

CLHCC Road Sub-Committee Meeting
September 28, 2016
Pittsburg Fire Station

In Attendance:

Phil Bryce, Director, Division of Parks and Recreation
Bing Judd, Chair, CLHCC
John Steward, Landowner Designee
Ramon DeMaio, CLHCC
Gene Chandler, CLHCC
Hasen Burns, CLHCC
Harry Brown, CLHCC
Jim Oehler, F&G, Executive Director Designee

Staff:

Chris Gamache, Chief, Bureau of Trails
Johanna Lyons, Planning & Development Specialist
Sandy Young, Regional Park Supervisor
Dwayne Covell, Bureau of Trails
Jill Kilborn, Fish and Game Department

Meeting began at 10:00 am with a review of the Mission to remind the Committee of the work needed.

Harry Brown moved to approve the minutes from the June 30, 2016 meeting, Bing Judd seconded the motion and were accepted as written.

Road Classification

Sandy Young presented a new road classification system for the state-owned designated roads.

- Primary Roads: Provide access to important public access sites such as Magalloway Tower, Buckhorn Loop and boat access sites and are the primary routes used for forest management. These roads will receive the most intense management and will adopt the “main haul” road management standards.
- Secondary Roads: Provide access for general forest recreation and/or provide connections to abutting properties where there is public access. These roads will be maintained for forest management as identified in the Annual Operating Plan. These roads will receive less maintenance than the primary roads and may be closed temporarily to public use if funding is unavailable. These roads will adopt the “gravel” road management standards.
- Tertiary Roads: Provide access for general forest recreation and forest management as identified in the Annual Operating Plan. Roads may not be maintained for passenger vehicles and are unimproved or have limited access due to condition/season. Bridges and culverts may not be in place.

This new system puts into writing what has been practice. The road mileage hasn't been calculated yet but it is expected that there is less “main haul” to maintain, equivalent “gravel” with the difference into the new category of “tertiary.”

Phil reported that the AG's office has said that the Stewardship Funds can be used for roads but has to benefit public access and under no circumstances can it be used for forest management.

Expect the use of Stewardship Endowment funds on roads to be mostly used for the maintenance and management of the primary and secondary roads. The Road Endowment funds can be used on the tertiary roads, as needed, in addition to the primary & secondary roads. The DRED-Landowner Annual Operating Plan will influence where the funds are spent year-to-year.

Crossing Rights

Several property access points were flagged on the map to show where public access is not secured. One of the most important areas is the Magalloway Bridge (TransCanada). Other property owners include Gray, Robinson, Wagner, PSLT, and Cloutier.

- Chris Gamache will work with TransCanada the rights at several locations.
- Need to confirm that there is public access through the Connecticut River State Forest
- Can trails buy access on snowmobile trails?

Current Road Condition

A Condition Map was briefly displayed & discussed; Green is good, Orange is fair and Blue is poor. Fair condition means ditches and culverts need repair and poor condition means that the road corridor is overgrown, ditches and culverts need repair. Visually, there are more roads in fair & poor condition than good. The most important maintenance practice is mowing and DRED is trying to keep to a 5 year mowing schedule of all the designated roads.

Reviewing handout F4, the 10 year Road Plan, it is noted that between \$400,000-\$450,000/year is needed to maintain the road system; currently approximately \$120,000 is being invested through the landowner base/usage plus endowment. The Landowner also reports contributing \$30,000-\$35,000 to maintain roads for forest operations.

Funding

Phil asked members to take a look at the draft plan and supplemental handout. The draft plan proposes to use Stewardship Endowment funds to address immediate need for public access.

Proposed Use of Stewardship Endowment (3745):

- Hold \$50,000 in reserve (one-year annual return)
- Appropriate \$300,000 of reserve to support public access and property stewardship projects.
 - \$150,000 tractor and mower
 - \$50,000 for repair and maintenance of West-Side Bridge
 - \$60,000 to replace Deadwater Bridge
 - \$20,000 deck Middle Branch of Dead Diamond & Indian Stream Bridges
- Annual Endowment Appropriation
 - Improve public access at destination sites (Magalloway Tower, Indian Stream, Hells Gate and Garfield Falls.
 - Staff and miscellaneous expenses.

Proposed Use of Road Endowment (3746)

- Hold in reserve \$120,000 (two year annual return)
- Appropriate \$100,00 of reserve to road maintenance
 - \$50,000/year of the biennium

The total road budget (3415 & 3746) for each year of the FY 2018-2019 biennium is estimated to be:

- \$50,000 reserve (3746)
- \$60,000 annual endowment return
- \$60,000 landowner contribution (Base Amount and Usage Amount)

Work Proposed	Cost
Grading	\$40,000
Ditch Maintenance/Rehab	\$80,000
Culverts	\$15,000
Gravel	\$15,000
Misc supplies	\$1,000
Staffing	\$19,000
TOTAL	\$170,000

Comments:

- Should \$150,000 be spent on purchasing a tractor and mower rather than contracting or leasing to own?
 - Staff has calculated that for what is spent annually on contracting mowing the equipment would be paid for in full within 3 years.
 - Leasing to own would only put the cost out for several years in each budget. Rather spend the lump sum now than spread across.
 - There is no other source of funding for equipment.
- Need to identify new gravel areas on the property.
- John Steward reported that the landowner has mowers under contract and can provide current prices.
- Magalloway has a communication site, can some of that money be used to maintain the road into the site? Should public parking be relocated so the road isn't maintained for public access.
- Jim Oehler reports that F&G has excess monitoring funds, how can those funds be reallocated to the roads; may need legislative change.
- Even with the Stewardship Endowment being used in BY2018-2019, there is still a yearly gap of \$200,000 - \$250,000 for general management. There was a brief discussion about applying for grant funds which were generally agreed to be supplemental if grantor goals meet road management needs and care is needed to make sure we don't unintentionally encumber the property and staff time is available for follow up reporting.
- Need to update the designated roads map. The state is proposing designating some additional roads that go to the property boundary or to key management sites (gravel pit). The landowner is hesitant to designate additional roads due to the easement language that permits certain activities, especially ATVs.

Wrap-Up

It was agreed that this is the final meeting of the sub-committee and Phil thanked the members for their time and thoughts.

A Citizens Committee meeting will be scheduled¹ after the public outreach sessions.

Bing Judd made a motion to adjourn at 12:00 pm, Hasen Burns seconded the motion and the meeting was adjourned.

Respectfully Submitted, Johanna Lyons

¹ At the meeting it was announced that the CLHCC meeting would be December 3rd, however in a poll most members were not available.