use is prohibited by law.</li> <li>5. None of the alternatives analyzed in detail in the RDEIS would designate the Mill Creek recommended wilderness for OSV use.</li> <li>6. None of the alternatives analyzed in detail in the RDEIS would designate the Heart Lake recommended wilderness for OSV use. The IRA west of Loomis Peak would not be designated under any alternative.</li> <li>7. None of the alternatives analyzed in detail in the RDEIS would designate the Spencer Meadows Recommended Wilderness for OSV use.</li> </ol>
Recreation	623-19: Comment is concerned that designated groomed trails and cross-country use are the only two classes of use proposed in any of the alternatives. Comment suggests that a third class, "ungroomed roads" be added. The Comment is further concerned with proposed snow depth restrictions on roads.	623-19: Thank you for your comment. The Forest Service does not see a need to specifically designate non-groomed roads if they occur within areas proposed to be designated for OSV use. The one exception in some alternatives is that the Forest Service has proposed designating non-groomed trails (all of which follow NFS roads) in order to accommodate OSV travel through areas that are otherwise being proposed as not designated for OSV use.

Recreation	629-15: Comment suggests that higher pressure OSV use be limited to groomed trails.	629-15: The Travel Management Regulations define an over-snow vehicle as 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. Any vehicles not consistent with this definition and therefore would not be subject to the designations resulting from this process. The analysis differentiates between different types of over-snow vehicles as long as they meet the definition of an OSV as stated in the regulations at 36 CFR 212.1. If we determine that differentiation is needed, further refinements in the designations resulting from this process will be considered in the future. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis.
Recreation	629-17, 629-25, 629-26: Comment provides information and discussion regarding the design and potential impacts of non-traditional OSV types.	629-17, 629-25, 629-26: The Travel Management Regulations define an over-snow vehicle as 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. Any vehicles not consistent with this definition and therefore would not be subject to the designations resulting from this process. The analysis differentiates between different types of over-snow vehicles as long as they meet the definition of an OSV as stated in the regulations at 36 CFR 212.1. If we determine that differentiation is needed, further refinements in the designations resulting from this process will be considered in the future. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.
Recreation	629-47: Comment opposes a non-motorized corridor around the Pacific Crest Trail.	629-47: The analysis considers two alternatives that include areas along the Pacific Crest National Scenic Trail that would be designated for OSV use.

Recreation	629-54: Comment identifies an example of implemented travel management in the trail plan for the Continental Divide Trail and recommends that the Lassen adopt this type of standard.	629-54: Thank you for your comment. The management of the Pacific Crest National Scenic Trail is guided by the 1982 Comprehensive Management Plan for the Pacific Crest National Scenic Trail. The management of OSV use on the Lassen National Forest would be consistent with the direction in that plan. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate use of non-motorized trails such as the Pacific Crest National Scenic Trail.
Recreation	629-57: Comment supports the designation of multiple-use crossings of the Pacific Crest Trail.	629-57: The Revised FEIS considers alternatives (2, 3, 4, and 5) that designate OSV trails across the Pacific Crest National Scenic Trail.
Recreation	629-68: Comment opposes designation of a non-motorized corridor around the PCT and summarizes research on the nature of use-conflict.	629-68: Thank you for your comment. The Forest Service is analyzing alternatives for their potential effects, including two that designate areas for OSV use immediately adjacent to the Pacific Crest National Scenic Trail. The results of this analysis will be used to inform the decision.

<p>Recreation</p>	<p>125-4, 126-3, 171-3, 187-6, 197-3, 218-2, 226-9, 465-1, 465-3: Comments assert that there should be no restriction in operating OSVs near the Pacific Crest Trail and no restrictions as to where OSVs can cross the Pacific Crest Trail. Comments typically assert that no non-motorized use of the PCT is observed during the winter, or that non-motorized users typically use OSV tracks to aid their access to other areas.</p>	<p>125-4, 126-3, 171-3, 187-6, 197-3, 218-2, 226-9, 465-1, 465-3: Current regulations prohibit the use of motorized vehicles on the Pacific Crest National Scenic Trail without a special-use authorization (36§ 261.20 Pacific Crest National Scenic Trail; [49 FR 25450, June 21, 1984. Re-designated at 70 FR 68291, Nov. 9, 2005]). All action alternatives identify the Pacific Crest National Scenic Trail as not-designated for OSV use. The Forest Service recognizes that through-use on the Pacific Crest National Scenic Trail is minimal and that use conflicts have not been reported. Nonetheless, some through use has occurred and various directives and regulations suggest that protections of the Pacific Crest National Scenic Trail beyond the trail tread itself are warranted. Therefore, the Forest Service is also analyzing for the potential effects of non-designated areas along both sides of the trail itself. Alternatives 2 and 5 provide for an area not designated for OSV use that would extend 500 feet from either side of the trail. Alternatives 3 and 4 do not include this area of non-designation.</p> <p>The Pacific Crest National Scenic Trail Comprehensive Management Plan (1982) affirms that snowmobiling along the trail is prohibited by the National Trails System Act and motorized use of adjacent land should be zoned to mitigate the noise of conflict. Guidelines for designated crossing frequencies are based on the recreation opportunity spectrum.</p> <p>Management of National Scenic Trails (NST) provide for the conservation and enjoyment of significant scenic, historic, natural, or cultural qualities. Other uses along the trail, which will not substantially interfere with the nature and purposes of the trail, may be permitted. Reasonable efforts shall be made to provide sufficient access opportunities to such trails and, to the extent practicable, efforts shall be made to avoid activities incompatible with the purposes for which such trails were established. (National Trails System Act, P.L. 90-543) (Executive Order 13195, "Trails for the 21st Century).</p>
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Recreation	125-4, 126-3, 171-3, 187-6, 197-3, 218-2, 226-9, 465-1, 465-3: Comments assert that there should be no restriction in operating OSVs near the Pacific Crest Trail and no restrictions as to where OSVs can cross the Pacific Crest Trail. Comments typically assert that no non-motorized use of the PCT is observed during the winter, or that non-motorized users typically use OSV tracks to aid their access to other areas. (continued)	Protecting the national scenic trails and the high priority potential sites and segments of national historic trails to the degrees necessary ensures that the values for which each trail was established remain intact. The Forest Service recognizes that there is no regulatory requirement for a specified distance of non-designation from the trail tread. However, some examples and suggestions exist. The Appalachian National Scenic Trail minimum corridor is defined in forest plans as 500 feet of centerline. There is no prescribed distance for a minimum width of an area not designated for OSV use in legislation or existing forest plans. The Pacific Crest Trail Association has also requested an area not designated for OSV use with a width of 500 feet on either side of the Pacific Crest National Scenic Trail. Under the current alternatives the Forest Service is analyzing for non-designated areas between 0 and 500 feet from the Pacific Crest National Scenic Trail tread. This will help the Forest Service consider what distance, if any, is needed to minimize potential conflicts between OSV use and other recreational uses.
Recreation	196-4a: Not designating OSV use within 500' on each side of the trail is the minimum distance required to meet the existing management direction. An example of this can be found with the Appalachian National Scenic Trail (AT). On the AT in the Green and White Mountain National Forests, snowmobile use is prohibited up to one-half mile on either side of the trail, with a minimum prohibition of 500 feet in some areas. Forest Service Manual 2350, which specifically addresses the agency's responsibility for managing National Scenic Trails as more than just a 24 or 36 inch trail tread, provides more management direction. The Manual states on page 29, "Administer National Scenic and National Historic Trail corridors to be compatible with the nature and purposes of the corresponding trail." FSM 2353.42 (emphasis added). This straightforward language found in the manual directs the agency to manage the area around each National Scenic Trail as an integral part of the trail. In essence the entire corridor is the 'trail'. Importantly, the idea of managing	196-4a-e: The comment elaborates on areas of agreement and disagreement with various alternatives as they relate to specific features (such as the Pacific Crest National Scenic Trail) or areas designated for OSV use. The modified proposed action and alternative 5 would not designate OSV use immediately adjacent to the PCT. Although the RDEIS did not designate OSV trails across the PCT in alternatives 3 and 4, we added designated trails across the PCT from alternative 2 to alternatives 3 and 4 in the Revised FEIS to be consistent with law and to allow connectivity between designated areas and trailheads. Each of these issues raised in the comment are being addressed by one or more of the alternatives currently being analyzed for this document. The comment also raises concerns regarding the size of the designated areas, observations of limited snowfall in some locations and the presence of terrain that is "not conducive" to OSV use. The travel regulations at 36 CFR §212.1 define an area as "A discrete, specifically delineated space that is smaller, and, except for over-snow vehicle use, in most cases much smaller, than a Ranger District." The areas identified in each alternative meet this definition and were developed to take advantage of existing administrative boundaries, major roads and highways and other features

Recreation	<p>196-4a (continued) National Scenic Trails as corridors is an essential part of the 1968 National Trails System Act. Section 7 (a) (2) of the Act states, "Pursuant to section 5(a), the appropriate Secretary shall select the rights-of-way for national scenic and national historic trails and shall publish notice thereof of the availability of appropriate maps or descriptions in the Federal Register... The location and width of such rights-of-way across Federal lands under the jurisdiction of another Federal agency shall be by agreement between the head of that agency and the appropriate Secretary. In selecting rights-of-way for trail purposes, the Secretary shall obtain the advice and assistance of the States, local governments, private organizations, and landowners and land users concerned." The term "rights-of way" does not simply refer to the trail tread and its ability to pass through areas. "Rights-of-way" as used in the Act is synonymous with the term corridor. It is for the reasons cited above in the Manual and National Trails System Act that 500' is the minimum area on both sides of the trail that OSV use should not be designated.</p> <p>Alternatives 3 and 4 propose OSV use areas immediately adjacent to the PCT and do not propose designated crossings of the trail. These two alternatives do not meet the PCT's legislative intent, existing policy, or management direction. The RDEIS affirms this point, as it states on page 57 (e-page 101), "In order to provide for the nature and purposes of the Pacific Crest National Scenic Trail, including the legislative requirement for the trail to be non-motorized, designated crossings are required to prevent motorized use along the trail. The Comprehensive Plan for the Pacific Crest National Scenic Trail recommends that we identify and designate public OSV crossings for this trail." As a result, Comment strongly opposes both alternatives 3 and 4, or including any part of these two alternatives, specifically regarding the treatment of the PCT, in the final chosen alternative or in the record of decision. As not designating OSV use within 500' of the PCT is the minimum required to protect the PCT and the non-motorized experience the trail is intended to provide, Comment strongly advocates for Alternative 5, to provide for the best possible management for the PCT.</p>	<p>196-4a-e (continued) that could be readily identified on the ground. See figure 4 in the EIS. As pointed out in the RDEIS, the Forest Service has limited or no reports of use conflicts or resource damage in almost three decades of monitoring OSV and non-motorized use during the winter. Areas of particular concern for specific resources are already identified as not designated for OSV use. Rather than arbitrarily defining small areas of designated OSV use, the Forest Service has sought to limit the areas not designated for OSV use or areas where OSV use would be restricted to trails in those areas where issues have been identified.</p>
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Recreation	251-3b: Comment expresses concern about what appears to be an arbitrary 1,000 ft. non-OSV buffer that has been created and is, in fact, more restrictive than congressionally designated Wilderness. If Wilderness areas don't have buffers, why does the PCT?	<p>251-3b: Wilderness areas do not require non-motorized buffer outside of the Wilderness boundaries. The area “not designated” for OSV use immediately adjacent to the Pacific Crest Trail in alternatives 2 and 5 addresses the 2005 Travel Management Regulation’s minimization criteria requirements for travel. Since this is a travel management planning process, there is no additional land management direction associated with it. Future forest planning efforts would comply with FSH 1909.12 and would provide for the nature and purposes of the trail by also considering access, cultural and historic resources, recreational settings, scenic character, and valid existing rights. See 629-50. Sec 7(c) of the National Trails System Act prohibits motorized use along national scenic trails. This is codified in 36 CFR §261.20 Pacific Crest National Scenic Trail; [49 FR 25450, June 21, 1984. Re-designated at 70 FR 68291, Nov. 9, 2005]). To comply with this law and regulation, all action alternatives identify the Pacific Crest National Scenic Trail as not-designated for OSV use.</p> <p>The National Trails System Act in Sec.7(j) applies to the entire national trails system composed of national recreation, scenic, and historic trails. The Act outlines a list of motorized and non-motorized potential uses that may be allowed. While motorized use may be allowed on national recreation and national historic trails, it does not override the prohibition found in Section 7(c) on national scenic trails.</p> <p>The 2005 Travel Management Regulations direct that minimization criteria consider potential resource and use conflicts.</p>
Recreation	196-2: Comment supports the agency's recognition of Congressional intent for management of the Pacific Crest Trail.	196-2: Thank you for your comment.

Recreation	<p>196-4b: Comment would be supportive of the development of a new alternative, as long as that alternative were to incorporate the aspects of the specific OSV areas addressed below that pose impacts to the PCT. Alternative 2—Modified Proposed Action, proposes eight distinct OSV areas across the Forest. The PCT is located in five of the eight OSV areas, and 28 designated PCT crossing locations are proposed. Alternative 5 proposes six distinct OSV areas and the PCT travels through three of the six OSV areas, and there are 12 proposed designated PCT crossings. Some of these distinct OSV areas are not particularly conducive to OSV use due to lack of snow accumulation or contain low elevation areas with a very short snow season. As a result, alternative 5 provides better management for the PCT and reflects areas that are less than ideal for OSV use. Below is Comment's comments on each individual OSV area.</p>	196-4b: See response to concern # 196-4a.
Recreation	<p>196-4c: Swain Mountain OSV Area—The RDEIS describes this area, "Swain Mountain OSV Area - The size of this area ranges from a minimum of 108,140 acres to a maximum of 172,210 acres, depending on the alternative. It is located east and south of Highway 44 and north of Highway 36, with the remaining boundaries formed by Lassen Volcanic National Park and the Caribou Wilderness. This area is extremely popular with OSV users, especially in the eastern and southeastern portions of the area." Comment does not take issue with this area, however, a smaller boundary for the area is more realistic and would provide greater protection for the PCT. The boundary proposed in Alternative 2 allows OSV use across the PCT and virtually to the town of Old Station. The boundary proposed in Alternative 5 does not overlap the PCT or span to the edge of Old Station. Additionally, the area close to Old Station is lower elevation, does not receive significant snow fall, and is less desirable for OSV use. As such, Comment urges the Forest to adopt the boundary proposed in Alternative 5 which better meets the management direction for the PCT.</p>	196-4c: See response to concern # 196-4a.

Recreation	206-1: Comment asserts that although OSVs cross the Pacific Crest Trail, there is so much snow on it that there are no impacts, and furthermore the PCT gets very little use in the winter.	206-1: The Forest Service is analyzing alternatives for their potential effects, including three that would designate areas or trails below 3,500 feet. This analysis will serve to inform the decision.
Recreation	<p>208-5a: All OSV recreation west of the PCT becomes impacted if crossing the PCT is prohibited or severely limited. Because the map is so small, it's difficult to locate the crossings. The implementation of "crossing points" creates the following problems:</p> <ul style="list-style-type: none"> <li>· Who will be responsible for putting up and maintaining the signage for the "crossing points"? Signage will have to start over ½ mile away from the crossings. When the snow depth approaches ten feet or more, will the signs locating designated crossings of the PCT be visible?</li> <li>· Snow depth can vary along the PCT trail. If one or more of the "designated crossing points" are closed to snowmobile traffic, who will make this decision and how will the OSV Community be notified? Will alternate crossing trails be allowed?</li> <li>· At high elevations, winds and weather can cause the snow to shift from one place to another, and the probability of a "designated PCT crossing(s)" will be closed by the "snow depth rule" or soil exposure. Snowmobile traffic will have to find another "designated crossing" which will cause additional travel, confusion, and congestion at an alternate crossing.</li> <li>· By creating "designated PCT crossings" and a one-mile buffer zone along the PCT will cause snowmobilers' to "look" for the "crossing point" which will result in unnecessary parallel riding and frustration.</li> <li>· The possibility of accidents must be addressed. Safety is the number one priority.</li> <li>· The OSV Community has been crossing the PCT for many years and no disruption of the PCT has been documented.</li> <li>· Attempting to regulate PCT high elevation open country crossings with "signs" and enforcement is unmanageable, especially in several feet of snow.</li> </ul>	<p>208-5a, 225-3, 231-5, 234-2, 239-4: The comment raises a number of potential issues, mostly concerning designation of trails proposed for crossing the PCT and potential problems associated with that. All designated trails across the Pacific Crest National Scenic Trail would overlie National Forest System roads (see alternative descriptions in Revised FEIS, chapter 2) and should be readily identifiable under most conditions, either visually or through GPS tracking. All trails designated to cross the PCT would overlie roads identified on the current Forest Service winter recreation map and would be identified in any subsequent OSV use map developed. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT.</p> <p>The Comprehensive Plan for the Pacific Crest National Scenic Trail provides for the establishment of crossings for OSVs. Page 17 of the Comprehensive Plan states, "snowmobiling on the [Pacific Crest] trail is prohibited but crossing at designated locations is consistent with the purpose of the trail when such use is permitted on lands adjacent to the trail and does not cause damage to the trail, related resources, or facilities."</p>

Recreation	<p>208-5a (continued) Eliminating "Choke Points" where OSV riders are trying to get across the PCT at the same crossing thus reducing the possibility of soil disturbance.</p> <ul style="list-style-type: none"> <li>· Open crossing of the PCT will reduce fuel consumption and travel because crossing the PCT is easily accessible.</li> <li>· A human hiking exerts 5 pounds per square inch of pressure on the soil, an OSV exerts 1/2 pound per square inch of pressure on the soil, plus at least 12 inches of snow will provide a "barrier" between the OSV and the soil.</li> </ul>	
Recreation	<p>208-5b: All OSV recreation west of the PCT becomes impacted if crossing the PCT is prohibited or severely limited. Because the map is so small, it's difficult to locate the crossings. The implementation of "crossing points" creates the following problems:</p> <ul style="list-style-type: none"> <li>· The concern about soil disturbance during low snow levels on the PCT is mitigated by the low snow levels at the staging areas, thus no OSV travel.</li> <li>· Crossing the PCT by the OSV Community during the winter months was never a problem, now all of a sudden it is an issue. Why?</li> <li>· Maintain Open OSV travel across the PCT at right angles.</li> <li>· Crossing the PCT safely is our number one priority.</li> </ul>	208-5b: See response to concern #208-5a.
Recreation	<p>225-3: Proposing PCT "crossings" in the winter time is dangerous. With snow conditions changing on a daily basis, designating crossing locations can create extreme liability for those users who try to use a crossing that has changing snow conditions. This is not a common sense ruling. With the admitted very small amount of folks who use the PCT in the winter, and the lack of documented negative interactions, we believe this corridor is unnecessary. Additionally, some locations of the PCT are difficult to find in summertime dry conditions. It is almost impossible to determine where the PCT is in the winter time with snow on the ground. The Pacific Crest Trail Association website even discourages users from traveling the PCT in the winter, stating: "The PCT was not designed for travel when snow is on the ground."</p>	225-3: See response to concern #208-5a

Recreation	231-5, 234-2, 239-4: Comments are concerned about the ability of OSV users to locate either the trail buffers or specific crossings, depending upon conditions. Comments also contend that enforcement of these prohibitions will be difficult at best.	231-5, 234-2, 239-4: See response to concern #208-5a
Recreation	233-2, 250-10: Comment disputes the agency's ability to mark Pacific Crest Trail crossings for OSVs. The specific location of crossings is likely to shift with changing snow conditions.	233-2, 250-10: All designated trails across the Pacific Crest National Scenic Trail would overlie National Forest System roads (see alternative descriptions in Revised FEIS, chapter 2), should be readily identifiable under most conditions and could also be located by GPS. Therefore, they would be recognizable to OSV enthusiasts.
Recreation	251-3a: Comment asks for clarification. There are several elements which appear confusing and beg clarity. In particular, it is unclear to what extent Alternative 4, and other alternatives, would allow for continuing OSV crossings of the Pacific Crest Trail (PCT). It seems possible to read the document to eliminate such crossings and create a 500 foot "buffer" on each side of the PCT. See, RDEIS at Page 159. Yet on Page 147, the RDEIS states, "The same PCT crossings as in alternative 2 [28 designated PCT crossings] would be designated. OSV use would be allowed adjacent to the PCT. The trail itself would remain non-motorized. indiscriminant	251-3a: Thank you for your comment the FEIS has been updated to clarify Alternative 4. Furthermore, all action alternatives would designate OSV trails across the Pacific Crest Trail. This was misstated in the RDEIS. The Revised Final EIS will include the correct information. The use of motorized vehicles by the general public along the Pacific Crest Trail is prohibited by Section 7(c) of the National Trails System Act. However, allowing indiscriminate OSV crossing of the PCT in an area that may be used by non-motorized enthusiasts would conflict with the Travel Management Regulations' direction that the responsible official consider conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands, with the objective of minimizing these conflicts. The proposal for continuous or indiscriminate OSV crossing of the PCT is not feasible and fails to meet the purpose and need, because it runs contrary to relevant law, regulation and policy. Although the RDEIS did not include trails across the PCT in alternative 4, we added designated trails across the PCT from alternative 2 to alternative 4 in the Revised FEIS to be consistent with law and to allow connectivity between designated areas and trailheads.
Recreation	251-3c: Comment asks the Forest Service to review public comments and internal reviews with field OSV staff and patrol agents to ensure that it designates PCT crossings that retain the current form and function of the OSV program. Depending on snow depth, it can be virtually impossible for users and law enforcement to identify specific and narrow crossings.	251-3c: All designated trails across the Pacific Crest National Scenic Trail would overlie National Forest System roads (see alternative descriptions in Revised FEIS, chapter 2), should be readily identifiable under most conditions and could also be located by GPS. Therefore, they would be recognizable to OSV enthusiasts.

Recreation	629-4, 629-45, 629-52, 629-73: Comment is opposed to the designation of any corridor around the PCT. Comments suggest that such a designation would be a direct violation of the National Trails System Act and would be difficult to enforce. Comments further assert that such a corridor designation "would directly contravene the clear direction of the NTSA, as the NTSA requires the trail to function in harmony with multiple use mandates of public lands under FLPMA".	629-4, 629-45, 629-52, 629-73: We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies. National Forest System lands are to be managed for multiple use as required by the Multiple Use Sustained Yield Act and the National Forest Management Act. However, neither of these acts require all of the multiple uses to occur on every acre of the National Forest System. Not every possible use on the list of multiple uses is intended to occur on every acre of the National Forest System at the same time.
Recreation	629-55: Comment does not agree with implementing a limited number of OSV crossings of the PCT and recommends instead that a large number of crossings be considered.	629-55: All designated trails across the Pacific Crest National Scenic Trail would overlie National Forest System roads (Revised FEIS, Chapter 2) and should be readily identifiable under most conditions, either visually or through GPS tracking. All designated trails across the PCT would be located on existing roads identified on the current Forest winter recreation map and would be identified in any subsequent OSV map developed. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT.
Recreation	629-58: Comment asserts the designation of crossings across the Pacific Crest Trail for snowmobiles directly contravenes the concept of a non-motorized corridor completely surrounding the Pacific Crest Trail.	629-58: The National Trails System Act (Sec. 7c) prohibits motorized use along national scenic trails. In order to provide a continuous route from Mexico to Canada (south to north), the Pacific Crest National Scenic Trail must cross highways and other roads (east to west) that are intersecting the trail. A non-motorized area completely surrounding the trail is not legally mandated nor feasible. The Comprehensive Plan for the Pacific Crest National Scenic Trail provides for the establishment of crossings for OSVs. Page 17 of the Comprehensive Plan states, "snowmobiling on the [Pacific Crest] trail is prohibited but crossing at designated locations is consistent with the purpose of the trail when such use is permitted on lands adjacent to the trail and does not cause damage to the trail, related resources, or facilities."
Recreation	629-59: Comment is concerned that the concept of a motorized crossing is not defined in the PCT and recommends that crossings be defined on a large scale in open winter riding areas.	629-59: All designated trails across the Pacific Crest National Scenic Trail would overlie National Forest System roads (Revised FEIS, Chapter 2) and should be readily identifiable under most conditions, either visually or through GPS tracking. All OSV trails designated to cross the PCT are located on existing roads identified on the current Forest winter recreation map and would be identified in any subsequent OSV map developed. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT. The comment that broad crossings should occur in areas where OSV use is most likely addressed by designating OSV trails across the Pacific Crest National Scenic Trail on trails that overlie National Forest System roads.

Recreation	C/R #5 (General Pacific Crest National Scenic Trail Concerns): Comments request a 1/4-mile corridor on either side of the Pacific Crest Trail except for designated OSV crossings. Furthermore, the crossings should not be within 1/2-mile of each other.	C/R #5 (General Pacific Crest National Scenic Trail Concerns): There is no prescribed distance for a minimum width of an area along the Pacific Crest National Scenic Trail not designated for OSV use in legislation or existing forest plans. However, we use 500 feet following the practice of other national scenic trails (e.g., the Appalachian National Scenic Trail). None of the proposed designated OSV trails across the Pacific Crest National Scenic Trail are within a half-mile of each other.
Recreation	247-28: Comment asks the agency to consider a long-distance OSV opportunity similar to the long-distance non-motorized opportunity offered by the Pacific Crest Trail.	247-28: All alternatives analyzed in detail would consider large systems of both groomed trails and ungroomed trail opportunities. The Forest Service will use the results of this analysis to inform the decision.
Recreation	225-7: Comment asserts that there should be a definition of what the agency means by "resource damage."	225-7: Thank you for your comment. The Forest Service has provided a definition of resource damage Revised FEIS (see "Definitions" section in Chapter 1).
Recreation	250-9b: In addition to snow depth standards, we believe emphasis should be placed on developing a clear and concise definition of OSV resource damage, educating motorized winter recreation visitors on ways to reduce resource damage, and enforcing infractions where resource damage occurs. A Winter Recreation Advisory Council could be convened to provide input to the Lassen National Forest on a framework for describing thresholds of conditions to allow access to OSV trails, suggestions to improve management, and dates for closing OSV trails and areas. California OHV fees could be used to fund the advisory council, snow depth monitoring, resource damage education and enforcement.	250-9b: Thank you for your comment. The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool. The Forest Service is not opposed to the concept of a Winter Recreation Advisory Council and can see benefits to such a group in providing the Forest Service with information on snow conditions and other winter recreation issues. However, development of such a group would take time and significant discussion amongst staff, winter recreation enthusiasts and others, and as such cannot be included in the current decision document.

Recreation	<p>257-12: Comment states the RDEIS fails to define "resource damage". It would be much more manageable if snow depths were determined by the rider according to potential resource damage. Riders would not begin riding if conditions were such that they could harm their equipment or were to cause resource damage. Actual ground conditions should determine if there is adequate snow. All snow depths should be tied to potential resource damage and resource damage should be very clearly defined. The FS is actively working on climate change issues, so they acknowledge actual ground conditions will be different in the future and are not necessarily related to elevation. Therefore any elevation restriction is inappropriate and unacceptable. The elevation restriction in the DEIS has not been properly analyzed. This area of the LNF sometimes receives adequate snow, so should be open when actual ground conditions allow. When winter maps are printed information should be added to the maps describing snow depths, resource damage, and penalties.</p>	<p>257-12: We have developed a definition for resource damage and have included it in the Revised FEIS (see "Definitions" section in Chapter 1). We are analyzing alternatives in detail that do not include an elevation restriction on OSV use.</p>
Recreation	<p>254-14: Comment wants to see all Research Natural Areas closed and further suggests that some mapping errors currently show a small portion of these areas as open to OSV use.</p>	<p>254-14: No Research Natural Areas would be designated for OSV use under any alternative considered in detail.</p>
Recreation	<p>226-1b: Under alternative 4, a 12-inch minimum snow depth of un-compacted snow will be required for OSV trail grooming activities and cross-country OSV use. We believe that this 12" depth for groomed trails is unreasonable. The 12-inch minimum adequate snow depth is not a useful or enforceable standard and so should not be included in the preferred alternatives. Please make allowances for getting from trailheads to the snow. Snowmobilers will use caution in this area anyway to stop damage to their expensive snowmobiles.</p>	<p>226-1b: The minimum of 12 inches of snow for grooming is a requirement set by the State of California to avoid damage to the grooming equipment which they have funded. However, alternatives allow OSV use with less than 12 inches of snow on trails that would be groomed. Alternatives 2, 3, and 4 designate areas below 3,500 feet for OSV use when there is adequate snow. This suggestion is addressed in alternatives 2, 4, and 5, except the areas in which the 30N16 road is located would be designated for OSV use. Therefore the trails mentioned in the comment within this area would be available for OSV use but not designated.</p>

	<p>Allow OSV use below 3,500 feet, when there is adequate snow depth, as described above.</p> <p>Prohibit cross-country OSV use in the entire area from SH36 up SR89 to Lassen Volcanic National Park and across McGowan Lake Road to NFS road 31N17 with one exception: within this OSV prohibited area, designate for OSV use the trail from the intersection of 30N16 (McGowan Lake Road) and 30N16C to allow OSV use from this intersection west out to the 31N17 road.</p> <p>Therefore, OSV use would be restricted to only this designated OSV trail within this area. This alternative would groom the same snow trails for OSV use as the modified proposed action. This alternative acknowledges the Our position that there is no need to close areas under 3500' to OSV travel, as the minimum snow depths already effectively determines where OSV travel is appropriate.</p>	
Recreation	<p>243-8: Comment recommends 1) No numerical snow depth restrictions; 2) No elevation restrictions; 3) No new non-motorized areas; 4) No date restrictions; 5) Designate PCT crossings to be consistent with the crossings identified for motorized use under Subpart B and current snow use; 6) No PCT buffer.</p> <p>· Comment also recommends 1) providing a Snow Measurement Plan and allow public comment on the plan; 2) Providing a definition of "Resource Damage." Comment observes that OSV restrictions create enforcement issues, economic issues, and management staff shortages.</p>	<p>243-8: Thank you for your comment. Thank you for your comment.</p> <ol style="list-style-type: none"> <li>1. We are considering an alternative (alternative 4) that address the concerns expressed in the comment while still being consistent with laws, regulations, and policies.</li> <li>2. We are considering three alternatives (alternatives 2, 3, and 4) that address the concerns expressed in the comment while still being consistent with laws, regulations, and policies.</li> <li>3. We are considering two alternatives (alternatives 2 and 4) that address the concerns expressed in the comment while still being consistent with laws, regulations, and policies.</li> </ol>

		<p>4. None of the alternatives considered in detailed impose date restrictions on the use of OSVs.</p> <p>5. All designated OSV trails across the PCT are consistent with those designated under Subpart B. However, not all designated trails across the PCT under Subpart B would be designated for OSV use because the Comprehensive Plan for the Pacific Crest Trail only allows the trail to be accessed by primitive roads or motorized trail routes no more frequently than one-half mile intervals in the semi-primitive motorized ROS class (PCT Comprehensive Plan, page 18).</p> <p>6. Alternatives 3 and 4 address this concern.</p> <p>Management of dispersed recreation (such as OSV use) is mainly accomplished through education and enforcement. Current snow depth levels will be determined through regular inspection by patrollers and groomers. Monthly grooming reports will document the depth and distribution of snowpack within designated areas and on groomed trails. Current snow depth and snow depth requirements will be available through the Lassen National Forest webpage. Snow depth stakes will be used and OSV regulations will be posted at the six plowed Sno-Park areas that access designated OSV trails and areas as an indicator and education tool for OSV users. The Over-snow Vehicle Use Map will clearly state the snow depth requirements within designated areas and on designated snow trails. We have provided a definition of resource damage in the Revised FEIS.</p>
Recreation	208-3: Comment recommends no defined snow depth cross-country OSV travel or use of OSVs on OSV trails because OSV riders will not risk damaging their machines by riding on insufficient snow depth. Therefore, the snow depth restriction is unnecessary.	208-3: Alternative 4 would not specify a defined snow depth for cross-country OSV travel or for OSV use on trails. OSV use would be allowed in designated areas and on designated trails as long as it avoids underlying resource damage.

Recreation	225-2: Comment states that the 12" snow rule is arbitrary and has no relation to the ground conditions. Comment states there is absolutely no science behind this arbitrary number and it appears to come from an old document which discusses heavy equipment like bulldozers.	225-2: The concern expressed in the comment is addressed on page 99 of the RDEIS. The comment is correct that published, peer-reviewed data evaluating the best minimum snow depth for resource protection is not available. In multiple reviews of credible scientific data, specialists have determined there is little or no peer reviewed scientific study to support a universal snow depth for protection of multiple resources. Specialists believe this is due to differences in the snow depth to protect different resources, the variable nature of snowpack primarily based on moisture content, and differences in snowpack that occur regionally and nationally. However, U.S. Forest Service staff at the forest and district level have decades of experience managing for OSV use. OSV managers, groomers, and other specialists with field knowledge of OSV use have observed timing of OSV use, weather and snowpack patterns, and resource conditions throughout the winter season and during the summer season to develop their empirical understanding of appropriate measures needed for OSV management and for resource protection. Generally, our staff agrees, in the Sierra Nevada range, that 12 inches of snow provides adequate protection for resources in areas designated for OSV use. The comment is also correct in pointing out that the Programmatic Agreement with SHPO specifies 12 inches of snow for adequate protection of heritage resources. This reflects the general consensus that available knowledge and observations of snow depths suggests 12 inches as a minimum needed for protection. Similarly, California State grooming standards require a minimum of 12 inches of snow prior to conducting grooming operations in order to protect equipment. The broad consensus of managers with direct knowledge of on-the-ground conditions is that 12 inches of snow is a minimum standard for the protection of resources in absence of empirical evidence to the contrary.
Recreation	254-16a: Comment questions whether a 12-inch minimum snow depth for OSV operation is sufficient to prevent resource damage. Comment encourages the LNF to think about snow density as a management tool as well - perhaps a minimum snow density standard accompanied by a minimum snow depth standard.	254-16a: The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our

		<p>assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool. The Forest Service is not opposed to the concept of a Winter Recreation Advisory Council and can see benefits to such a group in providing the Forest Service with information on snow conditions and other winter recreation issues. However, development of such a group would take time and significant discussion amongst staff, winter recreation enthusiasts and others, and as such cannot be included in the current decision document.</p>
Recreation	<p>254-16b: The LNF should implement a consistent and standardized minimum snow depth of 12 inches, as described in alternative 5. To determine when this standard has been met and to let the public know when areas are open we suggest utilizing the approach described in alternative 4. The selected alternative should read "OSV use is prohibited in any area of the forest until at least 12 inches of snow has accumulated in that area. This will be determined by a combination of weather station data and observations at trailheads by staff. Seasonal opening and closing will be announced through Public Service Announcements, on information kiosks at trailheads, and via the forest website."</p>	<p>254-16b: The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State</p>

		<p>Department of Parks and Recreation to a minimum 12 inches depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool. The Forest Service is not opposed to the concept of a Winter Recreation Advisory Council and can see benefits to such a group in providing the Forest Service with information on snow conditions and other winter recreation issues. However, development of such a group would take time and significant discussion amongst staff, winter recreation enthusiasts and others, and as such cannot be included in the current decision document.</p>
Recreation	<p>254-16d: We do not support allowing OSV use on all designated trails with only 6 inches of snow. However, understanding that some low elevation trails can provide access to high country areas with more snow, we are open to a 6 inch minimum on those specific trails. If the LNF choses to allow OSV use on certain routes with only 6 inches of snow the Forest Service must be more specific about the conditions under which OSV travel would be allowed and the exact routes, or portions of routes, likely to require an exemption to the 12-inch minimum. In addition, the LNF should identify these routes on the OSVUM and sign on the ground any sections of trail where OSV travel is allowed on 6 inches of snow. These trails should only be those that are necessary to access higher elevation areas.</p>	<p>254-16d: Thank you for your comment. The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country travel. We have further specified in some of these alternatives that the 6-inch limit is specifically for trails underlain by National Forest System roads. As indicated in the RDEIS, it is our experience that road damage due to OSV use has not been reported.</p>

<p>Recreation</p>	<p>623-20, 623-22, 623-23: Comment is concerned about various aspects of the proposed minimum snow depth restrictions in many of the alternatives. Specifically, the issue is raised about the scientific validity of the proposals and what scientific evidence there is to support snow depth restrictions. Comment further states that no minimum depth should be identified and that OSV use over snow is "self-regulating".</p>	<p>623-20, 623-22, 623-23: The concern expressed in the comment is addressed on page 99 of the RDEIS. The comment is correct that published, peer-reviewed data evaluating the best minimum snow depth for resource protection is not available. In multiple reviews of credible scientific data, specialists have determined there is little or no peer reviewed scientific study to support a universal snow depth for protection of multiple resources. Specialists believe this is due to differences in the snow depth to protect different resources, the variable nature of snowpack primarily based on moisture content, and differences in snowpack that occur regionally and nationally. However, U.S. Forest Service staff at the forest and district level have decades of experience managing for OSV use. OSV managers, groomers, and other specialists with field knowledge of OSV use have observed timing of OSV use, weather and snowpack patterns, and resource conditions throughout the winter season and during the summer season to develop their empirical understanding of appropriate measures needed for OSV management and for resource protection. Generally, our staff agrees, in the Sierra Nevada range, that 12 inches of snow provides adequate protection for resources in areas designated for OSV use. The comment is also correct in pointing out that the Programmatic Agreement with SHPO specifies 12 inches of snow for adequate protection of heritage resources. This reflects the general consensus that available knowledge and observations of snow depths suggests 12 inches as a minimum needed for protection. Similarly, California State grooming standards require a minimum of 12 inches of snow prior to conducting grooming operations in order to protect equipment. The broad consensus of managers with direct knowledge of on-the-ground conditions is that 12 inches of snow is a minimum standard for the protection of resources in absence of empirical evidence to the contrary.</p>
<p>Recreation</p>	<p>623-4a: Comment asserts the RDEIS still does not adequately address snow depth restrictions.</p>	<p>623-4a: Snow depths and the risk of resource damage from various alternatives were analyzed in the RDEIS for hydrology and soils. Credible science was used to determine effects. We acknowledge that there is a long list of variables that affect the capability of snow pack to protect the ground surface from impacts from OSVs. We analyzed a reasonable range of alternatives, representing a reasonable range of minimum snow depths in the RDEIS.</p>

Recreation	623-4b: Comment states that to justify the 12 inch minimum show depth, the page 35 of the original Draft EIS stated, "Based on input from the resource specialists on our interdisciplinary team, their review of available literature, professional judgment and consultation with other agency professionals, 12 inches of snow was deemed to be the minimum depth of snow necessary to ensure adverse resource impacts from cross-country OSV use do not occur."	623-4b: The language quoted in the comment may have been included in the original DEIS but was not included in the Revised DEIS. We acknowledge that there is a long list of variables that affect the capability of snow pack to protect the ground surface from impacts from OSVs. We analyzed a reasonable range of alternatives, representing a reasonable range of minimum snow depths in the RDEIS. We analyzed a reasonable range of alternatives, representing a reasonable range of minimum snow depths in the RDEIS.
Recreation	629-11: Comment expresses the concern that often parking or trailhead facilities are located in areas where there may be minimal snowfall but exceptional recreational opportunities remain for the snowmobile community in areas that are higher and colder and may have numerous feet of snow when compared to the parking area. Comment supports the 6-inch minimum snow depth for OSV usage of roads and trails.	629-11: Thank you for your comment. Alternative 2 addresses this concern.
Recreation	629-12: Comment raises concerns of the 6" snow limit and general issues regarding potential impact from higher pressure vehicles.	629-12: The Travel Management Regulations define an over-snow vehicle as 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 (RDEIS, page 3). Many of the vehicles the comment describes are not consistent with this definition and therefore would not be subject to the designations resulting from this process. If we determine that differentiation is needed, further refinements in the designations resulting from this process will be considered in the future. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.

Recreation	629-13: Comment notes that while 6 inches of Sierra Cement (frozen ice and snow) may be more than sufficient to operate OSVs without damage to resources, the same may not be said of other vehicles that exert force 6-12 times that of an OSV.	629-13: We recognize the problems with establishing a minimum snow depth and is relying on the best science available and knowledge of our resource specialists. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Further, the Travel Management Regulations define an over-snow vehicle as 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. Any vehicles not consistent with this definition and therefore would not be subject to the designations resulting from this process. The analysis differentiates between different types of over-snow vehicles as long as they meet the definition of an OSV as stated in the regulations at 36 CFR 212.1. If we determine that differentiation is needed, further refinements in the designations resulting from this process will be considered in the future. If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.
Recreation	629-8: Comment vigorously supports implementation of 6 inch minimum for OSV usage on roads and trails and 12 inches for off trail usage.	629-8: Thank you for your comment. The Forest Service is analyzing for the potential effects of snow depth restrictions that vary from no depth restriction up to 12 inches for both cross-country and trail use by OSVs.
Recreation	629-9: Comment is not able to provide any additional information regarding snow depth.	629-9: Thank you for your comment.
Recreation	C/R #10 (General Support for 12" Minimum Snow Depth Throughout the Forest): Comment states the entire forest should have a 12" minimum snow depth for OSV operation to protect the environment, protect plants and wildlife and water runoff.	C/R #10 (General Support for 12-inch Minimum Snow Depth Throughout the Forest): Thank you for your comment. Alternative 5 is one alternative that is analyzed in detail in the RDEIS and it specifies a 12-inch minimum snow depth to operate OSVs on the forest. The Revised DEIS analyzes the potential effects of this alternative.
Recreation	C/R #11 (General Support for Snow Depth Restriction): Comments express support for minimum snow depth as specified in alternative 5.	C/R #11 (General Support for Snow Depth Restriction): Thank you for your comment. The 12-inch minimum snow depth for OSV trail grooming, cross-country OSV use, and OSV use on designated trails is analyzed in detail in the RDEIS in alternative 5 (RDEIS, page 49).

Recreation	C/R #12 (General Opposition to Any Minimum Snow Depth Restriction): Comment states that there should be no minimum snow depth to operate OSVs on the Lassen National Forest.	C/R #12 (General Opposition to Any Minimum Snow Depth Restriction): Alternative 4 would not specify a defined snow depth for cross-country OSV travel or for OSV use on trails. OSV use would be allowed as long as it avoids underlying resource damage.
Recreation	250-7h: Bogard OSV Area: Prohibit OSV use in SPNM ROS Areas.	250-7h: We inadvertently designated SPNM areas for OSV use in the RDEIS. These designations are inconsistent with the forest plan. We will correct these designations in the Revised FEIS and will not designate any SPNM areas for OSV use.
Recreation	250-7p: Jonesville OSV Area: Several Semi-Primitive Non-Motorized areas are also located within the unit, these include: Soda Creek, Chips Creek, Chambers Creek, Grass Lake, Table Mountain, and Butt Mountain. · Expand Butt Mountain SPNM Area boundaries to the north and east (extend to the Lassen National Forest boundaries to match the IRA). · To protect the Chips Creek and Soda Creek drainages as Wilderness. Expand Soda Creek SPNM Area boundaries to the east (extend to the Plumas National Forest boundary to match the IRA).	250-7p: Changing ROS classification boundaries would not be within the purpose and need for this project. Wilderness areas can only be designated by Congress. We inadvertently designated SPNM areas for OSV use in the RDEIS. These designations are inconsistent with the forest plan. We will correct these designations in the Revised FEIS and will not designate any SPNM areas for OSV use.
Recreation	583-4: We support ONLY a modified Alternative 4, pursuant to the following comments: 1. We believe that the 12" un-compacted depth for grooming trails is reasonable. 2. We agree that no defined snow depth be designated for cross-country OSV travel or on designated OSV trails. 3. We do not believe OSV use be allowed with forest staff determinations through a combination of weather station data, observations at trailheads by staff, and when groomers decide conditions are right. This policy would lead to unnecessary delays in opening or resource damage occurring with delays in closing. 4. We support preventing resource damage. OSV use should be prohibited when such use causes resource damage. Clearly defining what resource damage is and informing the public on what not to do is the preferred OSV use approach.	583-4: 1. All action alternatives analyzed in detail would allow snow trail grooming when un-compacted snow is 12 or more inches deep. This is consistent with the snow-depth standard set by the State of California, which funds the grooming program. 2. Alternative 4 designates no defined snow depth for on-trail or cross-country OSV travel. 3. Management of dispersed recreation (such as OSV use) is mainly accomplished through education and enforcement. Current snow depth levels will be determined through regular inspection by patrollers and groomers. Monthly grooming reports will document the depth and distribution of snowpack within designated areas and on groomed trails. Current snow depth and snow depth requirements will be available through the Lassen National Forest webpage. Snow depth stakes and OSV regulations will be added to the six plowed Sno-Park areas that access designated OSV trails and areas as an indicator and education tool for OSV users. The Over-snow Vehicle Use Map will clearly state the snow depth requirements within designated areas and on designated snow trails. 4. We will manage OSV use to minimize resource damage and have provided a definition of resource damage in the Revised FEIS.

<p>Recreation</p>	<p>(continued)</p> <p>5. We believe seasonal opening and closing announcements or date restrictions would be unnecessary when using a prohibition of resource damage policy</p> <p>6. We support allowing OSV use below 3,500 feet</p> <p>7. We support the following regarding the Pacific Crest Trail ("PCT"):</p> <p>7a. Agree with the Pacific Crest Trail Association that the PCT is not designed for travel when snow is on the ground.</p> <p>7b. Agree with the 1982 Comprehensive Management Plan for the PCT ("CMP") assumption on page 23, "Crossing the PCT by snowmobiles would not be in conflict with the intent of congress if such use were part of a winter sports plan that permitted snowmobiles to use the land adjacent to the trail".</p> <p>7c. Agree with CMP's Effects on the Management of Adjacent Public Land within Federal lands outside National Parks and Wilderness (57% of the trail) (p. 21), "the trail must co-exist in harmony with all other resource uses and activities of the land as determined through the land management planning process. The trail will cross a mosaic of areas differing in primary management emphasis. This could be grazing, key wildlife habitat, special interests, such as; scenic or geologic, developed recreation, unroaded recreation, research, natural, or intensive timber management. Viewing and understanding this array of resources and management is one of the primary recreation opportunities to be made available over these portions of trail. Some activities such as road construction, logging, prescribed burning, herbicide application, mining, etc., will require considerable informational and interpretive skills to be placed in a positive perspective from the standpoint of the user. The agencies should look at this as an opportunity to explain the multiple-use concept."</p> <p>7d. Lassen National Forest's minimization measures 5 and 6 (p. 32).</p> <p>7e. A balanced mix of OSV open PCT crossing areas and designated OSV crossings.</p>	<p>583-4 (continued)</p> <p>5. No alternative analyzed in detail would include a seasonal opening and closing date restriction for the use of OSVs on the forest. OSV use would be allowed whenever show conditions are sufficient to avoid resource damage.</p> <p>6. Alternatives 2, 3, and 4 are being analyzed in detail and would designate areas for OSV use below 3,500 feet.7a. The commenter's statement is out of context. The Pacific Crest National Scenic trail is intended to be managed as a year-round non-motorized trail. The comprehensive plan for the PCT states that "winter use (cross-country skiing and snowshoeing) should be accommodated where practical and feasible."</p> <p>7b. We agree. However, the PCT comprehensive plan recommends regulated OSV crossing of the trail. The Pacific Crest National Scenic trail comprehensive plan states that "winter sports brochures should indicate designated snowmobile crossings on the Pacific Crest Trail where it is signed and marked for winter use if cross-country skiing and/or snowshoeing is planned for the trail."</p> <p>7c. Thank you for your comment.</p> <p>7d. Thank you for your comment.</p> <p>7e. Thank you for your comment.</p>
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<p>Recreation</p>	<p>583-4 (continued)</p> <p>7f. We do not support Lassen National Forest's Minimization Measure number 4 (p. 32). Promoting the "entire" PCT for winter use by signing is not practical or safe. The Pacific Crest Trail Association warns of the dangers associated with winter use. The forest should analyze the natural dangers (i.e. avalanche and tree holes), cost and danger of rescuing users, and agreement by local public safety officials and governments who provide rescue response prior to adopting winter PCT use. The PCT CMP does not require designated snowmobile crossings unless signed and marked for use by cross-country skiing and/or snowshoeing.</p> <p>7g. We seek clarity on PCT crossings and adjacent use described in Alternative 2:</p> <p>8. How many miles of PCT are within the Lassen National Forest?</p> <p>9. How many miles of PCT are in existing non-motorized areas?</p> <p>10. How many miles of PCT are in proposed Alternative 4 non-motorized areas?</p> <p>11. Where is the 97.68 of adjacent use located on map? Are crossings shown with map on county roads? If yes, we question the forest's authority on designating county roads as crossings.</p>	<p>583-4 (continued)</p> <p>7f. The Pacific Crest Trail Association's advisories do not prohibit or preclude winter use of the trail. The Comprehensive Plan for the Pacific Crest National Scenic Trail provides for the establishment of trails across the PCT for OSVs. Page 17 of the Comprehensive Plan states, "snowmobiling on the [Pacific Crest] trail is prohibited but crossing at designated locations is consistent with the purpose of the trail when such use is permitted on lands adjacent to the trail and does not cause damage to the trail, related resources, or facilities." The non-motorized use of the PCT in the winter is already determined by law and analysis of the dangers of winter use is not within the purpose and need of this project.</p> <p>7g. Please see page 33 of the RDEIS for an explanation of the restrictions around the Pacific Crest National Scenic Trail that would occur in alternative 2.</p> <p>8. As stated on page 127 of the RDEIS, there are approximately 125 miles of the Pacific Crest National Scenic Trail on the Lassen National Forest.</p> <p>9. As stated on page 27 of the RDEIS, approximately 98.4 miles of the Pacific Crest National Scenic Trail are currently within areas open to public OSV use on the Lassen National Forest (also see table 13, page 67 of the RDEIS);</p> <p>10. Approximately 27 miles (125 minus 98.4) of the Pacific Crest National Scenic Trail would be within areas not currently open for OSV use on the Lassen National Forest.</p> <p>11. As stated on page 147 of the RDEIS, areas designated for OSV use within 500 feet of the PCT would occur along 97.68 miles of the Pacific Crest National Scenic Trail on the Lassen National Forest in alternative 4. The map (figure 7) on page 47 of the RDEIS shows the 97.68 miles of the Pacific Crest National Scenic Trail that would exist within 500 feet of an area or trail that would be designated for OSV use in alternative 4. These 97.68 miles would exist where the Pacific Crest National Scenic Trail runs through areas in dark green (labeled as "National Forest System Lands Designated for OSV Use").</p>
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<p>Recreation</p>	<p>583-4 (continued)</p> <p>12. We support prohibiting cross-country OSV use in the entire area from SH36 up SR89 to Lassen Volcanic National Park and across McGowan Lake Road to NFS road 31N17, with one exception: within this OSV prohibited area, designate for OSV use the trail from the intersection of 30N16 (McGowan Lake Road) and 30N16C to allow OSV use from this intersection west out to the 31N17 road. Therefore, OSV use would be restricted to only this designated OSV trail within this area.</p> <p>13. This alternative would groom the same snow trails for OSV use as the modified proposed action. For future considerations, we restate the desire to see a provision for additional miles of OSV groomed trails and Non-motorized trails as funds (grant funds or budgeted funds) become available. Additionally, we would like to see additional parking areas made available for safe trailering and unloading of OSV equipment, and increased signage indicating whether the trails are shared use or restricted.</p>	<p>583-4 (continued)</p> <p>12. This suggestion is addressed in alternatives 2, 4, and 5, except the areas in which the 30N16 road is located would be designated for OSV use. Therefore the trails mentioned in the comment within this area would be available for OSV use but not designated.</p> <p>13. We would consider grooming additional miles if additional funding becomes available after conducting the appropriate environmental analysis.</p>
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<p>Recreation</p>	<p>623-32: We support Alternative 4 with the following modifications:</p> <ol style="list-style-type: none"> <li>1. Apply SAC's definition of "adequate snow"</li> <li>2. Add a third classification in the analysis for ungroomed roads</li> <li>3. No numerical snow depth restrictions</li> <li>4. No elevation restrictions</li> <li>5. No new non-motorized areas</li> <li>6. Designate PCT crossings to be consistent with the crossings identified for motorized use under Subpart B</li> </ol> <p>The decision on this project will supplement the current Land Management Plan (LMP) and the upcoming LMP revision. This will be viewed as a positive change, if it properly reflects the needs of the rapidly growing OSV community.</p> <p>The Lassen NF has not yet adequately responded to our comments to the NOI, where we stated:</p> <ol style="list-style-type: none"> <li>7. There must be no restrictions based solely on elevation.</li> <li>8. It is imperative that there are an adequate range of alternatives analyzed for this project that specify no snow depth and no elevation restrictions, to ensure these issues are properly analyzed.</li> <li>9. A detailed economic analysis is vital to this project and to the local communities. Coordination with local government and businesses is vital to developing the economic analysis.</li> <li>10. NEPA requires a scientific analysis of the impacts to the human environment.</li> <li>11. At last year's public meetings, it was stated that there would be no restrictions on crossing the Pacific Crest Trail with snowmobiles.</li> </ol>	<p>623-32:</p> <ol style="list-style-type: none"> <li>1. Alternative 4 requires snow depth necessary to avoid resource damage for on-trail and cross-country OSV use. The Revised FEIS will provide a definition of resource damage.</li> <li>2. None of the alternatives would designate roads for OSV use. However, snow trails that overlie roads would be designated and are listed on table 11 (beginning on page 58 of the RDEIS)</li> <li>3. Alternative 4 would designate no defined snow depth for on-trail or cross-country OSV travel.</li> <li>4. Alternatives 2, 3, and 4 are being analyzed in detail and would not have restrictions on OSV use based on elevation.</li> <li>5. We are unable to consider an action alternative that includes no new non-motorized areas due to the need to minimize impacts. We are analyzing one alternative in detail (alternative 2) that is as similar as possible to current management while still being consistent with laws, regulations, and policies. However, as shown on table 10 (page 58 of the RDEIS), this alternative would add 1,310 acres of new non-motorized areas to the forest.</li> <li>6. All designated trails across the PCT are consistent with those designated under Subpart B. However, not all trails across the PCT designated under Subpart B designated for OSV use because the PCT Comprehensive Plan requires 0.5 mile between OSV crossings.</li> <li>7. Alternatives 2, 3, and 4 are being analyzed in detail and would not have restrictions on OSV use based on elevation.</li> <li>8. Alternative 4 would designate no defined snow depth for on-trail or cross-country OSV travel and would not have restrictions on OSV use based on elevation.</li> <li>9. The potential direct, indirect, and cumulative socioeconomic impacts of the alternatives analyzed in detail are disclosed on pages 237 through 258 of the RDEIS.</li> <li>10. Thank you for your comment.</li> <li>11. The Comprehensive Plan for the Pacific Crest National Scenic Trail provides for the establishment of trails across the PCT for OSVs. Page 17 of the Comprehensive Plan states, "snowmobiling on the [Pacific Crest] trail is prohibited but crossing at designated locations is consistent with the purpose of the trail when such use is permitted on lands adjacent to the trail and does not cause damage to the trail, related resources, or facilities." Cross-country skiing and snow-shoeing on the trail are compatible with the purpose of the trail (PCT Comprehensive Plan, page 17). The non-motorized use of the PCT in the winter is already allowed by law and analysis of the dangers of winter use of the PCT is not within the purpose and need of this project.</li> </ol>
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Recreation	<p>231-8: We support Alternative 4 with the following modifications: 1. No Loss of legal OSV acre opportunity 2. Apply common sense language to the management plan for preventing resource damage without a snow depth measurement requirement 3. No numerical snow depth restrictions 4. No elevation restrictions 5. No new non-motorized areas 6. No PCT buffer zone or crossing restriction during winter snow coverage.</p>	<p>231-8: Thank you for your comment. Alternative 4 was submitted by a local representative of the intervenors to address the concerns of motorized interests. This plan would be consistent with law and policy and alternatives 2 and 4 would provide for the most OSV opportunity and are similar to current management (table 10 of the RDEIS). Alternative 4 would designate OSV use on 83 percent of the forest, compared to current management which allows 84 percent. The Revised FEIS will include a definition of resource damage. Alternative 4 would not apply numerical snow depth restrictions except for the depth necessary for grooming, which is specified by the State of California; and would not restrict OSV use based on elevation. However, allowing indiscriminate OSV crossing of the PCT in an area that may be used by non-motorized enthusiasts would conflict with the Travel Management Regulations' direction that the responsible official consider conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands, with the objective of minimizing these conflicts. The proposal for continuous or indiscriminate OSV crossings of the PCT is not feasible and fails to meet the purpose and need, because it runs contrary to relevant law, regulation and policy. Although the RDEIS did not designate OSV trails across the PCT in alternative 4, we added the designated trails across the PCT from alternative 2 to alternative 4 in the Revised FEIS to be consistent with law and to allow connectivity between designated areas and trailheads. Alternative 4 would address the commenter's concern by designating areas adjacent to the PCT for OSV use.</p>
Recreation	<p>210-1: Comment supports alternative 4 with the following exceptions. Comment has skied and snow-shoed in these areas and believe that motorized travel in the following areas would negatively detract from the experience for a non-motorized traveler if OSVs were permitted here.</p> <ol style="list-style-type: none"> <li>1. The Fredonyer Pass Steeps near Hamilton Mountain in the area bounded by 29N46, 29N85 &amp; 29N85F</li> <li>2. The north-facing slopes of Diamond Mountain (Cabin Bowl and Basque Bowl east of the Nipple Elevation 7,399)</li> <li>3. Hog Flat Reservoir</li> <li>4. Colby Mountain Trail Buffer</li> <li>5. Lake Almanor the west side trail buffer.</li> </ol>	<p>210-1, 226-1a, 226-1b, 231-2, 231-8, 235-5a, 235-5b, 583-4, 623-32: Thank you for your comments.</p> <ol style="list-style-type: none"> <li>1. We have no reports of use conflict in the Fredonyer Pass Steeps near Hamilton Mountain and we see no issue that would cause us to not designate this area for OSV use.</li> <li>2. The north-facing slopes of Diamond Mountain would be designated for OSV use in alternatives 1 through 4 in the RDEIS. Alternative 5 would not designate this area for OSV use.</li> <li>3. Hog Flat Reservoir would be designated for OSV use in alternatives 1, 2, and 4 in the RDEIS. Alternatives 3 and 5 would not designate this area for OSV use.</li> <li>4. An area along the Colby Mountain Trail would be designated for OSV use in alternatives 1, 2, and 4 in the RDEIS. However, alternatives 3 and 5 would not designate this area for OSV use.</li> <li>5. Alternative 4 would designate an area along the Lake Almanor west-side trail OSV use.</li> </ol>

Recreation	215-1: Comment supports a modified alternative #4. Comment does not agree with imposing any restrictions on crossing the Pacific Crest Trail nor does it agree with the 12" minimum snow depth required for travel. There would be no defined minimum snow depth in areas designated for cross-country OSV travel or on designated OSV trails in alternative 4.	215-1: The RDEIS inadvertently was unclear as to whether it would designate trails across the PCT for OSVs across the Pacific Crest National Scenic Trail. All alternatives would include designated OSV trails across the Pacific Crest National Scenic Trail (see description of the alternatives in Revised FEIS, chapter 2). Alternative 4 would address the other concerns stated in the comment.
Recreation	226-1a: Comment supports Alternative 4, with the following changes. Allow winter OSV motorized recreation use and trail grooming when un-compacted snow depths equal or exceed 12 inches. Exceptions are allowed on designated OSV trails overlaying existing paved, dirt, and gravel National Forest System roads and trails in order for OSVs to access higher terrain and legal snow levels when snow depths are less than 12 inches, as long as this use does not cause visible damage to the underlying surface.	226-1a: Alternative 5 is analyzed in detail and considers OSV use and trail grooming when un-compacted snow depths equal or exceed 12 inches. Alternative 4 is analyzed in detail designates OSV use on trails overlying existing roads and trails when snow depths are sufficient to avoid resource damage to the underlying surface. We are not analyzing an alternative that combines these two design features. However, alternative 4 would address the concern implied in the comment.
Recreation	235-5b: We support a hybrid of Alternative 4: Designate the following areas on the LNF as non-motorized: 1. Hog Flat Reservoir 2. Fredonyer Pass Steeps (Hamilton Mountain bounded by 29N46, 29N85 & 29N85F - ULA 557) 3. Diamond Mountain Ridge's north-facing slopes of Cabin Bowl and Basque Bowl east of the "Nipple" (elevation 7,399') 4. Colby Mountain Trail buffer 5. Lake Almanor west-side trail buffer Designating the above areas as non-motorized will allow skiers and snow-shoers to recreationally enjoy quieter areas on the LNF, while affording plenty of OSV use on the LNF. Maintain existing non-motorized areas as depicted on the LNF Winter Recreation Guide (2005 Project Record), such as the McGowan Lakes area and the Eagle Lake SW trail. Any further areas to be not designated for critical flora and fauna considerations should be determined by wildlife biologists and botanists	235-5b: 1. Hog Flat Reservoir would be designated for OSV use in alternatives 1, 2, and 4 in the RDEIS. Alternatives 3 and 5 would not designate this area for OSV use. 2. The Fredonyer Pass Steeps near Hamilton Mountain would be designated for OSV use in all alternatives considered in detail in the RDEIS. We will consider the recommendation expressed in the comment, determine if it applies in one or more alternatives, and if not, modify one or more alternatives with the additional minimization measures to address the concern expressed in the comment, if necessary. 3. The north-facing slopes of Diamond Mountain would be designated for OSV use in alternatives 1 through 4 in the RDEIS. Alternative 5 would not designate this area for OSV use. 4. An area along the Colby Mountain Trail would be designated for OSV use in alternatives 1, 2, and 4 in the RDEIS. However, alternatives 3 and 5 would not designate this area for OSV use. 5. Alternative 4 would designate an area along Lake Almanor near the west side trail for OSV use to facilitate recreation parking and OSV access to the OSV areas across Highway 89.

Recreation	625-2: Comment expresses support for a combination of alternatives 3 and 4. Comment requests addition of the following non-motorized areas: Hog Flat, Ridge south of Fredonyer Pass to Hamilton Mountain, Diamond mountain snow fields (also noted as scenic backdrop to Susanville). Comment requests to keep the Biz Johnson trail non-motorized and to revise mileage on Winter recreation guide to accurately reflect BLM and FS mileage of the trail. Comment notes that skiers benefit from several groomed OSV trails.	625-2: Thank you for your support of a combination of alternatives 3 and 4. The requested non-motorized areas were compared with GIS maps of each analyzed alternative. The following areas were considered as "not designated for motorized vehicle use" in one or more alternatives in the RDEIS: Hog Flat, analyzed as not designated for OSV use in alternatives 3 and 5; Diamond mountain snow fields (also noted as scenic backdrop to Susanville), analyzed as not designated for OSV use in Alternative 5; Biz Johnson trail maintains its non-motorized status in all alternatives, with the exception of two segments of groomed OSV trails that overlap the trail, this is no change from current management. The Fredonyer Pass to Hamilton Mountain area was not analyzed as an area not designated for OSV use in any alternative. This area is surrounded by groomed OSV trails, however, a majority of the OSV use occurs on the trails and little conflict with non-motorized use is anticipated in this area.
Recreation	246-15: Comment supports alternative 5 but requests the following language incorporated from alternative 4: the 12-inch minimum snow depth restriction will be implemented and enforced using a combination of weather station data, Forest Service staff judgment, and trailhead observations, with restrictions clearly posted on information kiosks at trailheads and on the forest website.	246-15: Incorporating design features from more than one alternative is an option.
Recreation	250-7ac: Swain Mountain OSV Area: The Swain Mountain OSV Area surrounds the Caribou Wilderness, several small SPNM Areas on the east and south edges of the Wilderness, and the Prospect SPNM Area on the north slopes of Prospect Peak, north of Lassen Volcanic National Park. Being located in the center of the Swain Mountain OSV Area, the Caribou Wilderness and SPNM Areas are prone to OSV trespass. · To eliminate OSV trespass in the Caribou Wilderness, apply for CA OHV funds to educate OSV visitors and monitor north, east and south Wilderness boundaries with remote sensors.	250-7ac: None of the action alternatives would designate the Caribou Wilderness or SPNM areas for OSV use.

Recreation	<p>250-7a: Ashpan OSV Area: The Thousand Lakes Wilderness is located in the center of the Ashpan OSV Area and is prone to OSV trespass along the southern boundary. Forest Route 16 is groomed in winter, linking OSV trails on the Lassen National Forest with OSV trails in Latour State Forest. The Designated Groomed OSV Trail comes within ¼-mile of the southwest corner of the Wilderness (T32N, R3E, sec. 3).</p> <ul style="list-style-type: none"> <li>· To eliminate OSV trespass in the Thousand Lakes Wilderness, apply for CA OHV funds to educate OSV visitors and monitor the south Wilderness boundary with remote sensors.</li> <li>· To enhance non-motorized winter recreation opportunities, either expand the Thousand Lakes Wilderness to include the Cypress and Devil's Garden IRAs; or with the Forest Plan revision designate Cypress and Devil's Garden IRAs as SPNM Areas Recommended as Wilderness.</li> </ul>	<p>250-7a: None of the action alternatives would designate the Thousand Lakes Wilderness for OSV use.</p> <ol style="list-style-type: none"> <li>1. We would use signs at trailheads to educate OSV enthusiasts about avoiding non-designated trails and areas, and avoiding areas where motorized use is prohibited by law, such as Wilderness. The OSV use map would identify those areas and trails designated for OSV use.</li> <li>2. The RDEIS designates the Cypress and Devil's Garden IRAs for OSV use in all alternatives. We don't have a history of use conflict in these areas.</li> </ol>
Recreation	<p>444-1: Comment requests that the agency restrict all motorized and mechanical use to areas outside designated or proposed wilderness areas. Wilderness areas are out highest level of protection and should be kept as pristine as possible.</p>	<p>444-1: No proposed wilderness areas or trails within proposed wilderness areas would be designated for OSV use in any alternative.</p>
Recreation	<p>225-4: Comment requests additional facilities to provide parking and turn around areas as trailheads move with snow conditions.</p>	<p>225-4: As noted in the RDEIS on page 99, the Lassen Forest Plan includes the following under Standards and Guidelines: 15. Recreation: (b)(2) Cooperate with the State of California to identify locations where snow removal is needed to accommodate safe, off-highway parking for dispersed winter use.</p> <p>The development of new facilities such as new trailheads, new trails, or new snow-play areas are outside the scope of this project. This analysis is focused on the designation of trails and areas for OSV use. For this reason, this suggestion is not being considered for further detailed analysis in this EIS. However, we agree that facility improvements or changes may be valuable and/or necessary in the future. Comments regarding possible changes related to facilities or other specific management considerations will be useful for consideration by the decision maker for future management.</p>
Recreation	<p>247-10: Comment expresses concern that the proposed OSV closures significantly affects their pursuit of happiness and the quality of the human environment.</p>	<p>247-10: The potential direct, indirect, and cumulative impacts on the quality of the OSV recreational experience for each alternative are disclosed in the REIS (pages 130-155).</p>

Recreation	567-1: Comment rides many different trails around the area and some of them are apparently going to be off limits to snowmobiling. These include Pacific Crest Trail, Colby Mountain Cross-country Ski Trails, McGowan Lake Cross-country Ski Trails, Biz Johnson Trail from Susanville to Westwood Junction, Lake Almanor Recreation Trail, and Eagle Lake Trail. All these trails help tie other areas and trails together making it one of the best snowmobiling areas around.	567-1: Thank you for your comment. Many of the trails mentioned in the comment are currently not designated for OSV use. As stated in the RDEIS, no trails that are currently closed to OSV use would be designated for OSV use under any action alternative (RDEIS, chapter 2 alternative descriptions).
Recreation	582-5: Comment is disappointed to see that the LNF has refused to consider the imposition of restrictions based on vehicle type, such as closing areas to BAT vehicles. Yellowstone National Park has very successfully pioneered the use of BAT restrictions to enhance user experience and protect wild environments, and I continue to urge the National Forests to consider such a restriction as one of the best ways to reduce conflict and maximize user experience for the greatest number of users.	582-5: OSV enthusiast activity on the Lassen National Forest is not substantial enough to warrant BAT requirements (RDEIS, page 98). See the Recreation Report in the project record. This use of this technology is likely to increase without the Forest Service having to require it as older OSVs are retired from use.
Recreation	629-60: Comment asserts that amending the PCT plan as part of the OSV plan would resolve a number of issues regarding the PCT, particularly in reference to designation of a limited number of crossings.	629-60: Amending the Pacific Crest National Scenic Trail Comprehensive Plan is outside the scope of the current project. However, as with all public input, the Forest Service can consider this for future application.
Recreation	250-9c: We recommend establishing permanent snow transects with at least 5 snow depth monitoring locations at each OSV staging area. The average snow depth could be used to determine the snow depth at the staging area. We agree that OSV use should "be allowed only when conditions are sufficient to allow OSV use while protecting underlying resources."	250-9c: Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Management of dispersed recreation (such as OSV use) is mainly accomplished through education and enforcement. Current snow depth levels will be determined through regular inspection by patrollers and groomers. Monthly grooming reports will document the depth and distribution of snowpack within open areas and on groomed trails. Current snow depth and snow depth requirements will be available through the Lassen National Forest webpage. Snow depth stakes and OSV regulations will be added to the six plowed Sno-Park areas that access designated OSV trails and areas as an indicator and education tool for OSV users. The Over-snow Vehicle Use Map will clearly state the snow depth requirements within designated areas and on designated snow trails. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.

Recreation	226-2: Comment requests future consideration of additional miles of OSV groomed trails and non-motorized trails as funds become available. Comment also requests additional parking areas and increased signage indicating whether the trails are shared use or restricted.	<p>226-2: OSV trail grooming opportunities are subject to an external constraint due to limits on the amount of funding from the State of California for grooming snow trails for public OSV use (RDEIS, page 106). Snow trail grooming for OSV use on NFS land is 100 percent State-funded. The State's financial support of snow trail grooming for OSV use is not expected to increase. Therefore, there are no plans to increase the amount of snow trail grooming on the Lassen National Forest. However, if the State's financial support increases in the future, we would consider grooming additional trails.</p> <p>As noted in the RDEIS on page 99, the Lassen Forest Plan includes the following under Standards and Guidelines: 15. Recreation:</p> <p>(b)(2) Cooperate with the State of California to identify locations where snow removal is needed to accommodate safe, off-highway parking for dispersed winter use.</p> <p>The development of new facilities such as new trailheads, new trails, or new snow-play areas are outside the scope of this project. This analysis is focused on the designation of trails and areas for OSV use. For this reason, this suggestion is not being considered for further detailed analysis in this EIS. However, we agree that facility improvements or changes may be valuable and/or necessary in the future. Comments regarding possible changes related to facilities or other specific management considerations will be useful for consideration by the decision maker for future management.</p> <p>The use of signing at trailheads and along trails is an ongoing management practice on the Lassen National Forest and will continue to be updated as needed.</p>
Recreation	246-6: Comment asserts the monitoring plan lacks specificity. Comment expresses concern that the monitoring is uncertain, lacks triggers to identify potential impacts in time to avoid them, is unenforceable, and would not be effective in minimizing impacts.	246-6: The monitoring plan will be completed prior to implementation and will address these concerns to be effective in minimizing impacts. The monitoring plan will be enforceable. Monitoring will continue to occur as it is implemented currently, and include the ongoing monitoring required by the State in its support of the Forest Service's trail grooming program.

Recreation	582-6a: Comment states that most land currently closed to motorized use is located far from winter trailheads and thus does not provide meaningful recreation opportunity for those desiring quiet recreation and solitude. The comment continues that these lands cannot be reached by non-motorized users in a day. "Although the LNF has attempted to address this issue by quantifying accessible lands within 10 miles of plowed trailheads, 10 miles is too far. The great preponderance of winter non-motorized users travel less than 3 miles from the trailhead, and being able to reach a non-motorized area at the end of a half day's travel does little to satisfy a user seeking to recreate in a non-motorized environment."	582-6a: We have modified the analysis to reduce the radius of a daily non-motorized trip from a plowed trailhead. We'll assume a radius of 5 miles from plowed trailheads. This is more representative of a typical non-motorized day trip (5 miles out and 5 miles back).
Recreation	254-5: Comment asks why areas not "conducive to OSV" use are designated for OSV use. Why does the agency differentiate between an area or trail that is conducive to OSV use and an area or trail that is designated for OSV use?	254-5: The Forest Service did not intend to suggest that these areas are not conducive to OSV use, only that OSV use in such areas is typically low for a variety of reasons such as terrain or dense vegetation. Areas or potential trails of particular concern for specific resources are already identified as not designated for OSV use in one or more of the alternatives. Rather than arbitrarily define areas not designated for OSV use, the Forest Service has sought to limit the areas not designated for OSV use or areas where OSV use would be restricted to trails to those areas where issues have been identified. We will make that change in the FEIS.
Recreation	246-13: Comment questions the measurement of areas that are non-motorized under existing law or policy and calculation of areas designated for OSV use in inventoried roadless areas in alternative 5. Comment asserts that the analysis under Alternative 5 of "areas designated non-motorized under existing law or policy" is missing.	246-13: The purpose of this analysis is to designate areas and trails for OSV use. The travel regulations do not require the analysis of areas not designated for OSV use.
Recreation	247-13: Comment asserts that the analysis does not adequately consider cumulative impacts of all motorized closures.	247-13: Thank you for your comment. The Revised FEIS includes analysis of all relevant and useful actions for cumulative impacts of designating trails and areas for OSV use. In order for cumulative impacts to exist, direct and indirect impacts of the designations would have to exist.
Recreation	623-14: Comment states that the analysis did not include the positive effects of OSV to the environment such as use of groomed trails and OSV tracks that are used by wildlife and skiers.	623-14: Analysis in the RDEIS was based on the assumption that motorized OSV use is concentrated on groomed OSV trails, thus reducing the potential for impacts to various resources off of the trails. This was captured in the OSV assumptions map (see page 95 and maps in Appendix G of the RDEIS) showing areas where high, moderate, and low to no OSV use is anticipated. The recreation section of the RDEIS will be reviewed and benefits of OSV use, or relevant literature will be added as necessary.

Recreation	247-14: Comment states that the RDIS fails to address the imbalance of trail opportunities between motorized and non-motorized uses on the Lassen National Forest.	247-14: The Lassen National Forest Plan includes the following goals for recreation: (a) Provide a wide range of outdoor recreation opportunities to meet public demand by furnishing different levels of access, service, facilities, and information. (d). Provide diverse opportunities for winter sports (RDEIS, page 99). The multiple use mission of the Forest Service does not mandate the provision of equal opportunities for each use group, instead the Forest Service strives to provide a range of opportunities across the landscape. The acres designated for OSV use and the acres not designated for OSV use are included in the analysis of each alternative. Additionally, each alternative considers varying amounts of acreage designated for OSV use. This analysis does not specifically consider the total miles of non-motorized trails across the forest because the purpose of this analysis is to designate trails and areas for motorized OSV use. The availability of areas for quiet, non-motorized recreation within 10 miles of plowed trailheads is compared in the recreation section for each alternative.
Recreation	247-19: Comment states that the analysis is and the decision would be arbitrary and capricious. There are no data or studies to support reducing motorized opportunities. Studies that support OSV recreation are ignored. Impacts on fish and wildlife are being assumed (imagined) without adequate site specific data and studies. Impacts on the natural environment are being assumed (imagined) without adequate site specific data and studies. The Agency is creating and using bogus issues to justify the closure of valuable motorized access and motorized recreational opportunities.	247-19: OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some if these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is prohibited, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.

Recreation	247-22: Comment states the RDEIS overstates the Impact of Motorized Access and Motorized Recreation on the Natural Environment. The analysis has not adequately considered data and studies that supports an unbiased and balanced view of how motorized recreation impacts the natural environment. The analysis does not have adequate site specific data and studies. Impacts from all users groups and natural impacts must be adequately compared to demonstrate a true sense of magnitude for impacts. Alternatives to wholesale motorized closures that would mitigate natural environment concerns were not given a hard look.	247-22: OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some if these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is prohibited, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.
Recreation	247-31c: Comment asserts the Forest Service has not considered the fact that no OSV use is allowed in Lassen Volcanic National Park in weighing a fair balance between motorized and non-motorized uses.	247-31c: The Forest Service, with input from the public, has developed alternatives that are consistent with and achieve the purposes of the Forest Service Travel Management Regulations at 36 CFR part 212, Subpart C. This includes balancing the needs of motorized and non-motorized recreation as well as protecting natural and cultural resources.
Recreation	583-10: Comment states the RDEIS fails to mention one exceedingly important consideration for open, non-motorized winter recreation, which is that the entire area of Lassen National Park, which is over 106,000 acres, and is located in the center of the Lassen National Forest, is closed to OSV travel but is open for other, non-motorized recreationists to enjoy the quiet, wilderness winter experience.	583-10: Lassen Volcanic National Park is addressed as follows in the RDEIS: The forest completely surrounds Lassen Volcanic National Park, and the 10,457-foot Lassen Peak is a prominent feature that visitors view from many national forest locations. Proximity to the national park and a variety of access points from the forest increase visitors' opportunities for quiet recreation (RDEIS, page 112), and, The 106,372-acre Lassen Volcanic National Park (LVNP) is located near the center of the Lassen National Forest. A variety of winter non-motorized activities are available in the park including cross-country skiing, telemarking, snowshoeing, and snow-play. The National Park Service (NPS) offers ranger-led snowshoe trips from the Manzanita Lake area. Throughout the winter, the park highway is plowed to the southwest parking area on the south side of the park and to the Loomis Museum on the north side of the park. Non-motorized access is allowed year-round (USDI National Park Service 2015). The nearest groomed OSV trails to the LVNP, located on the Lassen National Forest are approximately three-quarters of a mile to the east of the park's southeast corner, and approximately one and one-half miles north of the park's northwest corner (RDEIS, page 116). The proximity of motorized use to the Lassen Volcanic National Park was considered in the recreation analysis.

Recreation	623-29: Comment states there are at least 80 reports going back 40+ years (many in Yellowstone) that could not prove damage by OSV but only speculate that there could be damage. The reports show no actual damage by OSV, only the possibility of damage. That is not science. That is speculation with no data to support it. Programs beginning in the 1970s were designed to report on OSV damage, but there has been no significant impact in over 40 years of analysis. Comment believes 40+ years is enough time to conclude that OSVs do not damage the forest ecosystems. Comment has copies of four years of "Impact of OSV" Reports sent by all the Forests in R5 to California Parks and Recreation, and there were no reports of damage. Comment asks agency to "Please respond to the fact that there has been no documentation of OSV damage for 40+ years."	623-29: Simply because we have no documentation of damage doesn't mean there isn't the potential based on the resource conditions we considered. Thus, we designed alternatives that included additional sensitive areas in which OSV use would not be designated. We acknowledge that OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some of these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is prohibited and would not be designated for OSV use in this decision, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur.
Recreation	208-4: Comment quotes agency conclusion (Page 34678 Federal Register / Vol. 79, No. 117 / Wednesday, June 18, 2014 / Proposed Rules) that impacts of OSVs are less compared to other types of motor vehicle use because when properly operated and managed, OSV's do not make direct contact with soil, water, and vegetation, whereas most other types of motor vehicles operate directly on the ground. OSVs traveling cross-country generally do not create a permanent trail or have a direct impact on soil and ground vegetation. Comment asks if this conclusion would be considered in the decision and if not, why not.	208-4: The agency's conclusion (Page 34678 Federal Register / Vol. 79, No. 117 / Wednesday, June 18, 2014 / Proposed Rules) will be considered in the decision.
Recreation	257-14: Comment expressed concern about how the decision would address access issues at Diamond Peak, McGowan Lake, Hamilton Mountain, and Colby Meadows.	257-14: Three alternatives consider boundaries around McGowan Lake. Alternatives address designations and non-designations at Diamond Mountain. The area of concern around Hamilton Mountain is designated for OSV use in all alternatives. Colby Mountain ski trail (a cross-country ski trail) is not designated for OSV use under any alternative; areas around the ski trail are being analyzed for both designation and non-designation for OSV use in various alternatives.

Recreation	629-41, 629-42, 629-43, 629-46, 629-63: Comment is concerned that restricting OSV use under 3500' would present significant difficulties in terms of enforcement and user education. Upgrading education materials and implementing the necessary signage would be cost prohibitive and difficult. Signage and enforcement will be challenges given changing snow conditions.	629-41, 629-42, 629-43, 629-46, 629-63: The range of alternatives includes alternatives that designate areas below 3,500 feet for OSV use.
Recreation	247-24: Funds from the gas tax should not be used on projects in areas where motorized use is not allowed	247-24: Thank you for your comment. The Forest Service does not have discretion or authority over the gas tax. The Forest Service's current snow trail grooming program on the Lassen National Forest is funded by the State of California Department of Parks and Recreation, Off-Highway Motor Vehicle Recreation (OHMVR) Division.
Recreation	629-56: Comment asserts that limiting designated crossings of the PCT would be difficult to enforce on the ground.	629-56: All designated trails across the Pacific Crest National Scenic Trail in alternatives 2 and 5 occur over National Forest System roads and should be readily identifiable under most conditions, either visually or through GPS tracking. All trails that would be designated to cross the PCT would be on roads identified on the current Forest winter recreation map and would be identified in any subsequent OSV map developed. However, the Forest Service recognizes that, under some extreme snowfall conditions, it may be impossible to accurately identify designated trails across the PCT.
Recreation	1-4: Comment suggests using a consistent 12" minimum snow depth requirement for OSV operation throughout the Forest. Using a mixture of 6" on paved roads and 12" everywhere else would be confusing and unenforceable.	1-4: Thank you for your comment. The EIS analyzes an alternative in detail (alternative 5) that requires a consistent 12 inches minimum snow depth requirement for OSV operation throughout the forest.
Recreation	231-3: Comment asserts that a 12-inch minimum snow depth would be unenforceable and a standard preventing resource damage (if defined) would be sufficient.	231-3: The EIS considers three alternatives that require a minimum of 12 inches of snow to operate an OSV cross-country. One alternative requires a snow depth necessary to avoid resource damage. The responsible official will consider the feasibility of each of these options in the decision.

<p>Recreation</p>	<p>247-29a: Comment asserts the agency cannot determine if adequate snow depth for OSV use would exist and alert the public in the early morning hours when most snowmobilers are leaving for their day's ride. Only resource damage is relevant in determining adequate snow depth. Actual ground conditions should be used as the basis to protect resources.</p>	<p>247-29a, 247-29b, 247-30, 623-20, 623-22, 623-23: Thank you for your comment. The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to a maximum 12-inch minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12-inch depth). Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12-inch depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.</p>
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<p>Recreation</p>	<p>247-30: Comment asks that the public be given the opportunity to comment on a measurement plan for items such as:</p> <ul style="list-style-type: none"> <li>· Who will do the measurements? Snow depths vary from year to year and location to location.</li> <li>· How will significant variability be handled?</li> <li>· Where will it be measured?</li> <li>· What time of day will it be measured?</li> <li>· What aspect will be measurement location be?</li> <li>· How many areas will be measured?</li> <li>· How will the measurements be communicated to the public in a timely fashion (early morning hours) and on a daily basis, including weekends?</li> <li>· Will the whole forest be closed if one trailhead is less than 12" or will there be smaller areas closed?</li> <li>· Where will snow be measured for cross-country travel?</li> </ul>	<p>247-30: The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to a maximum 12-inch minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12-inch depth). Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12-inch depth). Measurements only at staging areas provides a biased assessment of overall snow depth across the forest as these areas typically receive the most direct sunlight and lose snow at a greater rate than most other areas of the forest. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.</p> <p>Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Management of dispersed recreation (such as OSV use) is mainly accomplished through education and enforcement. Current snow depth levels will be determined through regular inspection by patrollers and groomers. Monthly grooming reports will document the depth and distribution of snowpack within designated areas and on groomed trails.</p>
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Recreation	247-30: (continued)	<p>247-30 (continued)</p> <p>Current snow depth and snow depth requirements will be available through the Lassen National Forest webpage. Snow depth stakes and OSV regulations will be added to the six plowed Sno-Park areas that access designated OSV trails and areas as an indicator and education tool for OSV users. The Over-snow Vehicle Use Map will clearly state the snow depth requirements within designated areas and on designated snow trails. Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.</p>
Recreation	<p>254-16c: Although the approach described in alternative 4 for assessing when snow depth is adequate and informing the public that areas are open for OSV use makes sense, the snow depth standard, or lack thereof, in alternative 4 is far too subjective to have any real teeth as a management tool. Likewise, having a dual standard, as described in alternatives 2 and 3 (12 inches except on designated routes) will be confusing for the public and seems difficult for the LNF to enforce.</p>	<p>254-16c: Thank you for your comment. The EIS analyzes an alternative in detail (alternative 5) that imposes a uniform snow depth standard for all OSV use.</p>
Recreation	<p>40-4: Concern is expressed as to how the Forest Service would measure the minimum snow depth to allow OSVs to operate.</p>	<p>40-4: Thank you for your comment. The Forest Service is considering variations in snow depth among the five alternatives. These vary from no designated minimum snow depth to 12 inches minimum snow depth for both trail and cross-country travel. We understand that snow depth varies considerably and is a very difficult characteristic to measure consistently across the forest. Our decision will reflect a minimum depth that is supported by staff expertise and/or any available data and that best protects natural and cultural resources and forest infrastructure. Observations based on staff experience, conversations with OSV enthusiasts and experience from other national forests also support our assumption that OSV enthusiasts will not typically operate their machines on limited snow. Measurements of snow depth will necessarily come from a variety of sources, such as field observations by staff, weather station data and commencement of grooming operations (itself limited by California State Department of Parks and Recreation to a minimum 12 inches depth). Although the Forest Service may decide to manage for a given minimum snow depth in terms of opening or closing areas based on current conditions, or restricting OSV use temporarily until snow depths general meet minimum depth, observations of resource damage will be the primary enforcement tool.</p>

Recreation	254-16e: Our concern is that there is no way to ensure OSV users will stay on the trail, nor is there any explanation in the DEIS about how the Forest Service will inform users about where they can leave the trail if certain parts of open areas are open and others are not.	254-16e: As part of the implementation of the decision, the Forest Service will develop and provide an OSV Use Map (OSVUM) that will identify areas designated of designation and non-designation for OSV use.
Recreation	231-7: Comment asserts that the Sheriff's Office has received no documented complaints regarding use conflict. Comment points out that if this process further restricts OSV use or in fact eliminates current OSV legal riding opportunities that this process will actually enhance the possibility of user conflict; ultimately placing an undue burden, which currently does not exist, on local and Federal law enforcement officers.	231-7: Thank you for your comment. The analysis of potential use conflicts is in the Recreation section of the RDEIS. The designations resulting from this analysis would minimize "conflicts between motor vehicle use and existing or proposed recreational uses of National Forest System lands or neighboring Federal lands" (36 CFR 212.55(b)(3)).
Recreation	239-1: Comment asserts that decisions about restrictions and limitations will need to "policed" thus adding a burden on the Forest Service staff and budget.	239-1: Thank you for your comment. There are currently restrictions and limitations on OSV use in certain areas and have been for years; any additional areas or restrictions proposed are not expected to increase the workload (many would actually be beneficial by more effectively managing OSV use). The Forest Service currently conducts patrols and monitors OSV use throughout the season and there is no expectation that this would change under any alternative.
Recreation	252-1: Comment recommends the agency show the boundaries and label all existing and proposed wildernesses, semi-primitive non-motorized areas, and other "special interest" areas (such as research natural areas, national natural landmarks, etc.) that are non-motorized. The Lassen NF has several administratively-designated national recreation trails, which are non-motorized. Comment recommends displaying all these trails on the alternative maps and OSVUM. Show all OSV staging areas that access groomed or un-groomed trails on the Lassen NF, even those that are not maintained by the FS. Identify primary and secondary trailheads with different symbology.	252-1: Areas that are currently prohibited to OSV use, such as Wilderness areas, are already identified on the alternative maps. They are further described in Chapter 3 of the RDEIS: Affected Environment and Environmental Consequences. Non-motorized trails where OSV use is currently not allowed are also documented. The Forest Service will consider additional symbology or other means of showing these areas and features on provided maps. However, the product of this process will be an Over-Snow Vehicle Use Map (OSVUM) and this map mostly will show trails and areas designated for OSV use. Any OSV use on trails and areas other than those designated for OSV use on the OSVUM would be prohibited.

	<ul style="list-style-type: none"> <li>· The Bogard and East Chester OSV staging areas are primary trailheads with large paved, parking areas, kiosks and restrooms.</li> <li>· The Humboldt/SR 89 and Goumaz Road/SR 44 trailheads are considered secondary trailheads with parking space for a few vehicles. Please indicate all trailheads are shared use facilities, some of which have high concentrations of skiers/snow-shoers such as Goumaz Road/SR 44.</li> <li>· Show the end of the pavement on Gold Run Road as a secondary trailhead if Lassen County concurs. Display all county public roads as shared use winter trails when there is adequate snow depth.</li> </ul>	
Recreation	154-3: WildEarth Guardians invitation to sign a "petition urging the Forest Service to keep winter wildlands free from the clamor of engines and better protect wildlife on the Lassen National Forest..."	154-3: Thank you for sending the advertisement.
Recreation	<p>226-3b: The Colby Mountain area is currently managed by the Butte Meadows Hillsliders in partnership with the US Forest Service, Butte County, Plumas County, and Sierra Pacific.</p> <p>*The Hillsliders provide stable and cost-efficient road and trail systems.</p> <p>*The Hillsliders provide a wide-range of outdoor recreation opportunities to meet public demand. Provide diverse opportunities for off-highway vehicle recreation. Provide diverse opportunities for other winter sports.</p> <p>*The Hillsliders work in partnership with local groups, communities to expand recreational facilities, programs, and trails on both public and private land.</p>	226-3b: Thank you for your comment.

<p>Recreation</p>	<p>226-3c: To operate and manage the Jonesville Snowmobile Park the Hillsliders must coordinate with all stakeholders. Unlike other parks, the Hillsliders pay almost all of the expenses incurred at the park. This includes plowing of roads to the park, plowing the parking lot, cleaning toilets, and maintaining equipment purchased and owned by the Hillsliders. This has been going on for over 27 years with Hillsliders money and volunteers. When the original snowmobile park was set up an agreement was reached to set up groomed trails leading away from the park in one direction for snowmobilers and provide cross-country/bicycle trails in the other direction. The Hillsliders paid for all of this including the signage for the cross-country and bicycle trails. They also paid for the bridges that allow cross-country skiing and bicycle use. Motorized use is currently illegal on those trails according to the original agreement, and the cross-country and OSV communities have worked together with no conflicts.</p>	<p>226-3c: Thank you for your comment.</p>
<p>Recreation</p>	<p>226-3d: The Snowmobile Park has become more popular over the years and the Hillsliders have continued to manage this and make improvements. The number one usage is snowmobiling. Number two is snow-play for families. At the third spot is cross-country/snowshoeing followed by mountain biking. The Hillsliders have club members from both motorized and non-motorized sports. They are from all over the north valley and the Chester/Almanor area. The Hillsliders have managed this Snowmobile Park for all stakeholders for many years. If the current program has worked for so long it should stay the same. Almost no funds are received from Lassen National Forest for the operation of the Snowmobile Park. This park would not operate without the Hillsliders volunteers and money. Most users do not understand the effort, and coordination required by the Hillsliders to make this happen.</p>	<p>226-3d: None of the alternatives being analyzed in detail would affect the Hillsliders' activities.</p>

Recreation	226-3e: Because of the varied and plentiful opportunities at the Jonesville LNF Snowmobile Park it is a destination area for many people from out of the area. The county and local community (Butte Meadows) benefit greatly from OSV use. All snowmobile trailheads and areas are shared use areas. Conflict is minimal. OSV users are usually educated as to which areas they can ride and stay out of the areas they know where riding is prohibited. There are very few tickets issued on this forest for non-compliance. Overnight parking is allowed at all snowmobile parking lots in the Lassen National Forest.	226-3e: Thank you for your comment.
Recreation	C/R #50 (General Support for OSV Trail Grooming): Comments express the desirability of groomed OSV trails to cross-country skiers, and that their maintenance of these OSV trails benefits both skiers and OSV enthusiasts.	C/R #50 (General Support for OSV Trail Grooming): Thank you for your comment.
Socioeconomic Concerns	247-23 and 623-31: Comment requests adequate consideration of references that support the need and value of motorized recreation.	247-23 and 623-31: The socioeconomic conditions section of the environmental impact statement uses the best available information to address the economic contributions of winter motorized recreation visitors on the Lassen National Forest to surrounding communities. The analysis notes that, "Nearly 10 percent of survey respondents indicate that they participate in snowmobiling during their trip, with 8.4 percent reporting that snowmobiling is the primary purpose of their trip." Furthermore, it reports that, "[National Visitor Use Monitoring] data indicate that a snowmobiler spends an average of \$642 (\$2007) on a non-local overnight trip and \$74 (\$2007) on a local day trip, compared to \$366 (\$2007) and \$34 (\$2007) for the same types of trips among participants of all recreation activities (White and Stynes 2010). Therefore, snowmobilers spend nearly twice what an average recreation user spends on their trip" (Lassen RDEIS, Chapter 3). The recreation section of the RDEIS will be reviewed and references will be added to the Revised FEIS as necessary.

Socioeconomic Concerns	583-6: The economic analysis area should be expanded to include more counties based on Hillslider's membership records.	583-6: Thank you for your comment. The economic analysis area is based on where visitors to the Lassen National Forest typically spend money associated with their trip. This area is different than the origin of Lassen National Forest visitors. The socioeconomic conditions section of the environmental impact statement describes the origin of recreation visitors to the Lassen National Forest, "The majority of forest visitors (60.2 percent) traveled fewer than 100 miles to reach the site. Nearly one-fifth of visits originated from a single zip code (96130), which covers the city of Susanville, California (USFS 2015b)" (Lassen RDEIS, Chapter 3). The Forest Service's National Visitor Use Monitoring survey asks visitors to report how much money they spent on their trip within 50 miles of the recreation site. The economic analysis focuses on counties most likely to be affected by Lassen National Forest recreation visitor spending.
Socioeconomic Concerns	C/R #32 (General Economic Comment): Over-snow recreation visitors to the Lassen National Forest contribute to local economies and the use of over-snow vehicles should not be restricted.	C/R #32 (General Economic Comment): Thank you for your comment. The socioeconomic conditions section of the environmental impact statement uses the best available information to address the economic contributions of winter recreation visitors on the Lassen National Forest to surrounding communities. The analysis notes that, "Nearly 10 percent of survey respondents indicate that they participate in snowmobiling during their trip, with 8.4 percent reporting that snowmobiling is the primary purpose of their trip." Furthermore, it reports that, "[National Visitor Use Monitoring] data indicate that a snowmobiler spends an average of \$642 (\$2007) on a non-local overnight trip and \$74 (\$2007) on a local day trip, compared to \$366 (\$2007) and \$34 (\$2007) for the same types of trips among participants of all recreation activities (White and Stynes 2010). Therefore, snowmobilers spend nearly twice what an average recreation user spends on their trip" (Lassen RDEIS, Chapter 3). The environmental impact statement evaluates a range of alternatives. All of the considered alternatives will continue to provide both motorized and non-motorized winter recreation opportunities on the Lassen National Forest. The alternatives analyzed comply with law, regulation, and policy as well as Forest Service goals to contribute to thriving communities. Public involvement opportunities were available at multiple times throughout the Lassen National Forest Over-snow Vehicle Use Designation NEPA process. Public meetings and submitted comments were considered in the development of alternatives and the analysis. Public input represented a broad range of stakeholders, including local county governments. The public involvement process is described in the environmental impact statement (Lassen RDEIS, page 15).
Soils	629-10: Comment notes the potential damage to OSVs on insufficient snowfall.	629-10: Thank you for your comment. The Forest Service has made that observation in a number of areas within the document (see Chapter 3: Recreation).

Soils	<p>250-7e: Bogard OSV Area: The Blacks Mountain Experimental Forest is located in the center of the Bogard OSV Area. The Experimental Forest encompasses five Research Natural Area units comprising 521 acres of ancient Ponderosa Pine forests.</p> <ul style="list-style-type: none"> <li>· Prohibit OSV use in the Blacks Mountain Research Natural Area units. To reduce soil compaction in ancient Ponderosa Pine stands in the Blacks Mountain RNA units. Prohibit OSV use in the RNA units.</li> </ul>	<p>250-7e: None of the alternatives considered in detail in the RDEIS would designate the Blacks Mountain RNA for OSV use.</p>
Soils	<p>208-6: Comment points out that hiking exerts 10 times more pressure on the earth's surface (in pounds per square inch) than a snowmobile, providing a reference supporting this statement. Requests that this issue be considered in the EIS. Asks if X/C Skiing would be permitted in protected vegetation areas. Asks agency to analyze how much damage would be done if this is permitted in protected vegetation areas. Observes that areas that are being proposed as non-motorized areas for skiers have not had any analysis of snow depth and how skiers can damage resources.</p>	<p>208-6: Thank you for providing that information. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use (RDEIS, page 3).</p>

Wildlife	<p>274-74f: The RDEIS Violates the 2004 Forest Plan Amendment by Not Proposing Den Site Buffers and LOP for Pacific Marten and Sierra Nevada Red Fox. The BE mentions that marten den sites occur in the project area (p.72), but does not reveal if these areas will be monitored, if they are expected to be reused by marten, or if they will be protected by an LOP. An LOP is required by the 2004 SN Forest Plan Amendment (Standard and Guides 88 and 89) and should be included in the proposed action. For Sierra Nevada red fox, the 2004 Sierra Nevada Forest Plan Amendment requires forests to: "analyze all potential management impacts to Sierra Nevada red fox and apply a limited operating period [LOP] from January 1 to June 30 to avoid adverse impacts to potential breeding." Further, the SN Forest Plan directs forests to "Evaluate activities for a 2-year period for detections not associated with a den site." (2004 ROD p. 54). The OSV Designation project impacts to den site locations are not discussed in relation to this requirement. No alternative is offered which seeks to comply with Standard and Guide 32 for issuing an LOP on the project. The required LOP and ongoing monitoring in the project area must be included as a mandatory project design feature for all proposed alternatives.</p>	<p>274-74f: Minimization measures and monitoring strategies identified in the RDEIS (Volume II, appendices C and F) provide for avoidance of impacts to forest carnivores under all action alternatives, consistent with Forest Plan direction. Also, this direction is identified elsewhere in the RDEIS, under the Relevant Laws, Regulations, and Policy (Applies to All Alternatives), Sierra Nevada Forest Plan Amendment, Forest Carnivore Den Site Buffers section (pg. 456), and Wolverine and Sierra Nevada Red Fox Detections section (pg. 457).</p>
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Wildlife	624-5: I appreciate the purpose and need for Alternative 5 that "recognizes non-motorized recreation experience as a significant issue. However, this significant issue does not recognize the importance of protecting quiet winter habitat and experience for forest creatures. Each species analyzed; Pacific marten, fisher and California Spotted Owl are in trouble Sierra wide and especially the LNF. Their connectivity, breeding, denning and nesting is affected by OSV use. Their habitat suffers fragmentation and decreased connectivity. Critical components for these sensitive species.	624-5: Mitigations to address the minimization criteria in the travel regulations for areas designated for OSV use are provided in the RDEIS (Volume II, appendix C). Minimization measures pertaining to forest carnivores include the following: <ul style="list-style-type: none"> <li>· All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting use group awareness of prohibitions against harassment of wildlife.</li> <li>· If fisher or marten den sites were discovered and subject to potential impacts from cross-country OSV use under any alternative, we would manage the area according to forest plan direction.</li> <li>· Under all alternatives, detection of a Sierra Nevada red fox or wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction.</li> </ul> Monitoring methods to identify effects to wildlife are described in the RDEIS (Volume II, appendix F, pgs. 139-140). Harassment of wildlife will be addressed by using the results of annual inventory and monitoring efforts for threatened, endangered, and sensitive species (northern spotted owl, California spotted owl, northern goshawk, bald eagle, red fox, etc.) to determine proximity of known nesting, roosting or den sites to designated OSV trails and potential effects to these species from OSV activity.
Wildlife	249-66: Comment recommends modified alternative or additional alternative that protects marten core areas and landscape connectivity.	249-66: The potential impacts of all alternatives on marten core areas and habitat connectivity are analyzed in the EIS. All alternatives may affect individuals, but are not likely to lead to a loss of viability or a trend toward Federal listing for marten. "Although the potential for impacts to individuals within winter habitat ranges from 21 - 24 percent under all of the alternatives, and connectivity habitat ranges from 32 percent under alternative 5 to 40 percent under alternative 4, it is unknown if OSV use or related activities on the Lassen National Forest is negatively impacting marten using winter habitat or connectivity habitat, and the percentage of winter habitat and connectivity habitat impacted by OSV use would actually be lower considering that the concentration of OSV use is not equal across the landscape, with the highest use occurring on or within 0.5 miles of groomed routes and staging areas. Available research suggests that OHV/OSV use did not affect marten occupancy or probability of detection when overall OHV/OSV use in the study areas was low" (RDEIS, page 511). Therefore, there is no evidence that an alternative that protects marten core areas and landscape connectivity would result in different effects to marten population trends than the existing alternatives.

Wildlife	250-4b: Comment asserts that the RDEIS considers no alternative to close existing OSV trails to protect natural resources, improve wildlife habitat or reduce conflict between motorized and non-motorized winter recreation uses. No alternative recommends limiting winter recreation in important winter use areas for Threatened, Endangered or Sensitive (TES) Species. The RDEIS did not determine where winter habitat for TES Species and OSV use overlap.	250-4b: The Forest Service is analyzing multiple alternatives that address issues of minimizing potential impact to natural resources and reducing potential use conflicts. These analyses are looking at the potential effects of OSV use on these resources under a variety of areas designated and not designated for OSV use. The results of these analyses will inform the decision.
Wildlife	C/R #18 (General Support for Alternative 4): Comment is not aware of any evidence of disturbance of the lands from OSV use. Nor is Comment aware of any evidence of changes to wildlife as a result of OSV use. If evidence does exist then it should certainly drive a discussion on which alternative to use to mitigate the negative effects. If there must be a change in how OSVs are managed on the Lassen National Forest, Comment supports alternative 4.	C/R #18 (General Support for Alternative 4): Thank you for your comment. OSVs have been operated in the Lassen National Forest on existing identified OSV trails and in existing identified OSV areas for decades with no record of impacts to forest resources or use conflicts specifically attributed to OSV use. In the last five years, approximately 100 cultural resource sites have been impacted by OHV use. Some of these impacts may be from OSV use, but our monitoring does not differentiate between OHV and OSV impacts. We completed an Environmental Assessment of OSV use on the Lassen National Forest in 1989. That Environmental Assessment identified areas of potential adverse impacts to natural and cultural resources, and we did not establish OSV trails in the areas where these resources would be adversely affected. Furthermore, we know other forests have recorded resource damage and use conflicts and we have law enforcement reports of inadvertent OSV incursions into areas where OSV use is prohibited and would not be designated for OSV use in this decision, such as Wilderness. For the current designation process, utilizing minimization criteria, we identified some areas where potential adverse impacts or use conflicts might be possible and minimized those effects where they have the potential to occur. Chapter 3 of the RDEIS discloses the potential impacts of each alternative considered in detail.
Wildlife	250-7j: Fall River OSV Area: Due to the area's low elevation it provides little opportunity for motorized winter recreation. Therefore, to maintain big game winter habitat, comment supports alternative 5.	250-7j: Thank you for your comment.

Wildlife	<p>250-7c: Bogard OSV Area: Sierra Nevada Red Fox (<i>Vulpes vulpes necator</i>) have been detected along Highway 44 in the vicinity of the Bogard Staging Area and south of Crater Mountain.</p> <p>To increase the number of Sierra Nevada red fox:</p> <ol style="list-style-type: none"> <li>1. Link the Lassen population with populations to the north via wildlife corridors.</li> <li>2. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>3. Limit winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7c: Although areas within and immediately surrounding clusters of Sierra Nevada red fox occurrences in the described locations are currently open to OSV use, portions of the Swain Mountain use area south of Highway 44, north of Lassen National Park and Caribou Wilderness, and approximately 4 miles west of the Bogard Trailhead are not designated for OSV use under alternative 3 or except along a designated route under alternative 5 (RDEIS, figures 6 and 9; Maps BE-58 and BE-60; Note: Map BE-58 of the RDEIS erroneously shows this area as designated for OSV use under alternative 3. This error will be corrected in the FEIS). This is expected to reduce potential disturbance to Sierra Nevada red foxes using habitats within this area in comparison to alternatives 1, 2, and 4. Alternative 5 provides additional areas north of Highway 44 within the Bogard Use Area where OSV use is not designated (RDEIS, Figure 9). In addition, minimization measures in the RDEIS (Volume II, Appendix C) prescribe the following pertaining to Sierra Nevada red fox:</p> <ul style="list-style-type: none"> <li>• All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife.</li> <li>• Under all alternatives, detection of a Sierra Nevada red fox or wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction. We will further consider the recommendation expressed in the comment, determine if it applies in one or more alternatives, and if not, modify one or more alternatives with additional minimization measures to address the concern expressed in the comment, if necessary.</li> </ul>
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Wildlife	<p>250-7b: Ashpan OSV Area: A core marten population exists in the Thousand Lakes wilderness. Spencer and Rustigian-Romsos (2012) modeled potential habitat and movement corridors in the Cascade and Sierra Nevada regions and recommend protecting key habitat around core marten populations in the Mount Lassen-Swain Mountain-Thousand Lakes Wilderness region. In addition, movement corridors between these areas and the west slopes of the Plumas and Lassen National Forests are prioritized for marten conservation. To maintain the Thousand Lakes Pacific marten population:</p> <ol style="list-style-type: none"> <li>1. Provide a wildlife corridor to link the Thousand Lakes Wilderness martin population with the Lassen Park population.</li> <li>2. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>3. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7b: The RDEIS assessed suitable marten seasonal habitats based on modeling parameters described by Rustigian-Romsos and Spencer (2010) and identified functional areas of connectivity for marten using cost-distance and least-cost corridor models (Kirk and Zielinski 2010) (Chapter 3, pgs. 504-505). The seasonal habitat model predicted high probability of marten occurrence in Lassen National Park, the Caribou Wilderness, and the Thousand Lakes Wilderness for the winter period (RDEIS, maps BE-26 through BE-30). Analysis of connectivity also indicates a least-cost connective corridor extending from Thousand Lakes Wilderness south to Lassen National Park (RDEIS, maps BE-31 through BE-35). In addition, prominent clusters of marten occurrences are located in the Swain Mountain use area just east of the Caribou Wilderness, Morgan Summit use area just south of Lassen National Park, and in the Jonesville use area between Humboldt Peak and Castle Rocks.</p> <p>In analyzing models of least-cost corridor movement for marten, Spencer and Rustigian-Romsos (2012) identified roads as a variable that may affect marten movements or risks during dispersal. The roads included in the model consisted of interstate highways as well as primary, secondary, and local roads. Forest Service system roads (see figures 2, 3, and 4 in Spencer and Rustigian-Romsos 2012) or areas of varying system road densities do not appear to have warranted inclusion in the models as factors contributing to environmental resistance to marten movement in their study, nor were OSV trail systems or areas open to OSV cross-country use. In addition, Zielinski et al. (2008) reported that OHV/OSV use did not affect marten occupancy or probability of detection in low use areas. A query of the Lassen NRIS database for the period 1992 to 2010 shows a total of 77 marten sightings within projected OSV high-use areas (i.e., within 0.5 miles of groomed trails) during the grooming period (12/26 – 03/31). This indicates that, while some effect to marten may be occurring due to OSV disturbance, individuals are not completely avoiding high-use areas. Given the information above, it is unlikely that existing groomed trail systems (designated or non-designated) and areas designated for OSV use would preclude marten movement through the least-cost corridor modeled by Spencer and Rustigian-Romsos. In addition, marten movements and dispersal is unaffected by OSVs during the late spring, summer, and fall periods outside the period of OSV use. This additional information will be included in the FEIS.</p> <p>Also, action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife (RDEIS, Appendix C).</p>
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Wildlife	441-3b: Comment recommends limiting OSV recreation in important winter use areas for Sierra Nevada Red Fox, American Marten, or other Threatened, Endangered or Sensitive (TES) Species.	441-3b: The potential effects of each alternative considered in detail on Sierra Nevada red fox, American marten, and other Threatened, Endangered or Sensitive (TES) Species are disclosed in the RDEIS. None of the species considered would be negatively affected by any of the alternatives.
Wildlife	<p>250-7q: Jonesville OSV Area: A core marten population occurs in the Jonesville/ Humboldt Peak area. Spencer and Rustigian-Romsos (2012) modeled potential habitat and movement corridors in the Cascade and Sierra Nevada regions and recommend protecting key habitat around core marten populations in the Mount Lassen-Swain Mountain-Thousand Lakes Wilderness region. In addition, movement corridors between these areas and the west slopes of the Plumas and Lassen National Forests are also prioritized for marten conservation. To maintain Pacific marten population size in the area:</p> <ol style="list-style-type: none"> <li>1. Link with populations to the north via wildlife corridors.</li> <li>2. Limit winter recreation activities if peer review science shows conflict between uses.</li> <li>3. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>4. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7q: The RDEIS assessed suitable marten seasonal habitats based on modeling parameters described by Rustigian-Romsos and Spencer (2010) and identified functional areas of connectivity for marten using cost-distance and least-cost corridor models (Kirk and Zielinski 2010) (Chapter 3, pgs. 504-505). The seasonal habitat model predicted high probability of marten occurrence in Lassen National Park, the Caribou Wilderness, and the Thousand Lakes Wilderness for the winter period (RDEIS, maps BE-26 through BE-30). Analysis of connectivity also indicates a least-cost connective corridor extending from Thousand Lakes Wilderness south to Lassen National Park (RDEIS, maps BE-31 through BE-35). In addition, prominent clusters of marten occurrences are located in the Swain Mountain use area just east of the Caribou Wilderness, Morgan Summit use area just south of Lassen National Park, and in the Jonesville use area between Humboldt Peak and Castle Rocks.</p> <p>In analyzing models of least-cost corridor movement for marten, Spencer and Rustigian-Romsos (2012) identified roads as a variable that may affect marten movements or risks during dispersal. The roads included in the model consisted of interstate highways as well as primary, secondary, and local roads. Forest Service system roads (see figures 2, 3, and 4 in Spencer and Rustigian-Romsos 2012) or areas of varying system road densities do not appear to have warranted inclusion in the models as factors contributing to environmental resistance to marten movement in their study, nor were OSV trail systems or areas open to OSV cross-country use. In addition, Zielinski et al. (2008) reported that OHV/OSV use did not affect marten occupancy or probability of detection in low use areas. A query of the Lassen NRIS database for the period 1992 to 2010 shows a total of 77 marten sightings within projected OSV high-use areas (i.e., within 0.5 miles of groomed trails) during the grooming period (12/26 – 03/31).</p>

Wildlife	250-7q (continued)	<p>This indicates that, while some effect to marten may be occurring due to OSV disturbance, individuals are not completely avoiding high-use areas. Given the information above, it is unlikely that existing groomed trail systems and areas designated for OSV use would preclude marten movement through the least-cost corridor modeled by Spencer and Rustigian-Romsos. In addition, marten movements and dispersal is unaffected by OSVs during the late spring, summer, and fall periods outside the period of OSV use. This additional information will be included in the FEIS.</p> <p>Also, action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife (RDEIS, Appendix C).</p>
Wildlife	<p>250-7r: Jonesville OSV Area: Wolverine have been documented in the Soda Creek watershed.</p> <ol style="list-style-type: none"> <li>1. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>2. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7r: Information kiosks at trailheads would continue to provide information to educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES species.</p> <p>The Forest Service incorporates education measures as best practices during implementation which are not specifically included in the impact analysis.</p> <p>The potential effects of each alternative considered in detail on Sierra Nevada red fox and other Threatened, Endangered or Sensitive (TES) Species are disclosed in the RDEIS. None of the species considered would be negatively affected by any of the alternatives.</p>
Wildlife	249-62a: Comment recommends additional OSV closures in Jonesville/Humboldt Peak area, and further minimization in Morgan Summit and Jonesville use areas to minimize impacts on marten.	249-62a: The EIS discloses the analysis of multiple alternatives, including one that decreases OSV designations in the Jonesville area (alternative 5, RDEIS, page 51). The results of the analysis will inform the decision.

Wildlife	254-22: None of the alternatives in this RDEIS appear to minimize impacts to other sensitive wildlife species, such as Pacific marten and Sierra Nevada red fox. As far as we can tell from the RDEIS the Forest Service did not determine where winter habitat for threatened and endangered species and the proposed OSV areas overlap. Or, if the Forest Service did complete this level of analysis, it is not apparent in the RDEIS, making it difficult for the public to ascertain how or whether any of the alternatives minimize impacts to these species or their habitat.	254-22: Mitigations to address the minimization criteria in the travel regulations for areas designated for OSV use are provided in the RDEIS (Volume II, appendix C). Minimization measures pertaining to forest carnivores include the following: <ul style="list-style-type: none"> <li>· All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting use group awareness of prohibitions against harassment of wildlife.</li> <li>· If fisher or marten den sites were discovered and subject to potential impacts from cross-country OSV use under any alternative, we would manage the area according to forest plan direction.</li> <li>· Under all alternatives, detection of a Sierra Nevada red fox or wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction.</li> </ul> Monitoring methods to identify effects to wildlife are described in the RDEIS (Volume II, appendix F, pgs. 139-140). Harassment of wildlife will be addressed by using the results of annual inventory and monitoring efforts for threatened, endangered, and sensitive species (northern spotted owl, California spotted owl, northern goshawk, bald eagle, red fox, etc.) to determine proximity of known nesting, roosting or den sites to designated OSV trails and potential effects to these species from OSV activity.
Wildlife	249-60: Comment: The OSV RDEIS does not fully consider or quantify the impacts of the project given these species vulnerability to human disturbance, as outlined below. Alternative 5 would improve habitat connectivity between Lassen National Park (LNP), Caribou Wilderness, and the Swain Mountain, Bogard, and Ashpan OSV use areas. These improvements may contribute to minimization of project impacts to SN red fox and marten, although the RDEIS does not show the process by which impacts were minimized, or if this effect was intentional.	249-60: The analysis utilized cost-distance and least-cost corridor modeling (Kirk and Zielinski 2010) to estimate project effects on marten habitat connectivity and provides a comparison of effects to connectivity by alternative (RDEIS, Chapter 3, pgs. 509-510, Table 162). Additional discussion of effects to forest carnivore connectivity habitat between known use areas and areas such as Lassen National Park and designated wilderness areas will be included in the Revised FEIS. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).

Wildlife	<p>249-76: The RDEIS lists two indicators of project impact on wildlife for purposes of applying the minimization criteria. First, "would area contain habitat for marten, wolverine, or other sensitive forest carnivores?" and then, "would OSV use cause this harassment?" (p.8-9). However, the effects analysis does not appear to have addressed these questions. Furthermore, the scale at which the RDEIS considers project impacts to wildlife is also problematic. The agency must show how project impacts at different scales have been considered and minimized by, for instance, excluding important habitat from open area designations. Finally, the BE focuses on avoiding population-level impacts, but this does not show compliance with the minimization criteria, particularly where the population is so imperiled that impacts to individuals pose a significant threat.</p>	<p>249-76: The Resource Indicator for assessment of effects to Sierra Nevada red fox addresses the magnitude of risk for disturbance, injury, mortality and denning habitat compaction at the project level scale for comparison of alternatives (RDEIS, Chapter 3, pg. 543). Included in these metrics are such factors as areas overlapping Sierra Nevada red fox habitat that are either designated or not designated for OSV cross-country use as well as designated areas that receive low OSV use. Additional analysis that discusses the difference among alternatives concerning disturbance magnitude within areas of known use will be included in the Revised FEIS. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).</p>
Wildlife	<p>249-61: Comment: Alternative 5 also increases OSV closures in the Jonesville Use Area/ Humboldt Peak area, an area of great importance to marten both locally and regionally (Moriarty 2015; Spencer and Rustigan-Romsos 2012). However, the USFS continues to claim minimization occurred, without showing the analysis or taking the required hard look at impacts to these imperiled species. The agency overlooked the importance of connectivity between the Thousand Lakes wilderness and the Lassen National Park for marten (Id.).</p>	<p>249-61: Application of, and consistency with, management direction to minimize the four categories of impacts set forth in 36 CFR §212.55(b)(1)-(4) when designating trails and areas for motorized use is discussed in the RDEIS (Vol. I, Chapter 1, pgs. 5-10; Vol. II, appendices B, C, and F). The analysis utilized cost-distance and least-cost corridor modeling (Kirk and Zielinski 2010) to estimate project effects on marten habitat connectivity and provides a comparison of effects to connectivity by alternative (RDEIS, Chapter 3, pgs. 509-510, Table 162). Additional discussion of effects to marten connectivity habitat between known use areas and areas such as Lassen National Park and designated wilderness areas will be included in the Revised FEIS.</p>
Wildlife	<p>249-62b: Comment asserts the agency did not consider minimizing OSV impacts in important connectivity habitat between Morgan Summit and Jonesville Use Areas, which are important for red fox (Perrine 2005).</p>	<p>249-62b: We are unaware of any recent Sierra Nevada red fox observations within the Jonesville use area. Survey locations described by Perrine (2005, figures 12 and 13) show a number of American marten occurrences, but no positive observations of red fox generated within that portion of the Lassen National Forest. A query of NRIS wildlife observations for the forest does show 2 historical observations, but no known recent use in the Jonesville use area.</p>

Wildlife	249-64: RDEIS Does Not Adequately Analyze or Demonstrate Minimization of Impacts to Marten Habitat and Habitat Connectivity Corridors. Comparing acres of marten habitat (winter, spring, denning, etc.) impacted in each OSV use area would give the public and the decision maker a more detailed understanding of project impacts to marten. This approach might also allow the LNF to focus on which areas have the biggest impact to marten, such as Jonesville and Swain Mountain, with the aim of demonstrating how impacts were minimized, as required.	249-64: The RDEIS discloses the comparable effects to marten connective habitat (Chapter 3: pgs. 505, 509-510; tables 160, 162) and marten winter habitat (pgs. 508-509, table 161) among the alternatives at the project area scale. Additional analysis of effects by alternative in known marten concentration areas (similar to the analysis for Pacific fisher in the RDEIS) which includes portions of the Jonesville, Morgan Summit, and Swain Mountain use areas, will be included in the Revised FEIS. Pertaining to application of minimization for marten, see Response to Comment #254-22.
Wildlife	249-75: Comment states the USFS does not minimize impacts to wildlife resources, as required by Executive Order 11644. The RDEIS has not demonstrated that impacts to critically imperiled forest carnivores were minimized. This does not comply with direction set forth under Executive Order 11644: "Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats." (EO 11644, Sec. 3(a); 36 C.F.R. § 212.55(b)).	249-75: Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).
Wildlife	314-2, 350-2, 411-3, 439-6, 514-4, 546-3: Comments state that none of the alternatives in this RDEIS appear to minimize impacts to other sensitive wildlife species, such as pine marten, wolf, Pacific marten and Sierra Nevada red fox, or other Threatened, Endangered or Sensitive (TES) Species. As far as we can tell from the RDEIS the Forest Service did not determine where winter habitat for threatened and endangered species and the proposed OSV areas overlap. Or, if the Forest Service did complete this level of analysis, it is not apparent in the RDEIS, making it difficult for the public to ascertain how or whether any of the alternatives minimize impacts to these species or their habitat.	314-2, 350-2, 411-3, 439-6, 546-3: Application of, and consistency with, management direction to minimize the four categories of impacts set forth in 36 CFR §212.55(b)(1)-(4) when designating trails and areas for motorized use is discussed in the RDEIS (Vol. I, Chapter 1, pgs. 5-10; Vol. II, appendices B, C, and F). Potential overlap of OSV use areas with species presence and habitats during the period of OSV is discussed for all applicable TES species in the RDEIS (Chapter 3; appendices B and C). American marten and mule deer winter habitats are identified in the RDEIS (Chapter 3, Maps BE11-15, BE26-30).

Wildlife	<p>250-7w: Morgan Summit OSV Area: Sierra Nevada Red Fox have been detected in the Morgan Summit OSV Area northwest of Chester and along highway 89 southwest of Lassen Volcanic National Park.</p> <p>To increase number of Sierra Nevada Red Fox:</p> <ol style="list-style-type: none"> <li>1. Link the Lassen population with populations to the north via wildlife corridors.</li> <li>2. Limit winter recreation if peer-reviewed science shows conflict.</li> <li>3. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>4. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7w: Although areas within and immediately surrounding clusters of Sierra Nevada red fox occurrences near Morgan Summit and along Highway 89 are designated for OSV use, portions of the Morgan Summit use area within 1-2 miles of the southwestern portion of Lassen National Park are not designated as designated for OSV use under any alternative (RDEIS, maps BE-56 through BE-60). Radio-telemetry results reported by Perrine (2005, figures 26-36) indicate that Sierra Nevada red foxes were successfully utilizing this area for travel between the Morgan Summit area and Lassen National Park, and as winter seasonal range (including use overlap in areas designated for OSV use) from 1998-2002. Within portions of this area not designated for open OSV use there is reduced potential for disturbance to Sierra Nevada red foxes. In addition, minimization measures in the RDEIS (Volume II, Appendix C) prescribe the following pertaining to Sierra Nevada red fox:</p> <ul style="list-style-type: none"> <li>• All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife.</li> <li>• Under all alternatives, detection of a Sierra Nevada red fox or wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction. We will further consider the recommendation expressed in the comment, determine if it applies in one or more alternatives, and if not, modify one or more alternatives with additional minimization measures to address the concern expressed in the comment, if necessary.</li> </ul>
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<p>Wildlife</p>	<p>250-7x: Morgan Summit OSV Area: American marten have been detected in the Morgan Summit OSV Area. To maintain Pacific marten population size in the area:</p> <ol style="list-style-type: none"> <li>1. Link with populations to the north via wildlife corridors.</li> <li>2. Limit winter recreation activities if peer-reviewed science shows conflict.</li> <li>3. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species.</li> <li>4. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7x: The RDEIS assessed suitable marten seasonal habitats based on modeling parameters described by Rustigian-Romsos and Spencer (2010) and identified functional areas of connectivity for marten using cost-distance and least-cost corridor models (Kirk and Zielinski 2010) (Chapter 3, pgs. 504-505). The seasonal habitat model predicted high probability of marten occurrence in Lassen National Park, the Caribou Wilderness, and the Thousand Lakes Wilderness for the winter period (RDEIS, maps BE-26 through BE-30). Analysis of connectivity also indicates a least-cost connective corridor extending from Thousand Lakes Wilderness south to Lassen National Park (RDEIS, maps BE-31 through BE-35). In addition, prominent clusters of marten occurrences are located in the Swain Mountain use area just east of the Caribou Wilderness, Morgan Summit use area just south of Lassen National Park, and in the Jonesville use area between Humboldt Peak and Castle Rocks.</p> <p>In analyzing models of least-cost corridor movement for marten, Spencer and Rustigian-Romsos (2012) identified roads as a variable that may affect marten movements or risks during dispersal. The roads included in the model consisted of interstate highways as well as primary, secondary, and local roads. Forest Service system roads (see figures 2, 3, and 4 in Spencer and Rustigian-Romsos 2012) or areas of varying system road densities do not appear to have warranted inclusion in the models as factors contributing to environmental resistance to marten movement in their study, nor were OSV trail systems or areas open to OSV cross-country use. In addition, Zielinski et al. (2008) reported that OHV/OSV use did not affect marten occupancy or probability of detection in low use areas. A query of the Lassen NRIS database for the period 1992 to 2010 shows a total of 77 marten sightings within projected OSV high-use areas (i.e., within 0.5 miles of groomed trails) during the grooming period (12/26 – 03/31). This indicates that, while some effect to marten may be occurring due to OSV disturbance, individuals are not completely avoiding high-use areas. Given the information above, it is unlikely that existing groomed trail systems (designated or non-designated) and areas designated for OSV areas preclude marten movement through the least-cost corridor modeled by Spencer and Rustigian-Romsos. In addition, marten movements and dispersal is unaffected by OSVs during the late spring, summer, and fall periods outside the period of OSV use. This additional information will be included in the FEIS.</p> <p>Also, action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife (RDEIS, Appendix C).</p>
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Wildlife	441-3a: Comment supports limiting OSV recreation in key deer winter range.	441-3a: Thank you for your comment. Alternative 5 addresses the comment.
Wildlife	<p>250-7af: Swain Mountain OSV Area: Studies of Sierra Nevada red fox and American marten show that they frequent the Swain Mountain OSV Area in winter. Winter studies of Sierra Nevada red fox have detected them in the vicinity of Butte Lake in Lassen National Park and throughout the Swain Mountain OSV Area.</p> <p>To increase number of Sierra Nevada red fox:</p> <ol style="list-style-type: none"> <li>1. Link the Lassen population with populations to the north via wildlife corridors.</li> <li>2. Educate winter visitors about TES Species, how to ID and report sightings, and to respect wildlife and reduce impacts to wildlife.</li> <li>3. Limit winter recreation if peer-reviewed science shows conflict.</li> </ol>	<p>250-7af: Portions of the Lassen National Forest with known Sierra Nevada red fox occurrences immediately north of occurrences at Butte Lake in Lassen National Park are designated as open to OSV under alternatives 1, 2, and 4, but are not designated for OSV use under alternatives 3 and 5 (RDEIS, maps BE-56 through BE-60; Note: Map BE-58 of the RDEIS erroneously shows this area as designated for OSV use under alternative 3. This error will be corrected in the FEIS). This is expected to preclude potential disturbance to Sierra Nevada red foxes using habitats within this area. In addition, minimization measures in the RDEIS (Volume II, Appendix C) prescribe the following pertaining to Sierra Nevada red fox:</p> <ul style="list-style-type: none"> <li>• All action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife.</li> <li>• Under all alternatives, detection of a Sierra Nevada red fox or wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction.</li> </ul>

<p>Wildlife</p>	<p>250-7ag: Swain Mountain OSV Area: A core marten population occurs in the Swain Mountain area. Spencer and Rustigian-Romsos (2012) modeled potential habitat and movement corridors in the Cascade and Sierra Nevada regions and recommend protecting key habitat around core marten populations in the Mount Lassen-Swain Mountain-Thousand Lakes Wilderness region. In addition, movement corridors between these areas and the west slopes of the Plumas and Lassen National Forests are prioritized for marten conservation. To maintain the population of Pacific marten:</p> <ol style="list-style-type: none"> <li>1. Link the Swain Mountain population with populations in Lassen National Park, Jonesville / Humboldt, and Thousand Lakes:</li> <li>2. Educate winter recreation visitors about TES Species, how to ID them and report sightings, and how to respect wildlife and minimize impacts to TES Species. Reduce winter recreation intensity or restrict winter recreation in areas critical to the survival of red fox and other TES Species if peer-reviewed science shows suggests doing so will benefit the species.</li> </ol>	<p>250-7ag: The RDEIS assessed suitable marten seasonal habitats based on modeling parameters described by Rustigian-Romsos and Spencer (2010) and identified functional areas of connectivity for marten using cost-distance and least-cost corridor models (Kirk and Zielinski 2010) (Chapter 3, pgs. 504-505). The seasonal habitat model predicted high probability of marten occurrence in Lassen National Park, the Caribou Wilderness, and the Thousand Lakes Wilderness for the winter period (RDEIS, maps BE-26 through BE-30). Analysis of connectivity also indicates a least-cost connective corridor extending from Thousand Lakes Wilderness south to Lassen National Park (RDEIS, maps BE-31 through BE-35). In addition, prominent clusters of marten occurrences are located in the Swain Mountain use area just east of the Caribou Wilderness, Morgan Summit use area just south of Lassen National Park, and in the Jonesville use area between Humboldt Peak and Castle Rocks.</p> <p>In analyzing models of least-cost corridor movement for marten, Spencer and Rustigian-Romsos (2012) identified roads as a variable that may affect marten movements or risks during dispersal. The roads included in the model consisted of interstate highways as well as primary, secondary, and local roads. Forest Service system roads (see figures 2, 3, and 4 in Spencer and Rustigian-Romsos 2012) or areas of varying system road densities do not appear to have warranted inclusion in the models as factors contributing to environmental resistance to marten movement in their study, nor were OSV trail systems or areas open to OSV cross-country use. In addition, Zielinski et al. (2008) reported that OHV/OSV use did not affect marten occupancy or probability of detection in low use areas. A query of the Lassen NRIS database for the period 1992 to 2010 shows a total of 77 marten sightings within projected OSV high-use areas (i.e., within 0.5 miles of groomed trails) during the grooming period (12/26 – 03/31). This indicates that, while some effect to marten may be occurring due to OSV disturbance, individuals are not completely avoiding high-use areas. Given the information above, it is unlikely that existing groomed trail systems and areas designated for OSV use would preclude marten movement through the least-cost corridor modeled by Spencer and Rustigian-Romsos. In addition, marten movements and dispersal is unaffected by OSVs during the late spring, summer, and fall periods outside the period of OSV use. This additional information will be included in the FEIS.</p> <p>Also, action alternatives would monitor for adverse impacts to sensitive carnivores from cross-country OSV use. If monitoring determines adverse impacts of cross-country OSV use to sensitive carnivores, in all action alternatives, proposed mitigations would include posting educational materials, trail signage, and promoting user group awareness of prohibitions against harassment of wildlife (RDEIS, Appendix C).</p>
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Wildlife	250-14: Comment appears to suggest including explicit language in the Lassen OSV FEIS stating if peer-reviewed research shows winter recreation use negatively impacts any TES Species or their habitat that winter use be restricted from areas critical to their survival.	250-14: If new information or changed circumstances relating to the environmental impacts of an action come to the attention of the responsible official after a decision has been made, the responsible official would review the information carefully to determine its importance. Consideration would be given to whether or not the new information or changed circumstances are within the scope and range of effects considered in the original analysis. If a correction, supplement, or revision to the environmental document is necessary, the responsible official will do so.
Wildlife	249-7a: Impacts to Other Imperiled Species Have Not Been Adequately Analyzed or Minimized Fisher- The fisher is characterized as a species that avoids humans (Douglas and Strickland 1987; Powell 1993). They occur on 245,220 acres of the Lassen NF, including den sites (RDEIS p.500). Their denning season starts in March and overlaps with the proposed OSV use season. Between 41% and 65% of occupied fisher habitat is proposed for exposure to OSV disturbance (Ibid). Close to half of the occupied habitat is proposed for OSV use under Alternative 5 and two thirds are proposed under Alternative 2. The Forest should explain how minimization led to this outcome.	249-7a: Although Douglas and Strickland (1987) and Powell (1993) (as summarized in Powell 1994) characterize fisher as a species that avoids humans, available science indicates that fishers' tolerance of human presence and various activities appears to range from little effect resulting from moderate degrees of human activities to avoidance and displacement if disturbance occurs near den sites (RDEIS, Chapter 3, pg. 498). Additional science that demonstrates this range of tolerance will be included in the Revised FEIS. The RDEIS (Chapter 3, pg. 499) describes that suitable fisher habitat on the Lassen National Forest totals 156,606 acres. On pg. 499, the RDEIS explains that, within those 156,606 acres of suitable habitat, the proportion of habitats designated but would receive low OSV use range from 22 percent (alternative 5) to 28 percent (alternative 2). The acreages by alternative are provided in Table 158. The percentages described will be included in Table 158 in the Revised FEIS to better clarify this. The RDEIS (Chapter 3, pg. 500) also describes that the dominant proportion of fisher occurrences are concentrated within a total of 8 watersheds which contain approximately 245,220 acres of land administered by the Lassen National Forest. While the discussion and Table 159 describe and display percentages of this total area designated for OSV use by alternative (42 percent-64 percent), the discussion and display of acreage and percentages of suitable fisher habitat overlapping areas designated of low OSV use by alternative (estimated to range from 16 percent to 22 percent) within the concentrated fisher occurrence area was lacking. This additional information will be included in the Revised FEIS. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).

Wildlife	250-11b: Climate change is another threat to Sierra Nevada red fox, as it will result in a loss or restriction of their boreal environment due to reduced snowpack.	250-11b: The potential impacts to Sierra Nevada red fox resulting from climate change are discussed in the RDEIS (Chapter 3, pgs. 539, 542-545). However, elements contained in the science provided in Comment #249-8 (i.e., Moriarty 2014; Moriarty et al. 2015; Baltensperger et al. 2017; Manlick et al. 2017; Zielinski et al. 2017) concerning potential impacts to Pacific marten and Sierra Nevada red fox resulting from interactions between predicted climate change and OSV use will be included in the Revised FEIS.
Wildlife	249-3: The Sierra Nevada red fox has been suspected of declining for decades (White 1977; Perrine 2010; Sacks et al. 2010). The Southern Cascades Distinct Population Segment (DPS), which includes Sierra Nevada red fox in the Lassen area subpopulation, as well as animals scattered across the Cascades in Oregon, is estimated to have an effective population size of only 21 individuals, the IUCN definition of a critically endangered population (Sacks et al. 2010). The subpopulation "comprise a small, isolated remnant population that has lost much of its genetic diversity." (Perrine 2010). The small, isolated nature of this subpopulation is considered a "moderate threat" to the Cascades DPS by the USFWS (2015a). Further, recreation is identified as a risk factor to this fox because of its intolerance of humans (Buskirk and Zielinski 2003). This species is so rare that less is known about it. The 2010 Sierra Nevada red fox Conservation Assessment addressed this issue: "...the general lack of basic ecological information for this species makes the identification and analysis of threats a largely speculative exercise, and ultimately poses a risk to the effective management of the Sierra Nevada red fox and its habitat." (Perrine 2010, p.29). Sierra Nevada red fox have been documented in the Morgan Summit area; around Swain Mountain, between Lassen National Park and Highway 44; and in the Humbug Summit area, where dispersing fox was recorded on camera in 2013 (USFWS 2015a).	249-3, 249-72, 250-11(a): Available science addressing response of Sierra Nevada red fox to human presence and disturbance is somewhat mixed. Buskirk and Zielinski (2003) state that "The Sierra Nevada red fox has been considered extremely sensitive to the presence of humans (Grinnell et al. 1937) so that increased recreation within its range could be problematic." Since Grinnell et al. (1937), more recent science indicates that Sierra Nevada red fox may not be extremely sensitive to human presence. For example, Perrine et al. (2010, pg. 28) state that "Risks from recreation are primarily associated with developments such as ski areas, snow parks, campgrounds, and picnic areas. In campgrounds without bear boxes, where campers' food and trash are more accessible, red foxes can develop begging habits and thereby increase the possibility for conflict with humans. Begging foxes have been a periodic problem in Lassen Volcanic National Park and the adjacent Lassen National Forest (Perrine and Arnold 2001; Perrine 2005)." Perrine (2005) reported that Lassen red foxes were closely associated with roads, parking lots (including snowmobile parks) and campgrounds during both summer and winter, but responses of individual foxes to human recreation sites varied from one individual that scavenged at a recreation site only at night to several individuals that were characterized as bold and often approached humans and vehicles during the day.

Wildlife	<p>249-69: The USFS Reliance on the USFWS 12-Month Finding for Listing Sierra Nevada Red Fox on the Endangered Species Act is Entirely Inadequate for a Project Impact Analysis. The USFS fails to provide a project-level analysis of vehicle impacts on the Sierra Nevada red fox by referring to the 2015 USFWS Sierra Nevada red fox 12-month finding. The agency repeatedly inserts general language such as vehicles are a "low level stressor" for the population (BE p.110), and the impact of vehicle collisions on Sierra Nevada red fox "results in a low-level impact to the subspecies" (BE p.110). A determination from the US Fish and Wildlife Service that vehicle strikes do not pose a high impact to the subspecies does not serve as a proxy for disclosing vehicle impacts at the project-level.</p>	<p>249-69: Additional discussion of risk to Sierra Nevada red fox resulting from OSV collisions in the context of the project area scale will be included in the Revised FEIS.</p>
Wildlife	<p>249-71: The Project Underestimates Impacts of Vehicle Disturbance on Sierra Nevada Red Fox. The USFS estimates that 66-83% of Sierra Nevada red fox habitat would be susceptible to OSV disturbance, and 27-32% of that area is highly conducive to OSV use, with a higher concentration of negative impacts (BE p.115). However, the location of these areas is not provided with the analysis. This forest-level summary of impacts represents a cursory view of project impacts and does not constitute a hard look according to NEPA, nor does it show how impacts were minimized in key areas such as Morgan Summit and Swain Mountain. Further, the impact of grooming activities is missing from the analysis.</p>	<p>249-71: The BE (pg. 115) states that 27- 32 percent of Sierra Nevada red fox suitable habitats overlap with areas that are designated and would receive moderate to high OSV use. Areas of moderate to high OSV use were defined by the following assumption criteria: canopy cover less than 70 percent, slopes less than or equal to 20 percent (BE, pg. 36). Areas of high OSV use consist of portions of areas designated for use, within 0.5 mile of OSV staging areas, groomed trails, and meadows within 0.5 mile of a designated OSV trail. Therefore, percentage of acres in high OSV use would be less than 27-32 percent. Locations of overlap between Sierra Nevada red fox suitable habitats and OSV-designated areas and areas of moderate to high OSV use, along with trail locations, are displayed in MapBE-56 through MapBE-60 of the RDEIS. These maps will be improved in the Revised FEIS to improve interpretation by showing better contrast between map features. The potential for trail grooming effects on Sierra Nevada red fox due to collisions are discussed, but the potential effects on increased predator and competitor access is lacking and will be included in the Revised FEIS.</p> <p>Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).</p>

Wildlife	<p>249-72: As we stated in our March 14, 2016 letter about the DEIS, we also remain concerned with the USFS dismissal of noise disturbance to the fox. The RDEIS dismisses noise disturbance concerns for the fox because even where high OSV use overlaps with SN red fox sightings, "the SNRF that occur in the areas affected by the OSV Program during winter may be habituated to OSV disturbance..." (BE p.115). No evidence is given for this conclusion. To the contrary, carnivore experts state SN red fox are "extremely sensitive to human disturbance" (Buskirk and Zielinski 2003). The 2010 Sierra Nevada red fox Conservation Assessment addressed the fact that the Sierra Nevada red fox is a poorly studied species, necessitating a precautionary approach to management (Perrine 2010). The forest should use a more refined effects analysis of where the disturbance impact is predicted to be highest, in order to focus minimization efforts in those areas, including refining the boundaries of open areas to ensure minimization within the context of the critically endangered Southern Cascades DPS.</p>	<p>249-72: The RDEIS acknowledges the isolated nature and small effective population size of the Sierra Nevada red fox Southern Cascades DPS (Chapter 3, pg. 537). Buskirk and Zielinski (2003) state that "The Sierra Nevada red fox has been considered extremely sensitive to the presence of humans (Grinnell et al. 1937) so that increased recreation within its range could be problematic." Since Grinnell et al. (1937), more recent science indicates that Sierra Nevada red fox may not be extremely sensitive to human presence. For example, Perrine et al. (2010, pg. 28) state that "Risks from recreation are primarily associated with developments such as ski areas, snow parks, campgrounds, and picnic areas. In campgrounds without bear boxes, where campers' food and trash are more accessible, red foxes can develop begging habits and thereby increase the possibility for conflict with humans. Red foxes are intelligent and can quickly become acclimated to human handouts. They may be particularly susceptible in mountainous regions where natural productivity is low and winter food is scarce. Begging foxes have been a periodic problem in Lassen Volcanic National Park and the adjacent Lassen National Forest (Perrine and Arnold 2001; Perrine 2005)." The Lassen OSV project does not propose increases in levels of risk factors listed above. Perrine et al. (2010, pg. 28) also state that "Although the tolerance of Sierra Nevada red fox to the presence of humans is a topic of debate, it is clear that the non-native red foxes thrive in human-altered environments (Lewis and others 1999; Kamler and Ballard 2002)." Therefore, while Perrine et al. (2010, pg. 31) do state that "...the general lack of basic ecological information for this species makes the identification and analysis of threats a largely speculative exercise, and ultimately poses a risk to the effective management of the Sierra Nevada red fox and its habitat", it is apparent that they do not consider Sierra Nevada red fox tolerance of humans to be part of that general lack of basic ecological information. This information will be included in the Revised FEIS to clarify the issue of Sierra Nevada red fox sensitivity to human presence.</p>
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Wildlife	<p>249-73: The Forest Service Fails to Take a Hard Look at the OSV Project's Elimination of Sierra Nevada Red Fox Winter Habitat. I discuss the importance of deep snow habitat for the Sierra Nevada red fox in my March 14, 2016 letter (Perrine 2005; Perrine 2010; USFWS 2015a). The OSV Use project RDEIS still does not describe how different components of the proposed action including trail grooming, trail designation, and OSV use of designated and undesignated trails, in addition to cross-country travel, would modify red fox winter habitat by reducing or eliminating its availability to the fox. Instead, the habitat modification section focuses on competition and predation, not habitat modification by OSVs or grooming (BE p.113-114). The elimination of deep snow fox habitat from OSV compaction and trail grooming should be carefully considered in order to achieve a hard look under NEPA and inform the minimization analysis, as required.</p>	<p>249-73: The RDEIS (Chapter 3, pg. 543) describes that OSV use can have the following direct effects to carnivores, including Sierra Nevada red fox: displacement or avoidance away from human activities on or near roads, displacement of individual animals from breeding or rearing habitat, and physiological response to disturbance resulting in increased heart rate or stress levels. Possible indirect effects include behavioral modification such as altered or dispersed movement as caused by a route or human activities on or near a route and, secondarily, creation of a vector pathway for competitors or predators. Potential impacts to Sierra Nevada red fox habitat resulting from OSV compaction and trail grooming will be addressed in the Revised FEIS.</p>
Wildlife	<p>249-74e: One of the threats the Southern Cascades Sierra Nevada red fox DPS faces is predation. Coyote restrict the Sierra Nevada red fox at mid-elevations in otherwise suitable habitat (Perrine 2010). This is acknowledged in the BE, but not considered in the context of the proposed project. The USFS concludes that "the Service [USFWS] has determined that predation does not rise to the level of a threat currently nor is it likely to increase into the future." (BE p.114). But this conclusion seems to contradict statements made earlier in the analysis: "Increased competition and predation from coyotes due to climate change is thus likely to put the population at greater risk over the next 50 years." and "The Service, therefore considers competition and predation from coyotes to constitute a stressor with a medium level impact for Sierra Nevada red fox." (BE p.111). The USFS must weigh the risk of predation and climate change in the context of the OSV project, including allowing pervasive OSV impacts such as snow compaction, snow grooming, and noise disturbance across the Lassen sighting area and the Southern Cascades DPS.</p>	<p>249-74e: Elements contained in the science provided in Comment #249-8 (i.e., Moriarty 2014; Moriarty et al. 2015; Baltensperger et al. 2017; Manlick et al. 2017; Zielinski et al. 2017) concerning potential impacts to Pacific marten and Sierra Nevada red fox resulting from interactions between predicted climate change and OSV use will be included in the Revised FEIS.</p>

Wildlife	<p>250-11a: The Sierra Nevada Red Fox Conservation Assessment (USDA R5-FR-010 2010) states: "The relatively low number and localized distribution of recent Sierra Nevada red fox sightings suggests a small, restricted, and possibly declining population. The report continues: "Like the wolverine, the Sierra Nevada red fox may be extremely sensitive to human presence" and that "Development and recreation, resulting in increased exposure to humans, vehicles and pets..." is a potential threat to the Sierra Nevada red fox.</p>	<p>250-11a: The RDEIS acknowledges the isolated nature and small effective population size of the Sierra Nevada red fox Southern Cascades DPS (Chapter 3, pg. 537). Buskirk and Zielinski (2003) state that "The Sierra Nevada red fox has been considered extremely sensitive to the presence of humans (Grinnell et al. 1937) so that increased recreation within its range could be problematic." Since Grinnell et al. (1937), more recent science indicates that Sierra Nevada red fox may not be extremely sensitive to human presence. For example, Perrine et al. (2010, pg. 28) state that "Risks from recreation are primarily associated with developments such as ski areas, snow parks, campgrounds, and picnic areas. In campgrounds without bear boxes, where campers' food and trash are more accessible, red foxes can develop begging habits and thereby increase the possibility for conflict with humans. Red foxes are intelligent and can quickly become acclimated to human handouts. They may be particularly susceptible in mountainous regions where natural productivity is low and winter food is scarce. Begging foxes have been a periodic problem in Lassen Volcanic National Park and the adjacent Lassen National Forest (Perrine and Arnold 2001; Perrine 2005)." The Lassen OSV project does not propose increases in levels of risk factors listed above. Perrine et al. (2010, pg. 28) also state that "Although the tolerance of Sierra Nevada red fox to the presence of humans is a topic of debate, it is clear that the non-native red foxes thrive in human-altered environments (Lewis and others 1999; Kamler and Ballard 2002)." Therefore, while Perrine et al. (2010, pg. 31) do state that "...the general lack of basic ecological information for this species makes the identification and analysis of threats a largely speculative exercise, and ultimately poses a risk to the effective management of the Sierra Nevada red fox and its habitat", it is apparent that they do not consider Sierra Nevada red fox tolerance of humans to be part of that general lack of basic ecological information. This information will be included in the Revised FEIS to clarify the issue of Sierra Nevada red fox sensitivity to human presence.</p>
Wildlife	<p>250-11d: The Sierra Nevada Red Fox Conservation Assessment cites studies in Yellowstone that show wolves may benefit red fox populations by reducing coyote numbers. Red fox may also benefit from scavenging carcasses of prey killed by larger carnivores, especially during winter. Given these studies, the reestablishment of wolves on the Lassen National Forest may benefit the Sierra Nevada red fox.</p>	<p>250-11d: The RDEIS (Chapter 3, pg. 541) discusses the potential benefits to Sierra Nevada red fox resulting from scavenging of deer carcasses killed by coyotes as well as general tendency of red fox to avoid coyotes. Additional information provided in the Sierra Nevada Red Fox Conservation Assessment (Perrine et al. 2010) concerning the potential effects of wolves will be included in the Revised FEIS where applicable.</p>

Wildlife	<p>249-74a: The Information Presented in the RDEIS Suggests This Project May Have Substantial Impacts and Threaten the Viability of Wildlife Species. The Lassen NF OSV project has the potential for substantial impacts on wildlife species, thereby threatening their viability. As discussed below, the Sierra Nevada red fox is in a critical state, and to comply with NFMA's viability and diversity protection requirements, 16 U.S.C. § 1604(g)(3)(B), the Forest Service must avoid any possibility of leading to a trend toward Federal listing of the Southern Cascades DPS. While we support Alternative 5, based on the information that is presented in the RDEIS, it appears that all alternatives, including the modified proposed action/Alternative 2, could harm and thus threaten the viability and distribution of the Sierra Nevada red fox, as well as Pacific marten. The current project is also inconsistent with governing forest plan direction, in violation of NFMA, 16 U.S.C. § 1604(i).</p>	<p>249-74a: The RDEIS (Chapter 3, pages 548-549) discloses the potential impacts of the alternatives on the viability of Sierra Nevada red fox. The analysis supports a determination of "May impact individuals, but not likely to lead to a loss of viability or a trend toward Federal listing" for all alternatives, and the reasons for this determination are provided.</p>
Wildlife	<p>249-74b: The Forest Service Has Not Supported a Finding that OSV Use in the Project Area Will Not Lead Toward a Trend Toward Federal Listing the Sierra Nevada Red Fox or Pacific Marten. The Forest Service relies on a forest-scale analysis to support its finding that the project is "not likely to lead to a loss of viability or a trend toward Federal listing" for Sierra Nevada red fox (BE p.117). This is insufficient. Due to an effective population size of only 21 individuals, with no recent evidence of reproduction (Sacks et al. 2010), any impact on Sierra Nevada red fox in the project area may threaten viability of the species. Thus, analysis at the population-scale, the individual-scale, and the OSV-open-area-scale is necessary, particularly where the project would expose 65%-83% of fox habitat on the forest to OSV disturbance (BE p.115-116).</p>	<p>249-74b; 249-74d: The RDEIS (Chapter 3, pg. 540) acknowledges estimates for both the effective population size (21 individuals) and the actual population size (between 21 and 63 individuals). Potential stressors and impact factors at both the population and individual scales are identified (pgs. 539-542), including small population size and isolation, vehicles (including OSV vehicles), competition and predation, and climate change. The RDEIS (pg. 530) further states that interactions between SN red fox and OSVs is considered unlikely due to inverse differences of peak activity; therefore, the potential for injury, mortality, noise-based disruption of feeding or breeding is expected to be very low. In addition, the best available data indicate that coyotes are present year-round throughout the subspecies' range, but generally at lower elevations than Sierra Nevada red fox during winter and early spring when snow-packs are high, and available information does not indicate there has been any coyote predation on Sierra Nevada red fox, nor is there any information to indicate that coyotes are increasing at any of the sighting areas (pg. 545). Also, OSVs are likely to operate only within a small proportion of red fox suitable habitats (less than 27-32 percent, pg. 548). Den sites are unlikely to be affected by OSV due to topography, and if any known den site is disturbed it would be protected by a limited operating period (pg. 549). All of these factors combined indicate low risk to Sierra Nevada red fox individuals and populations as a result of proposed OSV use levels.</p>

Wildlife	<p>249-7b: The RDEIS fails to take a hard look at noise disturbance for any of the eight individual OSV use areas or on a trail-by-trail basis. Goshawk- Goshawks are extremely sensitive to noise and human presence in or near the nest stands during periods of pair bonding, nest-building and incubation (Squires and Reynolds 1997; Keane et al. 2006). Nest failure has been repeatedly documented from research visits to nest areas prior to June (Keane et al. 2006). This is a significant forest-wide disturbance that must be minimized under Executive Order 11644. In order to reduce project impacts and comply with the 2004 Sierra Nevada Forest Plan Amendment, the USFS should implement LOPs for goshawk PACs (Feb.15-Sept.15), and conduct annual early season acoustic goshawk surveys to determine which PACs would need an LOP (see Standard and Guides 34 and 76).</p>	<p>249-7b: The RDEIS (Chapter 3, pgs. 529-533) acknowledges and addresses the potential impacts to goshawk nesting due to human disturbances. Minimization measures identified in the RDEIS (appendix C) state that under all action alternatives, we would continue monitoring Northern goshawk protected activity centers (PACs) for adverse effects from OSV use. If monitoring determines harassment of California spotted owls or northern goshawk is occurring, we would mitigate according to Forest Plan direction.</p>
Wildlife	<p>249-65: The Lassen NF still does not recognize how actions described in the OSV Use project would remove winter marten habitat: "OSV use or related activities would not physically alter the vegetative composition or structure of marten habitat...." (BE p.78). This is an incomplete analysis of project effects on an imperiled species, representing a failure to take a hard look, failure to show how impacts were minimized. According to Slauson et al. (2017), "Habitat avoided in ski operations areas represents a temporary direct loss of the available habitat to support the marten population."</p>	<p>249-65: Slauson et al. (2017) examined marten seasonal response with a ski area, which consists of a highly fragmented landscape with pulses of concentrated human activity. The comparison of habitat condition and disturbance intensity between the Slauson et al. study area and conditions within the Lassen OSV project area as it relates to inference of effects to marten use and habitat will be included in the Revised FEIS. The RDEIS (Chapter 3, pg. 507) did discuss results from Zielinski et al. (2008) which studied the effects of OSV use on marten and concluded that none of the response variables they measured suggested that martens were affected by the level of OSV use that occurred in their study areas.</p>
Wildlife	<p>249-74c: The OSV Project BE also states that the project will not lead to a loss of viability or trend toward Federal listing for marten (BE p.81). The BE asserts that negative impacts from the project are expected for individual marten (BE p.78) but not would be contribute to significant impacts to the species (BE p.81). Yet, the agency does not consider all potential negative impacts from the project to marten. The BE briefly mentions potential impacts of direct mortality from grooming, but never considers the potential for groomed areas and parking areas to be sink habitat for marten populations (Slauson et al. 2017). These impacts may threaten marten viability in the project area, contrary to the RDEIS and BE.</p>	<p>249-74c: The potential for groomed areas and parking areas to be sink habitat for marten populations (Slauson et al. 2017) will be addressed in the Revised FEIS.</p>

Wildlife	250-11c: Studies of marten by Moriarty suggest that marten are more likely to venture into snow covered open areas than open areas without snow. Climate change and decreased snowpack resulting from warmer temperatures likely will negatively affect marten movement and dispersal, and thus their survival. Climate change is expected to reduce winter snowpack in the Lassen National Forest study area by more than 30%. Moriarty's studies indicate that climate change could result in a 40-80% reduction in Pacific marten habitat throughout California.	250-11c. The RDEIS (Chapter 3, pg. 505) cites Lawler et al. (2012) as a source for potential effects to predicted climate change on Pacific marten. Information provided in Moriarty (2014) will be included in the Revised FEIS where applicable to further clarify the potential impacts of climate change.
Wildlife	249-67: The Effects Analysis Does Not Adequately Address Marten Vulnerability to Predation. The project does not carefully consider or quantify the potential for OSV use to facilitate predator incursions into deep snow habitat; however, current research points to this as an important conservation issue (Perrine 2005; Kolbe et al. 2007; USFWS 2015a). The RDEIS and BE fail to recognize bobcat predation for marten locally and what abiotic and biotic factors are at play to make marten more vulnerable to bobcat.	249-67: The RDEIS (Chapter 3, pg. 507) acknowledges bobcats as potential predators and competitors in stating "Since marten have unique morphology that allows them to occupy deep snow habitats where they have a competitive advantage over carnivores, such as coyotes and bobcats, human modifications of this habitat, such as winter road use, over-the-snow travel, and OSV trails, can eliminate this advantage and increase access for predators and competitors."
Wildlife	249-68: The Project Underestimates Impacts of Vehicle Disturbance on Pacific Marten. Where they persist across their range, marten show a trend toward areas of lower human influence (Laliberte and Ripple 2004). In the Mt. Lassen area, marten seek areas without vehicle traffic. Occupied areas had significantly fewer roads ( $p < 0.001$ ) than sites without marten detections; road density was lower in areas with higher density of marten (Kirk 2007). Yet, to the contrary, the BE states that "As OSV trail use is an existing condition, animals that occur in the areas affected by the OSV program during winter may be habituated to OSV disturbance or may have already modified to avoid areas adjacent to trails or OSV noise" (p.77).	249-68: The BE (pg. 77, <i>Disturbance</i> section) presented the range of potential marten responses to OSV disturbance, from avoidance to possible habituation and cited Zielinski et al. (2007(8)) as a source suggesting habituation as a potential response. Zielinski et al. (2007(8)), in explaining why marten continued use of suitable habitats and did not shift to increased nocturnal activity despite OHV activity, suggested that this was due to 1) the fact that the stimuli were not perceived as a threat or 2) a flexible response strategy, such as habituation to OHVs that do not pose a significant risk. The BE (pg. 77) continues by clarifying that although the results of Zielinski et al. did not show OHV effects to marten occupancy, probability of detection, sex ratio, or activity patterns, there remains the possibility of effects to marten because the study did not measure behavioral, physiological, or demographic responses.

Wildlife	<p>249-74d: The Sierra Nevada red fox in California have undergone substantial declines recently, resulting in a population bottleneck and low genetic diversity (Sacks et al. 2010; USFWS 2015a). They have a restricted range and their small body size and large home ranges suggest the species is persisting in challenging conditions. In addition, their typical prey may have been displaced from the project area (Perrine 2005). The Lassen area effective population is only 21 individual fox, and these "critically low numbers" coincide with increases in coyote abundance in the state (Sacks et al. 2010). Moreover, there was no evidence of reproduction in 2012 and 2013 during genetic sampling on the Lassen NF (USFWS 2015a). The RDEIS and BE significantly understate the precarious status of Sierra Nevada red fox in the project area. Given the critically imperiled status of the Sierra Nevada red fox, population viability will be affected by impacts to individuals.</p>	<p>249-74d: The RDEIS (Chapter 3, pg. 540) acknowledges estimates for both the effective population size (21 individuals) and the actual population size (between 21 and 63 individuals). Potential stressors and impact factors at both the population and individual scales are identified (pgs. 539-542), including small population size and isolation, vehicles (including OSV vehicles), competition and predation, and climate change. The RDEIS (pg. 530) further states that interactions between SN red fox and OSVs is considered unlikely due to inverse differences of peak activity; therefore, the potential for injury, mortality, noise-based disruption of feeding or breeding is expected to be very low. In addition, the best available data indicate that coyotes are present year-round throughout the subspecies' range, but generally at lower elevations than Sierra Nevada red fox during winter and early spring when snow-packs are high, and available information does not indicate there has been any coyote predation on Sierra Nevada red fox, nor is there any information to indicate that coyotes are increasing at any of the sighting areas (pg. 545). Also, OSVs are likely to operate only within a small proportion of red fox suitable habitats (less than 27-32 percent, pg. 548). Den sites are unlikely to be affected by OSV due to topography, and if any known den site is disturbed it would be protected by a limited operating period (pg. 549). All of these factors combined indicate low risk to Sierra Nevada red fox individuals and populations as a result of proposed OSV use levels.</p>
Wildlife	<p>249-58: In my previous comments submitted March 14, 2016 on the Lassen OSV Use Project DEIS, I outlined how forest carnivores, such as marten and fisher, tend to be wilderness species and are largely intolerant of human activities (Buskirk and Powell 1994; Buskirk and Ruggiero 1994; Lyon et al. 1994; Slauson et al. 2006; Zielinski et al. 2005a; Zielinski et al. 2005b; USDA Forest Service 2001; Spencer and Rustigan-Romsos 2012). Their low reproductive rates and large spatial requirements, by mammalian standards, make them more vulnerable to extirpation and extinction (Ruggiero et al. 1994). Marten in particular are threatened by population declines across the West (Buskirk and Powell 1994; Schneider and Yodzis 1994). Marten appear to seek deep snow during winter time, despite their lack of adaptations to cold temperatures,</p>	<p>249-58: The scientific literature listed in the comment will be reviewed and addressed in the Revised FEIS analysis where applicable if not previously considered in the RDEIS.</p>

	<p>in order to isolate themselves from humans and to escape predators such as bobcat, fisher, and coyote (Krohn et al. 1997; Buskirk and Ruggiero 1994). Bobcat are a significant predator on marten and fisher in the absence of deep snow (Bull and Heater 2001; Moriarty 2014; Wengert et al. 2014). Grooming and cross-country OSV travel disrupts seasonal habitat partitioning among carnivores by facilitating generalists, such as coyote, into deep snow habitat where they would otherwise not be able to intrude (Kolbe et al. 2007). Nocturnal trail grooming also displaces marten from high quality habitat, which can lead to source-sink population dynamics between groomed and ungroomed areas (Slauson et al. 2017). Core marten populations occur in the Swain Mountain, Jonesville/ Humboldt Peak, and nearby wilderness areas (Kirk 2007; Moriarty 2014). Spencer and Rustigian- Romsos (2012) modeled potential habitat and movement corridors in the Cascade and Sierra Nevada regions.</p>	
Wildlife	<p>249-8: A significant risk factor for Pacific marten and Sierra Nevada red fox that is not adequately discussed in the OSV RDEIS or BE is climate change. To ensure that project impacts on winter marten and Sierra Nevada red fox habitat are truly minimized, USFS should carefully consider how allowing widespread OSV use in occupied habitat may act synergistically with climate change to compromise habitat connectivity, reduce availability of winter refugia, and interfere with competition or predator-prey dynamics.</p>	<p>249-8: The RDEIS (Chapter 3, pg. 466) states that "Climate change, when identified as a specific threat (marten) or stressor (Sierra Nevada red fox) to a species, is disclosed, by species. However, synergistic impacts of climate change with those of OSV use and related activities are largely unknown at this time." Elements contained in the comment (i.e., Moriarty 2014; Moriarty et al. 2015; Baltensperger et al. 2017; Manlick et al. 2017; Zielinski et al. 2017) concerning potential impacts to Pacific marten and Sierra Nevada red fox resulting from interactions between predicted climate change and OSV use will be included in the Revised FEIS. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).</p>
Wildlife	<p>254-23: Simply comparing how many acres are designated for OSVs in each alternative does not provide the granular information necessary to complete this level of analysis. Wildlife habitat is site-specific, and all acres of the forest do not provide equal habitat. Therefore, it is misleading to use an acreage comparison to illustrate how each alternative does or does not minimize impacts to wildlife species.</p>	<p>254-23: Acreage and trail mileage tables provided in the RDEIS (tables 141-144) provide comparisons among alternatives at the project-level scale. Sections within the RDEIS addressing individual species contain analysis of effects at more refined spatial scales, such as known breeding areas of northern spotted owl, California spotted owl, northern goshawk, bald eagle; known use areas of fisher, American marten modeled winter habitat areas and connectivity corridors, and mule deer winter range.</p>

Wildlife	249-7e: California Spotted Owl- California spotted owls have been shown to be sensitive to diurnal OHV noise (Hayward et al. 2011). As we have outlined in previous comments, these types of stress responses are very serious, and can affect population sex ratios and even fecundity. The RDEIS fails to adequately analyze and minimize these potential impacts, including consideration of system design elements such as LOPs and buffers around PACs and nest sites, and periodic nest surveys to inform and adjust LOPs.	249-7e: The RDEIS (Chapter 3, pgs. 521-524) acknowledges and addresses the potential impacts to California spotted owl nesting due to human disturbances. Minimization measures identified in the RDEIS (appendix C) state that under all action alternatives, we would continue monitoring California spotted owl protected activity centers (PACs) for adverse effects from OSV use. If monitoring determines harassment of spotted owls is occurring, we would mitigate according to Forest Plan direction.
Wildlife	249-63: We remain concerned that road density estimates throughout the RDEIS don't include both designated and undesignated routes, thereby underestimating actual trail density throughout the project area. This issue should also be corrected in the Revised FEIS.	249-63: OSV use of undesignated routes would only be authorized within areas designated for cross-country OSV travel. Additional effects to wildlife species resulting from undesignated routes or route densities within areas designated for cross-country OSV travel will be addressed in the Revised FEIS where applicable.
Wildlife	249-7c: Wolf - In 2016 a wolf pack was detected in the project area and later reproduction was confirmed. Wolves are negatively associated with roads and tend to be absent where road densities exceed 0.45 - 0.6 km/km2 (Buskirk and Zielinski 2003). The denning period begins in mid-March and overlaps with OSV use on the Lassen NF. The RDEIS does not take a hard look at project impacts to wolves or demonstrate how those impacts are minimized.	249-7c: The RDEIS (Chapter 3, pgs. 486-487) recognizes the potential for incidental OSV disturbance of wolf den sites and individual wolves on established routes and in areas designated for cross-country travel. In addition, the RDEIS (Chapter 3, pg. 484-485) cites Witmer et al. (1998) in recognizing that wolves generally avoid areas with road densities greater than 1.0 mile per square mile. Minimization measures benefiting wolves include the substantial acreage reduction of areas designated for OSV use under alternatives 3 and 5, as well as the removal of all mule deer winter ranges from designation for cross-country OSV travel. The need for additional minimization measures pertaining to gray wolf den sites will be addressed in the Revised FEIS. Analysis pertaining to the potential effect of existing and proposed OSV route densities will also be addressed in the Revised FEIS. Chapter 1 of the Revised FEIS describes how the minimization criteria were applied in the designation of areas and trails for OSV use in each alternative (see Chapter 1, section titled, "Travel Management Regulations – Subpart C: "Use by Over-snow Vehicles;" subsection titled "Designation Criteria;" sub-subsection titled, "Minimization Criteria," and table 2).

Wildlife	249-7d: Wolverine- There is one known resident wolverine living on or near the Tahoe NF. It is monitored by the California Department of Fish and Wildlife. The BE describes wolverine as extirpated from the Sierra Nevada (p. 60). While the number of wolverine in the Sierra Nevada is likely low, sightings continue to be reported and additional animals dispersing from the Rockies are possible. The USFS should consider how to maintain suitable habitat for wolverine while posing minimal disturbance, as the Forest Plan directs.	249-7d: Minimization measures identified in the RDEIS (appendix C) state that under all alternatives, detection of a wolverine would be validated by a forest carnivore specialist. When verified sightings occur, we would manage the area according to forest plan direction.
Wildlife	249-10: Comment states that the maps supporting the biological evaluation for wildlife were not included in the RDEIS.	249-10: The maps supporting the biological evaluation for wildlife were inadvertently not included in the RDEIS. They are included in the Revised FEIS.
Wildlife	153-2: There is no wildlife in the upper elevations where snowmobiles are in the winter. Or at least I have never seen any except for maybe a few birds in the trees. Snowmobile noise is a non-issue since there is no wildlife in the area. And if there were, it gives them a heads up way far out where you are. Whereas human foot traffic is so silent that you startle animals which is even worse.	153-2: Federally listed and Forest Service sensitive species for which seasonal ranges may overlap OSV use areas in the project area are addressed in detail in the RDEIS (Chapter 3). The analysis addresses applicable science concerning the potential effects of OSV disturbance of wildlife.
Wildlife	191-2: It has been proven that there is no impact to any wildlife or the forest itself by allowing travel over snow.	191-2: Federally listed and Forest Service sensitive species for which seasonal ranges may overlap OSV use areas in the project area are addressed in detail in the RDEIS (Chapter 3). The analysis addresses applicable science concerning the potential effects of OSV disturbance of wildlife.
Wildlife	225-10: Wildlife Considerations In the winter, elk and deer populations do not live in the areas that snowmobiles use. Since there is no feed for these wildlife populations in the snow, there is no impact to wildlife populations by snowmobiles. For all alternatives presented, the original DEIS said the viability of the species would not likely be affected, and wildlife, air quality, and noise were issues that would not impact OSV. In the RDEIS, wildlife is not an issue.	225-10: The RDEIS (Chapter 3) analyzed the potential effects to listed and sensitive species and determined that the alternatives would have no effect or impact on some species, while for others, proposed activities may affect or impact individuals.

Wildlife	247-21: Comment asserts the analysis overstates the impact of motorized recreation on fish and wildlife, is biased against motorized recreation, and should compare the impacts of OSV use with other uses.	247-21: We used credible science to analyze the potential effects of OSV use. The purpose of this analysis is to designate areas and trails for over-snow vehicle use as required by the travel management regulations at 36 CFR Part 212, Subpart C. Neither the executive orders nor the travel management regulations which implement them are intended to regulate non-motorized use. The vehicles that this analysis and decision are intended to regulate are OSV vehicles, defined in the travel management regulations as, "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."
Other	623-24: Comment states they provided copies of the "Facts and Myths About Snowmobiling and Winter Trails" to the OSV Team Leaders and to the Enterprise Team at the Lassen and Plumas NOI Public meetings. This publication was developed by the American Council of Snowmobile Associations with funding provided by the Recreational Trails Program administered by the U.S. Department of Transportation - Federal Highway Administration (FHWA). This is a well-known publication which provides information including, but not limited to, impacts to soil and vegetation, water, emissions, noise levels, economics, and planning for multiple-use winter recreation. It is a comprehensive publication that FS management and the TEAMS said they would use. However, there is no mention of this publication in the DEIS. Comment asks agency to "Please respond, because it is important for us to know why the Forest Service ignored this publication."	623-24: We cite many of the same references in our analyses as cited in the "Facts and Myths" publication. The botanist reviewed the document and found it to make very general statements of information – not necessarily incorrect, but not necessarily supported by scientific literature either. We found that the document does not address impacts to woody vegetation at all. The document refers to several scientific citations which we use (such as Keddy 1979). The "Facts and Myths..." document mentions a delay of spring growth as evidence of no effect, but we analyze additional literature regarding snow compaction and resulting delayed melting and take into consideration other factors in our assessment of effects to botanical resources. Although this publication was not cited directly, the Recreation analysis has cited much of the supporting science that is also cited in the "Facts and Myths About Snowmobiling and Winter Trails" publication, including: Aasheim 1980, Arnold/Koel 2006, Banci 1994, Canfield 1999, Copeland 1996, Copeland et al 2007, Foresman 1976, Freddy 1986, Keddy 1979, Musselman 2007, Olliff 1999, Ryerson 1977, and Wildlife Resource Consultants 2004. The DEIS also cited various Yellowstone National Park studies and Lassen National Forest National Visitor Use Monitoring data that was referred to in the Facts and Myths publication. The air quality analysis cites the referenced document in the RFEIS.
Other	226-6: Comment is summarizing conclusion from DEIS.	226-6: No response needed.
Other	441-1: Comment states appreciation for both non-motorized and motorized forms of recreation.	441-1: Thank you for your comment
Other	629-1: Comment provides general information about the organization.	629-1: Thank you for your comment.
<ul style="list-style-type: none"> <li>▪ Other</li> </ul>	<ul style="list-style-type: none"> <li>▪ 629-19, 629-20, 629-28, 629-31, 629-34, 629-67, 629-69, 629-74: Comment provides photographs or additional information for reference or to consider in general when making a final decision.</li> </ul>	<ul style="list-style-type: none"> <li>▪ 629-19, 629-20, 629-28, 629-31, 629-34, 629-67, 629-69, 629-74: Thank you for your comment and the additional information. It will be evaluated as we develop a decision.</li> </ul>

