

**CLHCC Road Subcommittee
June 30, 2016**

In Attendance:

Phil Bryce, Director, Division of Parks and Recreation
Glenn Normandeau, Executive Director, Fish & Game Department
Bing Judd, Chair, CLHCC
Rick Samson, CLHCC
John Steward, Landowner designee
Ramon DeMaio, CLHCC
Gene Chandler, CLHCC
Hasen Burns, CLHCC
Harry Brown, CLHCC

Staff:

Chris Gamache, Chief, Bureau of Trails
Johanna Lyons, Planning & Development Specialist
Sandy Young, Regional Park Supervisor
Dwayne Covell, Bureau of Trails
Anna Rulli, Intern

Guests:

Richard LaPoint, Town of Pittsburg, Will Abbott, SPNHF and Dolly McPhaul.

Bing Judd opened the meeting at 10:00 am and turned over the proceedings to Phil Bryce.

Phil outlined the meeting goals; to review the information we have versus the information we need. The following handouts were numbered and briefly discussed to review the documents that guide the management of the CLH road system.

- S1: Statutes for the endowments (RSA 216:7, 8, 9, 10 & 11)
- S2: Easement Language for the Road Management Plan (Section 5E)
- S3: Road Management Agreement
- S4: DRED/F&G Agreement
- S5: Treasury Custodial Agreement
- F1A: May 2016 Road Endowment investment statement
- F1B: May 2016 Stewardship Endowment investment statement
- F1C: May 2016 Monitoring Endowment investment statement
- F2: Road Contribution Summary
- F3: Road Expense Comparison
- F4: 10 year Plan draft
- F5: Bridge/Culvert summary
- F6: Budget for FY 16/17 for CLH accounts (not handed out/provided later)

Comments:

The DRED owns and manages 253 miles of main haul & gravel roads. The landowner manages some gravel and all seasonal roads. F&G will provide mileage on the CLNA.

S3 Road Management Agreement – Landowner needs to do more and more work on the state owned roads to be able to harvest. There is no escalator for the flat fee or per cord fee built into the agreement and recently when asked, the Landowner declined to change the terms.

- Landowner has the right to withhold payment for work completed (#13).
- There has never been enough money to go into the capital expenditure account. All goes to the maintenance account (#17).
- Minor/Emergency has never been defined (#18)

S4 DRED/F&G Agreement

Update the MOU

S5 Treasury Custodial Agreement

- Update the agreement with Treasury and evaluate the investment profile

F1 Endowment Statements – A general review of current performance of the endowments including the interest that has accrued and has not been budgeted. The balances available for expenditure (5/30/16):

- F1A Road Endowment: \$181,338 DRED/\$18,256 F&G (89%-11%)
- F1B Stewardship Endowment: \$297,413 DRED/\$66,397 F&G (70%-30%)
- F1C Monitoring Endowment: \$43,194 DRED/\$72,430 F&G (50%-50%)

Action Item: Need to look at budget and how much money the accounts are funded.

F2 Road Contribution Summary: The Road Management Account is budgeted for \$95,000 but we are only receiving \$75,000. Cordage payment this year was \$36,900. John estimates that the landowner contribution will be \$60,000 total (cordage/flat fee) for the next several years.

- Gravel for road maintenance comes from the property or off-property. Trucking is the largest expense.
- F&G has its own pit
- Gravel cannot be moved from the CLH or CLNA properties per easement.

F3 Road Expense Comparison – FY11/12 is augmented by FEMA money from Irene. FY 13/14 has money appropriated by the Capital Budget. FY 16 will be lower due to the State Budget continuing resolution and contracting problems with using Equipment Rental Agreements (HB2 conflict).

- As we move forward on contracting with local persons need to put quality & experience as part of the road contracts & pre-qualify contractors.
- Explore new legislation to allow F&G/DRED to certify contractors for Rental Agreements.
- Purchase critical pieces of equipment to be able to respond to emergencies.
- Non-general fund monies are subject to indirect costs.

F4 10 Year Plan:

- Blue column: Anticipated funding (level)
- Pink column: What we are doing now, mostly main haul roads.
- Green column: What we should be doing to continue to maintain the road network.
- It is estimated that road budget should be between \$450,000-500,000/year.
- Trout Unlimited through a grant from the Upper Connecticut Mitigation Fund is replacing culverts with bridges on Indian Stream.

Action Items

Research Upper Connecticut Mitigation Fund

Northern Borders Fund

F&G to develop a 10 year road/bridge/culvert plan to roll into a bigger road budget request.

Evaluate the need for a strategic reserve of gravel on the property.

Discuss hiring a mining/geological consultant to find gravel or rock suitable for crushing on the property.

F5 Bridge/Culvert Summary – Sandy will revise the spreadsheet and identify existing culverts that should be upgraded to bridges and estimate the costs. There are 3,900 culverts on the road system. A 30ft culvert costs \$300; plus labor to install is \$1,000/culvert.

Next Meeting

- Road Management Plan sections
- Private crossing to access the CLH road system
- TransCanada agreement for crossing structures (they own both sides of the Connecticut River).

Wrap up comments

- Restrict stewardship money until the roads are sorted out.
- Road condition is impacting harvesting opportunities of landowner.
- A boom mower & tractor are needed to mow (\$150,000)
- Contract the work rather than the state doing the work with own forces.
- Explore capital budget appropriation over several years.
- The project began as a public-private partnership; approach the charitable foundation on ideas to make the road system funding stable.
- Road management and public use/recreation management are directly linked. That is why we discuss both at the same time during planning. The outcomes of road management plan need to support the public use/access in addition to the landowner use of the property.