

Red River Roads Stewardship Collaborative Workshop #4

MEETING RECORD

5:00 to 7:30 p.m., Tuesday, December 11, 2018
Red River Conference Center,
Red River, New Mexico

STAKEHOLDER PARTICIPANTS AND AFFILIATIONS

Linda Calhoun – Town of Red River (Mayor)

Elena Fernandez – Amigos Bravos

Chris Green – Weezies Wild Rides and Red River Off-Road Coalition (RROC)

Tracy Green – Weezies Wild Rides and RROC

Jenna Grubbs – Town of Red River (Tourism Director) and RROC

Reed Weimer – Red River Ski Area and RROC

Brett Brogdon – Angel Fire Ski Area and RROC

USDA FOREST SERVICE (USFS), CARSON NATIONAL FOREST

Marjorie Apodaca – Highway Engineer

Eric Garner – Recreation Staff Officer

Adam LaDell – Recreation Technician Special Uses Permit Administrator

Jack Lewis – Questa District Ranger

George Long – Wildlife Biologist

Julian Sandoval – Volunteer Ski Ranger

NATIONAL FOREST FOUNDATION (NFF)

Julie Anton Randall – Contract Facilitator

Ben Irely – Conservation Connect Program Manager

MEETING OUTCOMES

Decisions

- The Red River Roads (RRRs) Stewardship Collaborative's Vision, Purpose, and Goals document was approved
- The RRRs Stewardship Collaborative's Code of Conduct was approved
- The RRRs Stewardship Collaborative Structure document was approved
- Communications (including prepared statements for the media) will be drafted by the Marketing Subcommittee of the Town of Red River Council and provided to the RRRs Stewardship Collaborative's Organizing Committee for approval and authorized use.

Action Items

- Marjorie Apodaca to send NFF the Old Red River Pass Road repair report for distribution to the full group.
- Chris Greene and Adam LaDell to talk to further develop Old Red River Pass Action Plan drafted by NFF with input from Workshop #3.
- Organizing Committee and the USFS, including Marjorie Apodaca, to have a conference call to hammer out the final details of the Old Red River Pass Action Plan.
- The next RRR Stewardship Collaborative Workshop will be used to finalize the Old Red River Pass Road Steward Action Plan, advance actions on Goose Lake Road, decide on marketing measures, and fold all into a Comprehensive Action Plan (CAP). This workshop will be combined with a field trip to Old Red River Pass and Goose Lake Road.
- Eric Garner to distribute point-of-entry kiosk design standards to the group at the next workshop.
- Jenna Grubbs to develop a Dropbox for the Collaborative that can be used for CAP components, photos and news clips.
- Tracy Greene, Jenna Grubbs, Brett Brogdon, and Reed Weimer will develop draft talking points for the Collaborative's use and for a press release, and ask for input from the Forest Service and then submit to the Organizing Committee for finalization (NFF will assist).

Bin Items

- RROC to contact Steven Ortega with Senator Tom Udall's Office for a grants search.
- RRR Stewardship Collaborative to keep Matthew Seidel with New Mexico Department of Game and Fish in the loop on progress.

MEETING RECORD

1. Welcome (Jack Lewis)

As Questa District Ranger, Jack encouraged the Collaborative to continue its involvement in planning and repairing the 7 Forest Service (FS) roads leading out of the town of Red River ("Red River Roads"). Just by virtue of the community interest and commitment shown, FS has been able to make progress on the major repair of Old Red River Pass that required engineering and re-open it to some recreational uses. While there is more to do and consider, including the long-term maintenance of the Pass, Collaborative efforts in partnership with FS will undoubtedly lead to similar repair and maintenance of other RRRs. FS appreciates the enthusiasm of RROC and the wider Collaborative.

2. Introductions and Ice Breaker Activity (Julie Anton Randall and Ben Irely)

All participants introduced themselves and participated in the icebreaker: "What animal on the Carson National Forest best represents your values?"

Ben reiterated the role of the National Forest Foundation (NFF) as a non-profit organization chartered by Congress to engage Americans in promoting the health and public enjoyment of our National Forests. As a non-advocacy organization, NFF is uniquely positioned to facilitate

collaborative efforts such as this one that involves a community in the management of their local National Forest.

3. RRR Organizing Committee Presentations and Discussion (Chris Green, Elena Fernandez, and Linda Calhoun)

- The RRR Organizing Committee's role is to generate proposals for full group approval and to serve as the keepers and monitors of the comprehensive action plan. On behalf of the Organizing Committee (OC), the following OC members presented proposals unanimously approved by the Collaborative members present:
 - Vision, Purpose and Goals (Chris Green)
 - Code of Conduct (Elena Fernandez)
 - Stewardship Collaborative Structure (Linda Calhoun)These documents, as approved, are provided as appendices to this Meeting Record.
- The number of fiscal agents documented in the Collaborative Structure may grow as more funding vehicles are identified down the road.
- FS staff are non-voting members of the Stewardship Collaborative, committed to participating in the workshops/meetings and providing assistance when requested.
- As a reminder, NFF is transitioning out after two more workshops, although NFF is always available for technical assistance, should the need arise.
- Julie explained the value of the three foundational documents for the Comprehensive Action Plan (CAP) that NFF hopes will result from the RRRs Workshop Series. The Questa-to-Red River Trail collaborative group produced a CAP that is serving to guide their work and helps them raise funds (such as the large grant just received with Enchanted Circle Trails Association serving as the fiscal agent).
- The group decided it would be helpful to create a set of bullet points about the Collaborative for outreach and media relations. Media have already inquired with the Town of Red River Council and RROC.

4. Old Red River Pass Repair Update and Road Steward Work Group Report (Marjorie Apodaca, Forest Service, and Chris Green, RROC)

- FS fixed the big washout on Old Red River Pass (ORRP), so the road is no longer closed. Marjorie presented a draft report of the work completed. The barriers blocking access to the road were to be removed the week of December 11. Questa District organized an engineering review for September 13th to address the shoulder failure that caused FS to close ORRP a year ago. A retired engineer was brought on design the fix, and a road crew and dozer from Lincoln, along with a local CNF supplier, were deployed to build the retaining walls. Out in the field, the preliminary design was changed and "geogrids" (like big Legos) were used to create a stepped versus vertical wall. The wall was completed just a week before it snowed, but the dozer broke after a week and snow prevented further repairs. Thus, the drainage was rehabilitated up to the failure but not beyond that. FS can keep the road open only until it rains. Beyond the repair site, there are other issues, namely:
 - Narrow site sections.

- Bad sight distance (turnouts needed).
- Failed anchors (built in the 1900s – need to plate over them to prevent future damage).
- Grade drops and drainage problems beyond the wall.
- Energy dissipation is needed to slow the water flow off the mountain above the road – something like a terrace created with rocks (this will help protect the water at the bottom of the canyon) and also collect water in inside-road ditches to create a place for the water to pool and settle.
- Need to stain the concrete blocks used to repair the drainage site so that they blend better visually.
- Stabilizing the slopes with vegetation.
- Once the USFS finishes the repair work (fixing the remaining drainage issues) the RROC plans to take on the ongoing maintenance of the road.
- Questa District may have some materials for use for maintaining the road.
- RROC continues to raise money and receive funding to be used to maintain the road.
- There are USFS standards that maintenance of the Old Red River Pass Road must meet.
- The Collaborative will track available labor, machinery, and other items on the ORRP Road Steward Action Plan (NFF drafted for the Collaborative). The Work Group will hold a conference call to work out the details. The plan needs keep the road at the proper maintenance level (FS is still unclear on whether ORRP is officially classified as ML-2 or ML-3) and should track the road condition attributes. The plan is a repository for all sorts of information about the road, including the road's history. The history is important for tourism. That road was the first route into the valley. Marketing efforts could produce signs up along the road to explain that history.
- This spring's runoff will identify where the road needs more attention to drainage.
- Senator Tom Udall's Office is interested in the economic development in Red River and has offered to provide the RROC guidance on available funding. Steven Ortega is the contact in the Office.
- Matthew Seidel with New Mexico Department of Game and Fish said that Red River is "the envy" of other towns in the state of New Mexico with regard to OHV tourism. They want to keep a close eye on the progress of the RRR Stewardship Collaborative and RROC. Game and Fish does not address technical aspects of OHV recreation but is involved in law enforcement, education, and training. If funding becomes available, it will be possible for the Stewardship Collaborative to seek grants through its fiscal agents (e.g. RROC and Town of Red River).

5. Meal and Break – NFF provided a pizza dinner for the Stewardship Collaborative.

6. Marketing

- What could a marketing committee do?
 - Develop signage for safety and resource protection that is promoted by the community. This could involve Leave No Trace and Tread Lightly classes and trash

- cleanup. OHV rental companies, accommodations/restaurants, and campground hosts can serve as great messengers and advocates for RRR stewardship.
- Work on obtaining OHV funding from the state, which might have funding for state OHV Rangers (patrols).
 - Develop an Marketing Action Plan section of the CAP, e.g. sections of the roads to sign during the year ahead.
 - Develop kiosks at each point of RRR entry. USFS has a standard design for this. Eric will distribute information for this at the next workshop.
- The Town of Red River has a marketing subcommittee which plans to market the RRRs in off-roading magazines (that reach Texas and Oklahoma) and on social media and wants to post as soon as possible that Old Red River Pass Road is open again. One idea for a media event is a ribbon cutting ceremony. Photos are needed.
 - There needs to be continued outreach regarding this new relationship between the town and the USFS. Local community sentiments about FS have been quite negative. This marketing is also important for the USFS internally. RRRs marketing efforts should stress that the completely collaborative effort.
 - Town of Red River is looking at adding a full-time parks position that could help with clean up and outreach.
 - There is a huge problem with litter on the RRRs, with outside visitors presuming that the town is there to clean it up. Burlap sacks with stewardship messaging can be obtained at cost of about 50 cents and distributed to visitors. Bear-proof trash receptacles are also needed at each trailhead within the town limits.
 - Invasive plant material riding in on outside vehicles is a problem; however, the sewage fee that accompanies water use – and a lack of facilities for recycling water like Angel Fire does – are constraints to addressing this.
 - Reaching RRR users through their children is a powerful mechanism for greater stewardship.
 - Marketing efforts should also be directed to the NM Congressional delegation.
 - Target local media include: Taos News; Santa Fe New Mexican; and Albuquerque Journal. There has been some coverage already. [\[Who can supply us with copies or URLs for these articles?\]](#)

7. Goose Lake Road Steward Action Plan

- With a lot of the ORRP maintenance work on hold till the spring, the Stewardship Collaborative turned to Goose Lake Road as the next priority RRR for action. Marjorie explained that FS has maintenance plans and that any stewardship activities must align with the ML-2 prescriptions for Goose Lake – such things as shoulders, traffic control, access, and functionality so that the road is safe and sustainable. These should roll into the Road Steward Action Plan which covers when the maintenance work will be accomplished and who will finance it (versus what the activity will be per se).
- The RROC has been discussing Goose Lake Road. As representative of about 15-20 RROC members, Chris shared that they have addressed about 90% of the road's needed maintenance prescriptions. Pullouts on the most dangerous sections for passing are the

biggest issue and these cost so much that it may be easier to change the road from two-way to one-way and route using the existing Motorcycle Loop then coming back down Pioneer Road

- Other work identified by RROC involves fixing draining problems in at least three spots on GL Road.
- The Collaborative needs to look at both short- and long-term solutions for Goose Lake Road.
- The CNF Forest Supervisor is considering tackling travel management issues in a few years – the better developed this group is the more effective they can be in influencing Travel Management decisions. Quality products help build trust.

8. Next Steps: Workshop and Work Group Planning on a Timeline

- An Old Red River Pass Action Plan call is planned for interested Work Group members on Wednesday, January 9, 2019 at 2:00 p.m.
- The Town Council's marketing subcommittee will propose language for talking points about the Stewardship Collaborative and progress to date that the Forest Service will review for use in a Town press release. These talking points were to be shared with NFF by December 18 to facilitate finalization.
- A Goose Lake Road Work Group call to develop a draft Action Plan is planned for February 2019.
- The Organizing Committee will meet in March to plan next two workshops.
- Workshop #5 will focus on the CAP and include a field trip to ORRP and Goose Lake Road; it will be held likely in late May or early June (as soon as the snow melts so that the roads can be viewed).

9. Adjourn

APPENDIX

RRRs Stewardship Collaborative – Organizing Committee Members

Linda Calhoun (representing Town of Red River Council)

Elena Fernandez (representing Amigos Bravos)

Chris Green (representing RROC)

[Others from RRRs Stewardship Collaborative, as volunteer]

Town of Red River Council – Marketing Subcommittee Members

Brett Brogdon

Tracy Green (representing RROC)

Jenna Grubbs (Town of RR Tourism Director)

Reed Weimer (representing RROC)

RED RIVER ROADS STEWARDSHIP COLLABORATIVE

VISION, PURPOSE & GOALS STATEMENT

Approved December 11, 2018

VISION

Safe and sustainable Red River Roads stewarded by diverse community members working collaboratively through a consensus process and action plan.

PURPOSE

Represent the interests of the Town of Red River and neighboring communities dependent on the safety and sustainability of the Red River Roads (RRRs) – those roads on Carson National Forest (CNF) lands that lead in and out of the town, namely:

1. *Old Red River Pass*
2. *Goose Lake Road*
3. *4th of July Canyon Road*
4. *Greenie Peak Roads*
5. *Cabresto Lake Road*
6. *Pioneer Road*
7. *Flag Mountain Road*

Integrate diverse perspectives to identify, analyze, and prioritize RRRs for repair and maintenance by the community, according to community values and applying community and outside resources.

Steward the RRRs over the long term to achieve safe and passable roads, protect and improve roadside habitats, prevent erosion, and connect the community and visitors to the land to restore and maintain road resiliency and sustainability.

COLLABORATIVE GOALS AND OBJECTIVES

Goal – To achieve safe and sustainable Red River Roads with recreational, economic and ecological benefits and lasting community stewardship.

Objectives –

- (1) Supplement the Forest Service's road maintenance capacity with collaborative stewardship to establish the RRRs conditions desired by the Collaborative group, as defined in Workshop #1 to be:

Road Maintenance

- *Frequent and routine*
- *Standardized and at scale*
- *Minimum maintenance requirement for the type of use*
- *Multiple uses accommodated*
- *Drainage hydrology deployed (i.e. water bars)*
- *Signage*
- *Funded*

Positive Environmental Impact

- *Watershed protection*
- *Erosion control*
- *Litter control and clean up*
- *Prevention of disallowed off-road use*
- *Minimal wildlife impacts*
- *Water crossings*

Law Enforcement

- *Safety*
- *Proper helmet usage*
- *Education*
- *Forest Protection Officers*
- *OHV ambassadors*
- *Information available at places of business (in Town of Red River)*
- *Focus on visitors bringing in own vehicles and accessing RRRs without an outfitter/guide*

Positive Economic Impact

- *Increase in town revenue from lodgers tax and gross receipts tax*
- *Diversification of funding for RRRs maintenance*
- *Wider recreation "portfolio" for the town of Red River (i.e. different types of users able to use the RRRs)*

- *Increased employment with improved tourism/recreation opportunities and resulting increase in visitor numbers*
- (2) Strengthen relationships amongst stakeholders with differing views about how to maintain the RRRs using a public forum where diverse community members can express their views in open dialogue with the Forest Service Questa District and identify areas of agreement and opportunity.
 - (3) Develop a consensus set of actions for each RRR to serve as a plan to ensure community-level stewardship that is supported by the Town of Red River and other interested collaborators, as well as the Forest Service.

GEOGRAPHIC AREA OF FOCUS – The Forest Service roads in the CNF Questa District (see map) and the interdependent communities and the watersheds and ecosystems in which they are located, including the Red River.

WHAT THIS PROCESS IS NOT:

- A work around the Travel Management Plan.
- A substitute for the Forest Service’s systems/processes to gather public input.

STAKEHOLDER TYPES

Identified stakeholders in Red River Roads maintenance include those using the roads or seeking benefits from the roads:

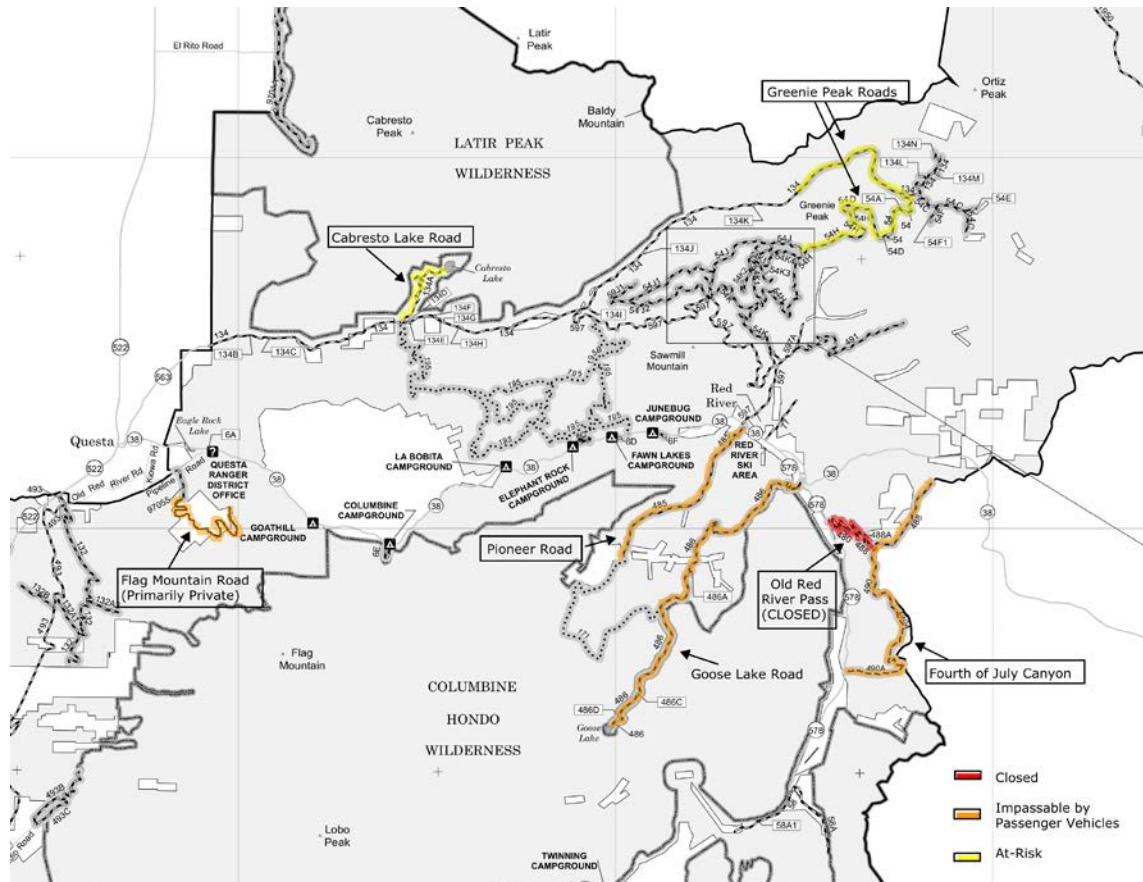
- ⊙ Red River Off-Road Coalition (RROC)
- ⊙ Recreational drivers of ROVs: OHVs, Jeeps, motorcycles, snowmobiles
- ⊙ Rental companies
- ⊙ Accommodations/restaurants/shops
- ⊙ Outfitters and guides
- ⊙ Mountain-bikers
- ⊙ Hikers and snowshoers
- ⊙ Horseback riders
- ⊙ Hunters and fishermen
- ⊙ Campers
- ⊙ Sightseers
- ⊙ Watershed protection entities
- ⊙ Wildlife viewers and wildlife conservationists
- ⊙ Firewood collectors
- ⊙ Harvesters of vigas, latillas, Christmas trees
- ⊙ Forest product companies/other tree and wood product businesses

- ⦿ Cattle and sheep grazers
- ⦿ And those using the roads for:
 - ⦿ Traditional product management
 - ⦿ Utility maintenance
 - ⦿ Access to Russell Dam for recreation
 - ⦿ Access to private lands

Other interested parties include:

- All communities with a connection to the Questa District of the CNF
- Forest Service
- Other governmental entities (Town of Red River, Village of Questa, county, state, Pueblo, other Federal)
- Outside funders and providers of in-kind goods and services (including volunteer hours and equipment)
- National Forest Foundation as the initial form of support and facilitation for the group.

MAP OF THE RED RIVER ROADS



RED RIVER ROADS STEWARDSHIP COLLABORATIVE

CODE OF CONDUCT

Approved December 11, 2018

A member of the Red River Roads Stewardship Collaborative and Road Steward subgroup members will:

- 1. *Maintain a respectful and productive working climate.***
 - a. If possible, attend all meetings of the Collaborative and its subgroups.
 - b. Come prepared and actively participate to reach consensus.
 - c. Respect other Collaborative members and seek to understand their interests.
 - d. Speak with candor and work to resolve differences in a constructive manner.
 - e. Actively generate proposals thought to be workable for all.
 - f. Follow through with your commitments and schedules.
- 2. *Strive for consensus.*** Decisions on Road Steward Action Plans will be made by consensus of all named Collaborative members. Consensus means the willingness to go along with the decision either in active support of it or in not opposing it.
 - a. Tentative agreements may be made during Road Steward Work Group meetings pending the opportunity to share and consult with the full Collaborative, which will be done on a timely basis.
 - b. The commitment to work for consensus means that members will:
 - Participate in the give and take of the process in a way that seeks to understand the interests of all.
 - Generate proposals thought to be workable for all.
 - Work together to reach consensus.
 - c. If the group is in general agreement on an issue, dissenting members are responsible for proposing alternatives they believe might achieve group consensus.
- 3. *Serve as a liaison to others in their constituency who are not a part of the Collaborative.***
 - a. The Collaborative will remain open to new members as the Road Steward Work Groups form for each of the Red River Roads.
 - b. Members will communicate with their constituencies about the purpose and aspired actions of the Collaborative, bring additional concerns and ideas back to the Collaborative, and add new members to road stewardship efforts. The liaison role should ensure there are no surprises in the community, prevent missteps by the Collaborative, and bring additional resources to RRR stewardship.

4. *Engage with their fellow Collaborative members, the general public and the media in a way that supports the process and decisions of the Collaborative.* Collaborative members who speak to the news media or participate in other forums such as online blogs must clarify that they speak only as an individual and not on behalf of the Collaborative, unless designated (in a Meeting Record) a Collaborative spokesperson.

The National Forest Foundation will:

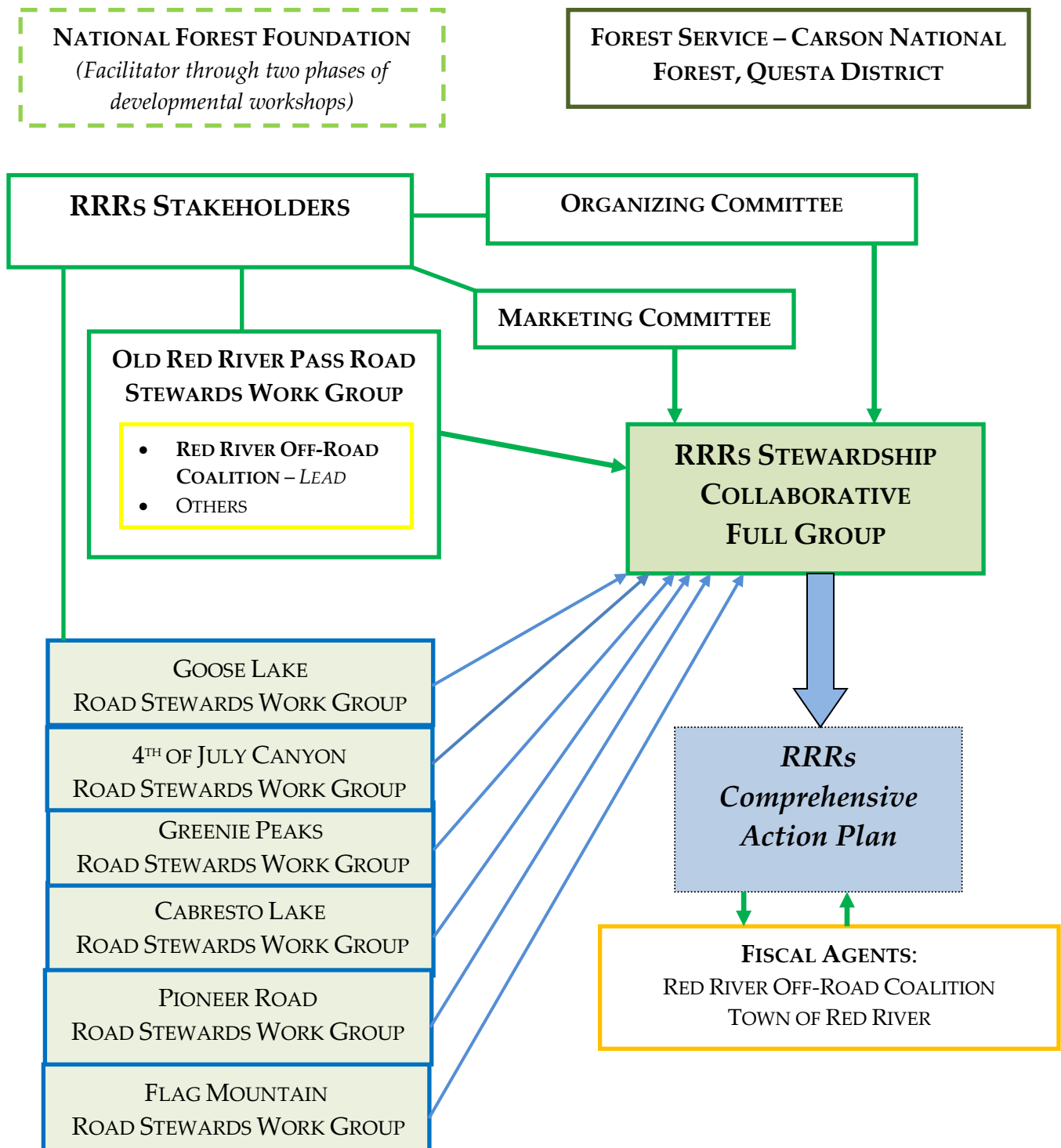
1. *Serve as neutral facilitator during meetings* by focusing the energy of the group on a common task, protecting individuals and their ideas from attack, encouraging everyone to participate and share their ideas, helping the group find zones of agreement, coordinating pre- and post-meeting logistics; and, where necessary, communicating with the members between meetings.
2. *Maintain the code of conduct agreed to by the member* and address the issue if a member is not acting in good faith and is inhibiting the group from moving forward.
3. *Respect the confidentiality of private communications* with any of the members.
4. *Prepare and maintain an objective record of the process and bring draft records back to the Collaborative for acceptance prior to distribution, including areas of agreement, disagreement, and strategies.*

The Questa District of the Forest Service will:

1. Share information and issue expertise with the Stewardship Collaborative during meetings. This will likely include regular updates on road conditions and any changes to the MVUM, as well as subject matter expertise on specific planning issues as appropriate.
2. Identify and clearly state sideboards and constraints within which the Collaborative should develop its Action Plans. If Collaborative discussions move outside of the identified sideboards and constraints, raise red flags as appropriate. (Sideboards and constraints relate to legal requirements, fiscal limitations, and practical considerations.)
3. Actively attend meetings and provide consistent participation in the Collaborative's discussions.

RED RIVER ROADS STEWARDSHIP COLLABORATIVE STRUCTURE

Approved December 12, 2018



Key = Arrow means feeds into Comprehensive Action Plan
Green means current action; blue means future action