

# Proposal to Restructure SWCD Haul Road Program

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## **Current Policy:**

- Max reimbursement: \$3,000 for rock only.
- Roads longer than ½ mile are phased over multiple years; one haul road per landowner per fiscal year.
- Hauling/trucking and heavy equipment work are not reimbursed but may be used as match.

## **Proposed Changes:**

- Increase max reimbursement to \$7,500 (aligns with general conservation program).
- Eliminate phasing: complete entire road in one application.
- Continue reimbursing rock only; hauling/trucking and equipment work count as match.
- Maintain 50% match requirement.
- Clarification: Not all haul roads will require the full \$7,500. For estimates, assume \$3,000 covers approximately ½ mile of rock; requests scale to road length up to the \$7,500 cap. An example of road length and costs is provided in the graph on the next page.

## **Cost Estimate Guidance:**

Baseline: \$3,000 ≈ ½ mile of rock (give or take).

Formula: ½ mile ≈ \$3,000; 1 mile ≈ \$6,000; up to ~1¼ miles = \$7,500 cap.

Landowners can apply for any length up to the cap; shorter roads cost less.

## **Why Change:**

- Cost efficiency: A 2-mile road phased over 4 years can cost the District \$12,000; the proposed approach caps the District's cost at \$7,500.
- Landowner benefit: Saves on repeated mobilization; road completed in one season. Addresses the entire erosion resource concern in one application.
- Consistency: Aligns haul road funding with the general cost share program.
- SWCD Staff Capacity: This change will also reduce SWCD staff time significantly. Currently, staff conduct site visits before and after every application, develop applications and maps for board review, and complete project completion reporting with the landowner, which includes verifying costs, gathering after-photos, and compiling invoices and receipts into completion documents. By eliminating phasing and allowing one application per road, staff will only need to complete this process once per project instead of multiple times over several years.

## **Budget Impact (FY 2025–26):**

- Annual budget: \$150,000.
- 9 haul roads funded at \$3,000 each: \$27,000 committed to haul roads; total committed across all projects: \$47,338.
- If 9 haul roads were funded at \$7,500 each: \$67,500 to haul roads, leaving about \$62,162 for other projects.
- If 15 haul roads funded at \$7,500 each: \$112,500 to haul roads, leaving \$37,500 for other projects. \*Not all haul roads will require the full \$7,500.

Estimated Cost vs. Road Length

