

3 Coordination with Other Agencies and Jurisdictions

Several Tribal governments, federal and state agencies, county departments, and industrial forest land owners have potential interests in the management of forest roads within the Mendocino NF. This section describes our interactions with these organizations during this analysis.

3.1 Tribal

District Rangers contacted tribal leaders of the following tribal governments in January and February of 2002, to brief them regarding the purpose and schedule for forest-scale roads analysis on Mendocino NF.

- Big Valley Rancheria
- Colusa Rancheria
- Cortina Indian Rancheria
- Coyote Valley Rancheria
- Elem Indian Colony
- Grindstone Rancheria
- Guideville Rancheria
- Hopland Reservation
- Laytonville Rancheria
- Middletown Rancheria
- Paskenta Band of Nomlaki Indians
- Pinoleville Indian Reservation Rancheria
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria
- Round Valley Indian Reservation
- Scotts Valley Band of Pomo Indians
- Sherwood Valley Rancheria
- Upper Lake Rancheria

None of the tribal governments had specific input to provide, but they each requested to be kept informed. We placed their designated contacts on our mailing list, and they received newsletters during the analysis process.

3.2 Counties

County Boards of Supervisors and public works departments were sent roads analysis briefing materials at the same time public and other agency mailings went out, in December 2001. County departments that provided input or requested to be kept informed were put on our mailing list and received newsletters during the analysis process.

In addition, the Forest Transportation Planner met with county road managers in February and March 2002. He briefed them on the roads analysis process and solicited input thereto. The county road managers expressed that they

are having affordability problems as is the Forest Service, and are interested in improving affordability through cooperation among county, private and Forest Service road managers.

The Tehama County representative stated that Crane Mills, an industrial forest land owner, had expressed an interest in instituting coordinated wet season road closures as a means of reducing road damage. The county was considering the proposal, but had made no decisions.

We also received input from Lake and Mendocino County Air Quality Management Districts regarding the new asbestos standards that affect road management.

3.3 Industrial Forestland Managers

The Forest Transportation Planner met with road managers for Crane Mills and Pioneer Industries in March 2002 for the annual road cost-share meeting. These companies own industrial forestland within the Mendocino NF, and manage their forest roads in addition to cooperating in the management of cost-share roads. He briefed them on the roads analysis process and solicited input thereto. The private road managers have affordability concerns also, and expressed interest in wet season closures to prevent road damage. They want to be kept informed of the roads analysis process.

3.4 State Agencies

We mailed initial briefing materials to 23 offices and employees that had expressed previous interest in management of the Mendocino NF. The list included the State Clearing House and various Department of Fish and Game, Department of Forestry, Department of Parks and Recreation, and Regional Water Quality Control Board offices and personnel. Those that requested were placed on the roads analysis mailing list, and received newsletters during the analysis process.

The concerns expressed by state agency respondents centered on the effects of roads on water quality and aquatic habitat, particularly within the Eel River basin. This focus derives from the presence of federally listed Threatened and Endangered anadromous fish species habitat within and downstream from the Mendocino NF.

3.5 Other Federal Agencies

We mailed initial briefing materials to 22 offices and federal employees that had expressed previous interest in management of the Mendocino NF. The list included Bureau of Indian Affairs, Bureau of Land Management, Environmental Protection Agency, National Marine Fisheries Service, Army Corps of Engineers, Fish and Wildlife Service, and National Park Service offices and personnel. Those that requested were placed on the roads analysis mailing list, and received newsletters during the analysis process.

Most of the input from federal agency respondents mirrored that of the state agencies.

We also provided several briefings for the California Coast Province Advisory Committee, at their request. The committee provided input at the briefings, and provided us with additional written information relating to road effects on water quality and aquatic habitat.