

Glastonbury Landowners For Positive Change

***The mission of the GLFPC is to foster a landowner's association,
Of the people, by the people, and for the people of Glastonbury,
To create a harmonious and inclusive community and to enhance property values.***

This Summary/Interpretation of the GLA's Road Committee meeting held October 28, 2016
is offered as a volunteer service by the GLFPC.

Your suggestions are welcome, should there be oversights or errors.

Key Points

- The meeting convened without a quorum, because only four directors of the eleven-member committee were present.
- GLA's snowplow truck overheats and the sander won't start unless it is jumped. The finding conflicts with an earlier announcement from the snowplow coordinator, Charlene Murphy.
- Mark Seaver is the contact person to start the process of creating questions and interviewing road engineers who would be interested in assessing GLA roads and maintenance needs.

Summary and Interpretation

It took the usual effort of landowners to get Road Committee Co-Chair Ed Dobrowski to convene the meeting. Only four directors of the eleven-committee members were in attendance.

GLFPC Note: *The obvious lack of a quorum raises the question whether the meeting should have occurred, whether the two action items taken at the meeting are binding and whether minutes are appropriate.*

The opening question about the results of the fall road maintenance in North Glastonbury (NG) and South Glastonbury (SG) generated mixed reviews. High South roads still have rough spots and are in need of drainage ditches, while the work done in Low South on Arcturus is great. Seaver said that it may be good to apply more water for future grading work in light of how the higher than normal fall rains have helped to reduce the usual washboarding on our gravel roads.

The three attending NG road committee members claimed that Gemini is better than it has been in some time. Consistent water problems and potholes on Capricorn are the result of the lack of ditches, as well as culverts. Committee member Paul Rantalalo professed that there are actually six missing culverts.

GLFPC Note: Despite record spending on spring road maintenance for both NG and SG, as well as the more fall grading, this is the first time that a need for six culverts anywhere has ever been mentioned at a Road Meeting.

In tangential discussions, Dobrowski said he is still working (since last spring) to install four new 25 mph speed limit signs on Arcturus Road in SG and two in NG. Not saying why, he also asked where the extra \$30,000 is for road money that is supposed to be available, now that the road loan had been paid in full. No one knew exactly why he asked the question. Puzzled, a landowner inquired if he was talking about the 2017 draft budget and informed him that \$89,200 had been allocated for the road budget two nights before at the Financial Committee Meeting, which was news for the road co-chair.

GLFPC Note: Typically, committees are held responsible for submitting their budgetary needs for a given year, not the other way around.

The committee also learned in a report from Dennis Riley (who was not at the meeting) that a 45-foot section of a precarious guardrail on Hercules Road in SG had been recently repaired. No committee member in attendance was aware of the nature of the repair. But thanks to a landowner's initial connection with Mountain West Holdings Company, Dennis Riley further facilitated this essential repair at a cost of \$1,500.

It was also news to some of the committee members that GLA's only snowplow truck quickly overheats and that the sander will not start unless jumped. This finding was realized during a training session for the new back-up snowplow driver, Joe Trosclair, who has called our only snowplow vehicle, "a piece of junk." This news is in sharp contrast to Charlene Murphy's report two days earlier that the truck had been well maintained and was ready to go.

Several committee members viewed the snowplow truck's overheating issue as a minor problem that was easier to deal with than purchasing a new one. However, Dobrowski believes that the loan payments for a new truck will be less, or at best equal to maintenance costs of the current truck. Maintenance costs for the present truck are estimated at \$2000 in the draft 2017 budget. The GLA board had already voted against the purchase of a new snow plow truck.

Rantallo quipped it was best to wait for trouble, and then get a new truck. Dobrowski insisted, once again, "That NOW is the time to get a really good deal on a new 2016 truck!" In exasperation, a landowner informed Dobrowski that the 2017 Draft Budget had just been completed two evenings earlier and, not only had *no* money been budgeted for a new truck, there was no money to budget for buying a new truck. Regardless, Dobrowski persisted.

Hearing calls from the attendees that the committee needed to get back to the agenda, Rantalo agreed to handle the action item of informing Murphy to get the truck repaired. Murphy is only one of two GLA board members who is authorized to coordinate work with the current snowplow driver Fred Counts, who is also responsible for maintaining the truck.

Dobrowski then blindly asked for discussion on the final agenda item, which was a “new look” at a long-term Road Plan. Earlier in the year, landowners pushed for the Road Committee to seek bids from several road engineers to do a professional analysis. It was then decided to advertise in the newspaper for road engineers. When taken to the next board meeting for approval, a \$65 newspaper ad was deemed a waste of money. This issue had been dormant until now.

One landowner reminded the board that even though over \$170,000 has been spent to improve and stabilize the NG asphalt loop, virtually none of the problems with cracking and alligating are yet resolved. Concurring with the landowner who called road maintenance “a really complex matter,” committee member Seaver said GLA will not go anywhere without professional advice.

Dobrowski said that while he sees the need for consulting with an engineer, he thought it best to get *all* the roads in tip top shape and *then* hire a road engineer. Laughter followed. Some felt the committee should be setting money aside for future needs and asked the committee to urge the board to get serious about collecting the \$200,000 that is owed to GLA from delinquent assessments so that those funds could be used for much needed critical road maintenance.

In the end, the consensus was that Seaver would be the person to find a selection of road engineers and draft a list of questions to use when interviewing road engineers about all of our roads.

From there, discussion naturally drifted to the exorbitant cost of funding the repairs on the NG asphalt road. What kind of price tag are NG landowners going to be faced with? Estimates have been speculated to be \$500,000 to \$2.5 million dollars. How can a bill such as this be paid? One idea was for a Rural Special Improvement District or RSID. Another landowner pointed out that the CUT owns multiple parcels in the heart of NG equaling 176 acres, which have been exempt from paying any assessments for the last twenty years. Through a private agreement with CUT, those parcels have never been under the jurisdiction of the GLA Covenants. This landowner expressed that by a simple board vote the CUT should be added to the GLA assessment list. Then Ranttalo remarked, “You can’t get any money from a nonprofit organization. It is not possible.”

Further discussion about the distribution of road funds revealed a long-standing dilemma between a board vote to divide those funds equally between NG and SG two years ago, and the official GLA Road Policy, which generated a lot of controversy. An attendee reminded this committee that Dan Kehoe had once declared that the Road Policy covers ALL roads equally in the community. Then, Dobrowski mentioned a letter from Attorney Seth Cunningham regarding the road Policy. Dobrowski stated that, “The letter from Seth Cunningham should be posted on the GLA website. Dan was lying to us. Our attorney never said that. We were supposed to delineate the amount of maintenance to High South. I’ve got absolute proof. The opinion from Seth Cunningham will clear everything!”

Dobrowski said it is really important for landowners to know that what the Cunningham letter

actually said. However, copies of the letter are not available to landowners because President Mizzi has determined that Cunningham's letter also contains confidential legal advice concerning a lawsuit against GLA.

As it became obvious that the meeting was ending, Dobrowski said he would be happy to install the posts for the new speed limit signs, but it was a conflict of interest for him to serve on the board and get paid to do this work. Ending on a note of levity, one attendee suggested that he wait two weeks until after the board election meeting on November 12, 2016 to see if he could do the work.

The meeting adjourned roughly at 9:00 pm.

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