

LEGISLATIVE COMMITTEE MINUTES

SB444

Bill as Introduced

SB 444 - AS INTRODUCED

2018 SESSION

18-2741
08/03

SENATE BILL

444

AN ACT

relative to cutting timber near certain waters and public highways.

SPONSORS:

Sen. Giuda, Dist 2; Sen. Innis, Dist 24; Sen. Bradley, Dist 3; Rep. Chandler, Carr. 1; Rep. Richardson, Coos 4; Rep. Pearl, Merr. 26; Rep. Theberge, Coos 3

COMMITTEE:

Energy and Natural Resources

ANALYSIS

This bill makes an exception to the restriction of the amount of trees that may be cut by certain highways.

Explanation:

Matter added to current law appears in *bold italics*.

Matter removed from current law appears [~~in brackets and struckthrough.~~]

Matter which is either (a) all new or (b) repealed and reenacted appears in regular type.

SB 444 - AS INTRODUCED

18-2741
08/03

STATE OF NEW HAMPSHIRE

In the Year of Our Lord Two Thousand Eighteen

AN ACT relative to cutting timber near certain waters and public highways.

Be it Enacted by the Senate and House of Representatives in General Court convened:

1 1 Cutting of Timber Near Certain Public Highways. Amend RSA 227-J:9, I(a)(4) to read as
2 follows:

3 (4) Any public highway, *except class VI highways, as defined in RSA 229:5,*
4 *VII; or*

5 2 Effective Date. This act shall take effect January 1, 2019.

Committee Minutes

Senate Energy and Natural Resources Committee
Griffin Roberge 271-2878

SB 444, relative to cutting timber near certain waters and public highways.

Hearing Date: January 16, 2018.

Time Opened: 9:47 a.m.

Time Closed: 10:05 a.m.

Members of the Committee Present: Senators Avard, Bradley, Innis, Fuller Clark and Feltes.

Members of the Committee Absent: None.

Bill Analysis: This bill makes an exception to the restriction of the amount of trees that may be cut by certain highways.

Sponsors:

Sen. Giuda
Rep. Chandler
Rep. Theberge

Sen. Innis
Rep. Richardson

Sen. Bradley
Rep. Pearl

Who supports the bill: Senator Bob Giuda (District 2), Jon Martin (Martin Forest Management), Jasen Stock (NHTOA), Christopher Fife (Weyerhaeuser Company), Shaun Lagueux (NEFCO), Brad Simpkins (NH DNCR), Speaker Gene Chandler (Carroll - District 1).

Who opposes the bill: None.

Who is neutral on the bill: None.

Summary of testimony presented in support:

Senator Bob Giuda
Senate District 2

- The timber and logging industry has suffered setbacks due to the loss of paper and pulp plants.
- Loggers and timber owners are subject to close scrutiny and regulation in the state.
- SB 444 will repeal one such regulation with minimal impact to the environment or visual appeal.
- RSA 227-J:9 establishes basal area restrictions along highways. SB 444 would repeal basal area restrictions along Class VI roads.
- SB 444 will expand the potential for income for timber owners, save forest rangers time, and will not impact the aesthetics of the forests near Class VI highways.

Jasen Stock - provided written testimony
Executive Director, New Hampshire Timber owners Association (NHTOA)

- SB 444 removes the state regulatory basal area restriction adjacent on Class VI roads. Class VI roads are public rights of way subject to gates and bars.
- A right of way becomes a Class VI road either through a vote at town meetings or after five years of no municipal investment or maintenance.
- Because they are not maintained, Class VI roads are typically difficult to travel upon. In many cases, they are impassable.
- Because a Class VI road is a "public highway," it is subject to NH's basal area laws. This law stipulates that no more than half of the basal can be removed in any year within 150 feet.
- It does not make sense to maintain an aesthetic standard adjacent to a road that a town has decided it no longer wants to maintain. Complying with the law hinders good forest management.

Shaun Lagueux

Consultant, New England Forestry Consultants

- The basal area restriction is limiting good forestry. Because the law requires a minimum amount of trees remain, a forester has to make some choices that are probably not the best decisions for the surrounding forest. In most instances, one ends up with a lesser aesthetic than intended.
- There is no scientific basis for basal areas along Class VI roads. It makes sense along water bodies and other roads.
- Senator Fuller Clark asked how the change in law would impact the aesthetic on the roads. Mr. Lagueux said visual impact is largely a personal experience. Harvesting along roads, regardless of where, has an impact. The way the law limits decisions, in many cases, leads to good trees being pulled and the scrap left behind. A better practice can be had that allows for better regeneration and harvesting.
- Senator Fuller Clark asked if the bill would result in clear cutting. Mr. Lagueux said clear cutting usually takes place on land in excess of 20-25 acres. Anything smaller is considered a patch cut or group selection. SB 444 would not lead to additional clear cutting.

Brad Simpkins - provided written testimony

Director, Division of Forests and Lands, Department of Natural and Cultural Resources (DNCR)

- DNCR enforces RSA 227:J-9, which requires a buffer of healthy trees along highways and water bodies. SB 444 removes that requirement for Class VI highways.
- The requirement for a buffer along water bodies has important environmental reasons. A buffer along roadways is largely made for aesthetic purposes. A statutory purpose for maintaining forest cover is for "scenic values" (RSA 227-J:1), and tourism plays an important role in the economy.
- Class VI highways, by definition, are unmaintained and impassable. Removing the enforcement on Class VI highways will not have a material impact on the reason the law was put there in the first place.
- Based on 2016-2017, DNCR have 79 variance requests to exceed 50% of the basal area. There were 12 along Class VI roads. 11 were approved with 1 denied. The DNCR has administrative rules that outline nine conditions that are required to exceed 50% of the basal area. Any one of the conditions can be met.
- Based on 2016-2017 basal area law enforcement, most cases were along streams and ponds. Very few were roadside cases.
- Senator Avard asked why the one variance was denied for a Class VI road. Mr. Simpkins said it did not meet one of the nine conditions. They could not recall the specific instance as to why the variance was denied.
- Senator Avard asked if SB 444 would remove the need for a variance. Mr. Simpkins said the bill would remove the need for a variance. It would free up staff time who would otherwise have to go out to meet with the logger on a Class VI road to approve or deny the variance. They also have to go back and review the progress.
- Senator Avard asked if there was the potential for abuse without the variance. Mr. Simpkins said SB 444 eliminates the need for a variance along Class VI roads. A variance is needed along any type of water way or other road classifications.

Summary of testimony presented in opposition: None.

Neutral Information Presented: None.

Future Action: Ought to Pass.

GJR
Date Hearing Report completed: January 16, 2018.

Speakers

Testimony



January 16, 2018

Senator Kevin Avard, Chairman
Senate Energy and Natural Resources Committee
New Hampshire Statehouse, Room 103
Concord, NH 03301

RE: Senate Bill 444, *AN ACT relative to cutting timber near certain waters and public highways*

Dear Chairman Avard and members of the Committee:

The New Hampshire Timberland Owners Association (NHTOA) appreciates the opportunity to speak in support of Senate Bill 444, *AN ACT relative to cutting timber near certain waters and public highways*.

Founded in 1911, the NHTOA represents forest landowners and the forest products industry in New Hampshire. This sector of New Hampshire's economy represents the third-largest sector of manufacturing in the state. According to the North East *State Foresters Association's* 2013 report, The Economic Importance of New Hampshire's Forest-Based Economy, 2013 New Hampshire's forest products industry employs more than 7,700 people directly, and contributes \$1.394 billion dollars to the state's economy, which is supported by 4,638,230 acres of publicly and privately owned timberland.

Senate Bill 444 removes the state regulatory basal area (basal area is the cross-section of the standing timber measured at breast height) restriction adjacent to Class VI roads. Class VI roads are public rights of way subject to gates and bars. A right of way becomes a Class VI road either through a vote at Town Meeting or after five years of no municipal investment or maintenance. Because they are generally not maintained, Class VI roads are typically difficult to travel upon (in many cases impassable). But because a Class VI road is a "public highway" by definition, it is subject to New Hampshire's basal area laws. This law stipulates no more than half of the basal can be removed in any year within 150 feet.

The NHTOA is seeking this change to the basal area law because we do not believe it makes sense to maintain an aesthetic standard adjacent to a road that a town has decided it no longer wants to maintain and in many instances is impassable. Moreover, complying with this law hinders good forest management, since silvicultural prescriptions must be modified to meet the aesthetic standard as opposed to attaining forest regeneration and forest health goals.

Again, the NHTOA thanks you for the opportunity to speak in support of Senate Bill 444 and ask that you vote Ought To Pass (OTP) on this legislation.

Thank you,


Jason A. Stock
Executive Director

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Growing Leadership for New Hampshire's Forests

**TITLE XIX-A
FORESTRY
CHAPTER 227-J
TIMBER HARVESTING**

Section 227-J:9

227-J:9 Cutting of Timber Near Certain Waters and Public Highways of the State; Penalty. –

I. Within a 12-month period, no more than 50 percent of the basal area of trees shall be cut or otherwise felled, leaving a well distributed stand of healthy, growing trees:

(a) Within 150 feet of:

- (1) Any great pond;
- (2) Any standing body of water 10 acres or more in area;
- (3) Any fourth order or higher stream; or
- (4) Any public highway; or

(b) Within 50 feet of:

- (1) Any stream, river, or brook not included in subparagraph (a)(3) which normally flows throughout the year; or
- (2) Any standing body of water less than 10 acres in area associated with a stream, river, or brook which normally flows throughout the year.

This paragraph shall not apply if the person who pushes over, cuts, saws, or operates upon, or causes to be pushed, cut, sawed, or operated upon, any trees described in subparagraphs (a) or (b), obtains the prior written consent of the director, or of the director's agents in accordance with paragraph V.

II. Timber cutting for land conversion purposes, other than timber growing and forest uses, shall be exempt from this section if those persons intending to convert the use of the land have secured all required local permits including, but not limited to, building, subdivision or zoning permits, excavation permits, or site plan approval necessary for the use to which the land will be converted, and are able to furnish proof of such permits.

III. No person shall clear land of natural vegetation on a given lot, tract, or parcel proposed for subdivision pursuant to RSA 485-A:32, unless such subdivision plan has been submitted and approved in accordance with the requirements of RSA 485-A.

IV. Timber cutting for land conversion purposes, other than timber growing and forest uses, that does not require any local permits shall be exempt from this section if conversion occurs within 180 days of exceeding the provisions in paragraph I, or there has been prior written consent to extend the 180-day period from the director or the director's agents in accordance with paragraph V.

V. (a) Before the director grants a request to exceed the limits established in this section, the landowner or authorized agent shall demonstrate that it is necessary to exceed such limits and that any and all actions are consistent with the purposes of this chapter. The director shall provide a standard request form for this purpose. This form shall be submitted to the director or the director's agents at least 30 days prior to commencing the timber cutting operation.

(b) Failure of the division to act upon the request within 30 days shall serve as automatic approval.

VI. (a) Any person who violates the provisions of this section shall be guilty of a misdemeanor.

(b) Each 200 linear feet or fraction thereof of frontage on the affected great pond, any standing body of water 10 acres or more in area, fourth order stream or higher, or public highway, or any other stream, river or brook which normally flows throughout the year or standing body of water less than 10 acres in size associated with a stream, river or brook which normally flows throughout the year, from which trees are cut in excess of limits prescribed in this section shall constitute a separate offense.

VII. This section shall be enforceable by the municipality in which the land is situated; provided, however, that before initiating any enforcement action, the municipality shall notify the director, who shall take action to the extent the director deems necessary to ensure uniform statewide enforcement. If, within 10 days of notification to the director, no enforcement action has been taken by the director or the director's agent, the municipality may proceed with actions necessary to ensure compliance with the law.

VIII. Forest management not associated with shoreland development nor land conversion and conducted in compliance with the provisions of this section shall be exempt from the provisions of RSA 483-B.

Source. 1995, 299:1. 1996, 86:1, eff. Jan. 1, 1997.

TITLE XX TRANSPORTATION

CHAPTER 229 HIGHWAY SYSTEM IN THE STATE

Section 229:5

229:5 Classification. – Highways of the state shall be divided into 7 classes as follows:

I. Class I highways shall consist of all existing or proposed highways on the primary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V, provided that the portions of the turnpikes and the national system of interstate and defense highways within the compact sections of these cities and towns shall be class I highways.

II. Class II highways shall consist of all existing or proposed highways on the secondary state highway system, excepting all portions of such highways within the compact sections of the cities and towns listed in RSA 229:5, V.

III. Class III highways shall consist of all recreational roads leading to, and within, state reservations designated by the legislature.

III-a. Class III-a highways shall consist of new boating access highways from any existing highway to any public water in this state. All class III-a highways shall be limited access facilities as defined in RSA 230:44. Class III-a highways shall be subject to the layout, design, construction, and maintenance provisions of RSA 230:45-47 and all other provisions relative to limited access facilities, except that the executive director of the fish and game department shall have the same authority for class III-a highways that is delegated to the commissioner of the department of transportation for limited access facilities. A class III-a highway may be laid out subject to the condition that it shall not be maintained during the winter months. A class III-a highway may be laid out subject to gates and bars or restricted to the accommodation of persons on foot, or certain vehicles, or both, if federal funds are not used. The executive director of fish and game may petition the governor and council to discontinue any class III-a highway.

IV. Class IV highways shall consist of all highways within the compact sections of cities and towns listed in RSA 229:5, V. The compact section of any such city or town shall be the territory within such city or town where the frontage on any highway, in the opinion of the commissioner of transportation, is mainly occupied by dwellings or buildings in which people live or business is conducted, throughout the year and not for a season only. Whenever the commissioner reclassifies a section of a class I or class II highway as a class IV highway, the commissioner shall prepare a statement of rehabilitation work which shall be performed by the state in connection with the turnback. No highway reclassification from class I or II to class IV shall take effect until all rehabilitation needed to return the highway surface to reputable condition has been completed by the state. Rehabilitation shall be completed during the calendar year preceding the effective date of the reclassification. A copy of the commissioner's statement of work to be performed by the state shall be attached to the notification of reclassification to class IV, and receipt of said statement shall be acknowledged, in writing, by the selectmen of the town, or the mayor of the city, affected by the reclassification.

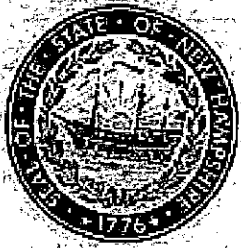
V. The commissioner of transportation may establish compact sections in the following cities and towns:

Amherst Keene
Bedford Laconia
Berlin Lebanon
Claremont Londonderry
Concord Manchester
Derry Merrimack
Dover Milford
Durham Nashua
Exeter Pelham
Franklin Portsmouth
Goffstown Rochester
Hampton Salem
Hanover Somersworth
Hudson

VI. Class V highways shall consist of all other traveled highways which the town has the duty to maintain regularly and shall be known as town roads. Any public highway which at one time lapsed to Class VI status due to 5-years' nonmaintenance, as set forth in RSA 229:5, VII, but which subsequently has been regularly maintained and repaired by the town on more than a seasonal basis and in suitable condition for year-round travel thereon for at least 5 successive years without being declared an emergency lane pursuant to RSA 231:59-a, shall be deemed a Class V highway.

VII. Class VI highways shall consist of all other existing public ways, and shall include all highways discontinued as open highways and made subject to gates and bars, except as provided in paragraph III-a, and all highways which have not been maintained and repaired by the town in suitable condition for travel thereon for 5 successive years or more except as restricted by RSA 231:3, II.

Source. 1925, 110:1. PL 83:22. RL 99:24. 1943, 123:1. 1945, 188:1, part 1:4. 1951, 30:1. RSA 230:4. 1955, 333:2. 1957, 181:1, 2, 3. 1961, 4:2. 1973, 418:1-3. 1975, 249:1-3. 1979, 216:1. 1981, 87:1; 443:1. 1983, 131:1. 1985, 235:1-4; 402:6, I(b)(1). 1992, 265:8-10. 1995, 77:1. 1999, 109:1. 2000, 24:1, eff. May 28, 2000.



STATE OF NEW HAMPSHIRE
DEPARTMENT of NATURAL and CULTURAL RESOURCES
Division of Forests and Lands

172 PEMBROKE ROAD CONCORD, NEW HAMPSHIRE 03301
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The Honorable Kevin Avar, Chairperson
New Hampshire Senate
Energy and Natural Resources Committee
State House, Room 103
Concord, NH 03302

January 16, 2018

Re: SB 444-An act relative to cutting timber near certain waters and public highways.

Dear Chairperson Avar and Members of the Committee,

Thank you for the opportunity to testify regarding HB 444, relative to cutting timber near certain waters and public highways. The Department of Natural and Cultural Resources, Division of Forests and Lands, supports this bill.

The Division of Forests and Lands is the state agency with primary statutory authority for the protection, management and conservation of our forest resources. One of the laws we enforce is the requirement to leave a certain buffer of standing, well-distributed trees along public highways and waterbodies (RSA 227-J:9). The law prohibits the removal of more than 50% of the basal area of trees in any given year. This bill would remove that requirement just along Class VI highways.

The division feels it is very important to maintain forested buffers along waterbodies from an environmental standpoint, such as maintaining water quality and temperature, wildlife corridors, etc. The requirement to maintain a forested buffer along public highways is primarily an aesthetic reason, not environmental. That said, one of our statutory purposes for maintaining forest cover is for "scenic values" (RSA 227-J:1), and tourism plays an important role in our economy. However, the division feels the requirement to maintain a forested buffer along Class VI highways, with their primitive and sometimes impassable condition, could be removed without any material impact to the purposes for which the law was originally developed.

This bill, in addition to removing a regulatory step for landowners, foresters and loggers, would reduce some staff time by not having to review and enforce basal area variance requests along Class VI highways.

Thank you for the opportunity to testify. If I can provide any additional information, please let me know.

Respectfully,

Brad W. Simpkins
Director

**New Hampshire Department of Natural and Cultural Resources
Division of Forests and Lands**

Basal Area Variances: 2016-2017

Total Number of Basal Area Variances Requested/Reviewed	79
Number of Requests Along Class Six Roads	12
Number approved	11
Number denied	1

Conditions Required to Exceed 50 Percent Basal Area (Res 5302.01)

One or more of the following conditions shall exist in order to qualify for approval to exceed 50 percent basal area:

- (a) Cutting up to and including 50 percent of the basal area of trees shall lead to substantial windthrow, mortality or other damage in the residual stand due to stand exposure, shallow or wet soils, stand age or species composition or a combination of these factors;
- (b) Salvage of timber is due to damage from fire, insects, diseases, ice, snow, wind or other such natural occurrences;
- (c) Public safety is of a prime consideration, due to heavy conifer cover on the south side of major travel routes causing serious icing conditions;
- (d) The location of clearings for log yards and truck routes within applicable areas is necessary due to terrain, wet soils, property boundaries, and other site conditions;
- (e) Cutting is for the purpose of improving wildlife habitat and can be demonstrated to be part of a long term forest management plan or strategy;
- (f) Cutting is for the purpose of a silvicultural strategy or forest management plan for the regeneration of certain forest types requiring removal of overstory trees;
- (g) Cutting is for the purpose of a scenic vista or view, providing the area remains in natural vegetation and the purpose is to provide a public benefit;
- (h) Cutting is for the purpose of removing vegetation or trees within 150 of an existing dwelling or permanent structure or within 75 feet of the edge of an active agricultural field or crop land, so long as it does not violate the provisions of RSA 483-B; and
- (i) Cutting is consistent with the purpose of RSA 227-J:1 as determined by the director.

Basal Area Law Enforcement: 2016 - 2017

YEAR	Roadside Cases	Stream/Pond Cases	Unspecified Cases	Total J:9 Cases
2017	2	4	4	10
2016	7	14	6	27
TOTAL Cases	9	18	10	37
Average	4.5	9	5	18.5

- Roadside cases are not broken down by highway class.
- Some cases did not reference roadside or stream side, and are listed under unspecified.

Date of Decision	Region	Granted	Denied	Reason fo Approval	Forester /Logger	Town	Physical Address	Class VI	Distance
11/4/2016	South	X		F - Silviculture/forest mgt.	Forester	Newport	Pike Hill Road	Yes	600
11/17/2016	Central	X		E - Wildlife habitat	Forester	Hebron	Tenny Hill Road	Yes	800
12/9/2016	South	X		B - Salvage of timber	Logger	Greenfield	Muzzy Hill Road	Yes	2,000
12/16/2016	Central	X		F - Silviculture/forest mgt.	Logger	Gilmanton	451 Meeting House	Yes	400
12/22/2016	South	X		E - Wildlife habitat	Forester	Unity	Pike Hill Rd./Old ChandlersMill Rd.	Yes	1,100
1/17/2017	North	X		A - Windthrow, mortality, other damage	Logger	Stratford	Percy Rd	yes	600
5/27/2017	South	X		F - Silviculture/forest mgt.	Logger	Bennington	Mountain Road	Yes	2,700
6/15/2017	South	X		B - Salvage of timber	Logger	Chester	Bridle Path	Yes	2,700
6/15/2017	South	X		B - Salvage of timber	Logger	Chester	Bridle Path	Yes	450
6/30/2017	North	X		A - Windthrow, mortality, other damage	Forester	Bath	Wheeler Rd	yes	300
10/19/2017	North		X		Logger	Stark	Dewey Hill Rd	yes	2,290
12/1/2017	Central	X		C - Public safety	Other	Franklin	River St	Yes	3,700

Voting Sheets

Senate Energy & Natural Resources Committee

EXECUTIVE SESSION RECORD

2018-2019 Session

Bill # SB 444

Hearing date: 01/16/2018

Executive Session date: 01/16/2018

Motion of: OTP Vote: 3-2

Committee Member	Present	Made by	Second	Yes	No
Sen. Avard, Chair	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Bradley, Vice Chair	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Innis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sen. Fuller Clark	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sen. Feltes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Motion of: _____ Vote: _____

Committee Member	Present	Made by	Second	Yes	No
Sen. Avard, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Bradley, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Innis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Fuller Clark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Feltes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Motion of: _____ Vote: _____

Committee Member	Present	Made by	Second	Yes	No
Sen. Avard, Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Bradley, Vice Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Innis	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Fuller Clark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sen. Feltes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Reported out by: Innis

Notes: _____

Committee Report

STATE OF NEW HAMPSHIRE

SENATE

REPORT OF THE COMMITTEE

Tuesday, January 16, 2018

THE COMMITTEE ON Energy and Natural Resources

to which was referred **SB 444**

AN ACT

relative to cutting timber near certain waters and
public highways.

Having considered the same, the committee recommends that the Bill

OUGHT TO PASS

BY A VOTE OF: 3-2

Senator Daniel Innis
For the Committee

Griffin Roberge 271-2878

ENERGY AND NATURAL RESOURCES

SB 444, relative to cutting timber near certain waters and public highways.

Ought to Pass, Vote 3-2.

Senator Daniel Innis for the committee.