

A scenic view of a paved road curving through a lush green forest. The road is on the right side of the frame, leading into the distance. To the left of the road is a stream with a fallen log in the water. The forest is dense with vibrant green foliage, and the overall atmosphere is peaceful and natural.


Working with Non-Government Organizations (NGOs) in Conservation Program Delivery.

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Dirt, Gravel, and Low Volume
Roads Program Coordinator
Pa State Conservation Commission



PA Dirt, Gravel, and Low Volume Road Maintenance Program

- **Program Purpose**
- **Program History**
- **Trout Unlimited Involvement**



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What is the Program?

\$28Million Grant Program

- **Run through Conservation Districts**
- **Grants go to local road owning entities**
- **Projects reduce environmental impacts and long term maintenance costs**

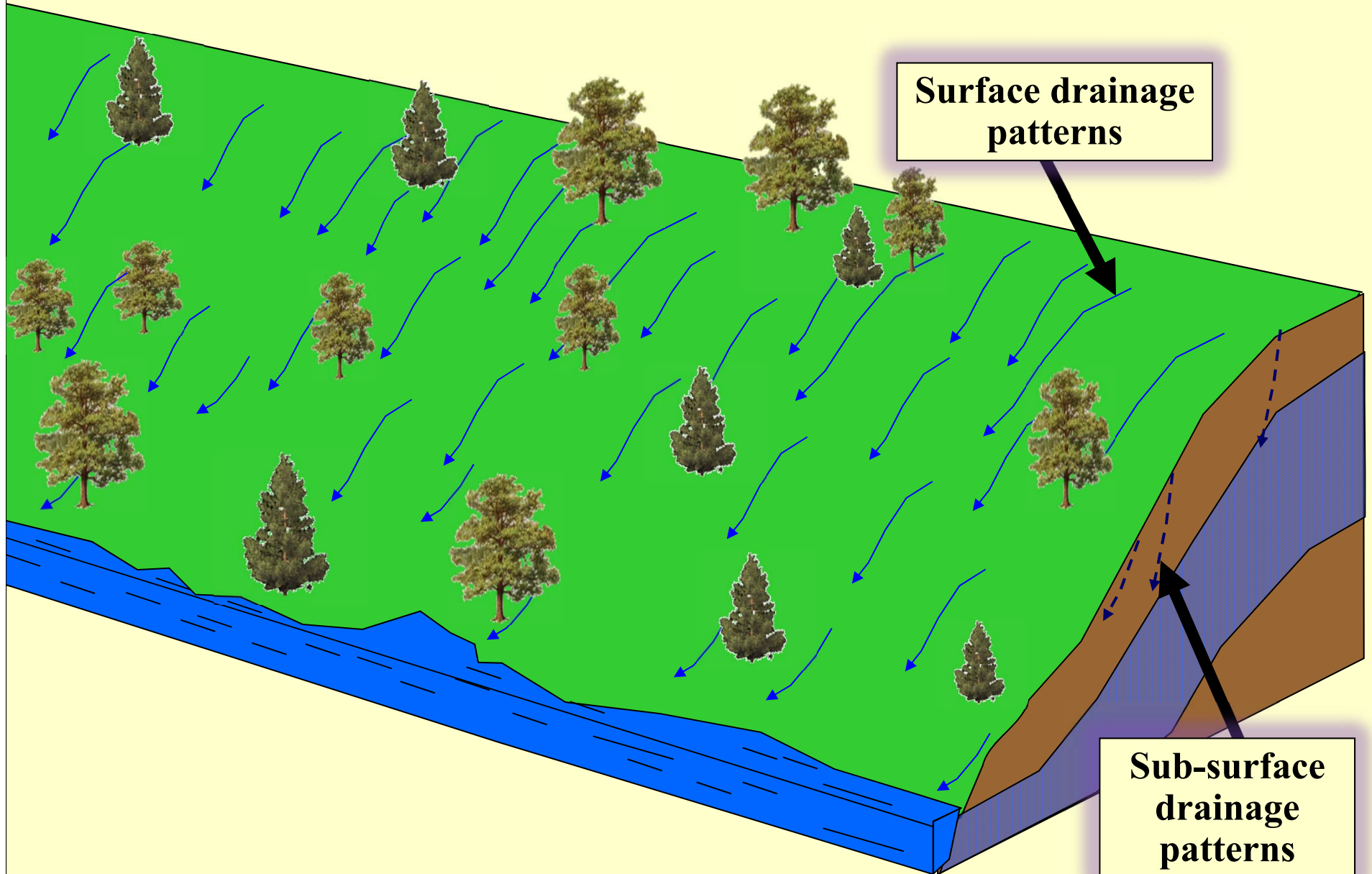
Program Purpose

To Fund Safe, efficient, and environmentally sound maintenance on sections of unpaved and low volume road which have been identified as pollution sources.

(Better Roads, Cleaner Streams)

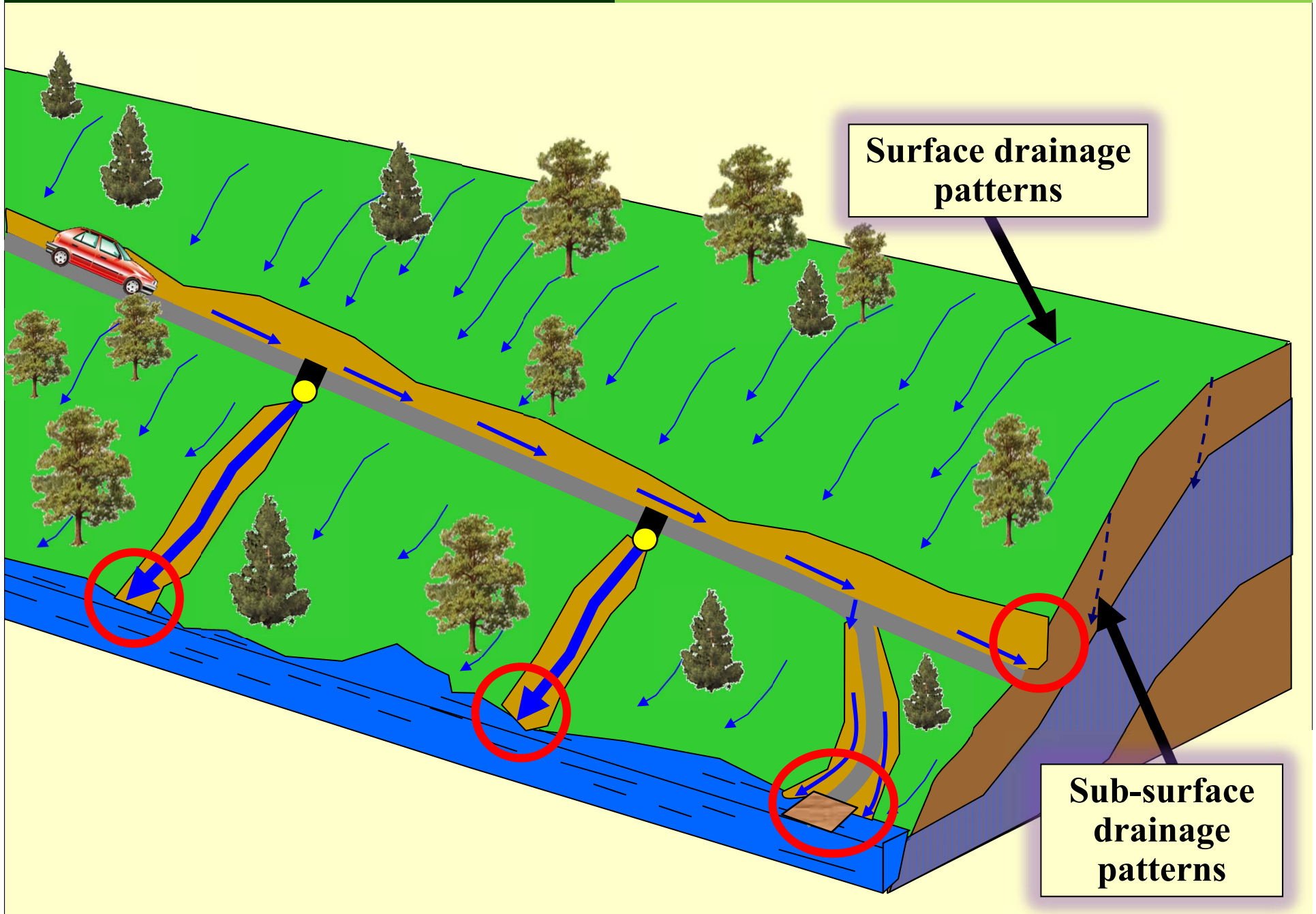
DGLVR

Program Purpose



DGLVR

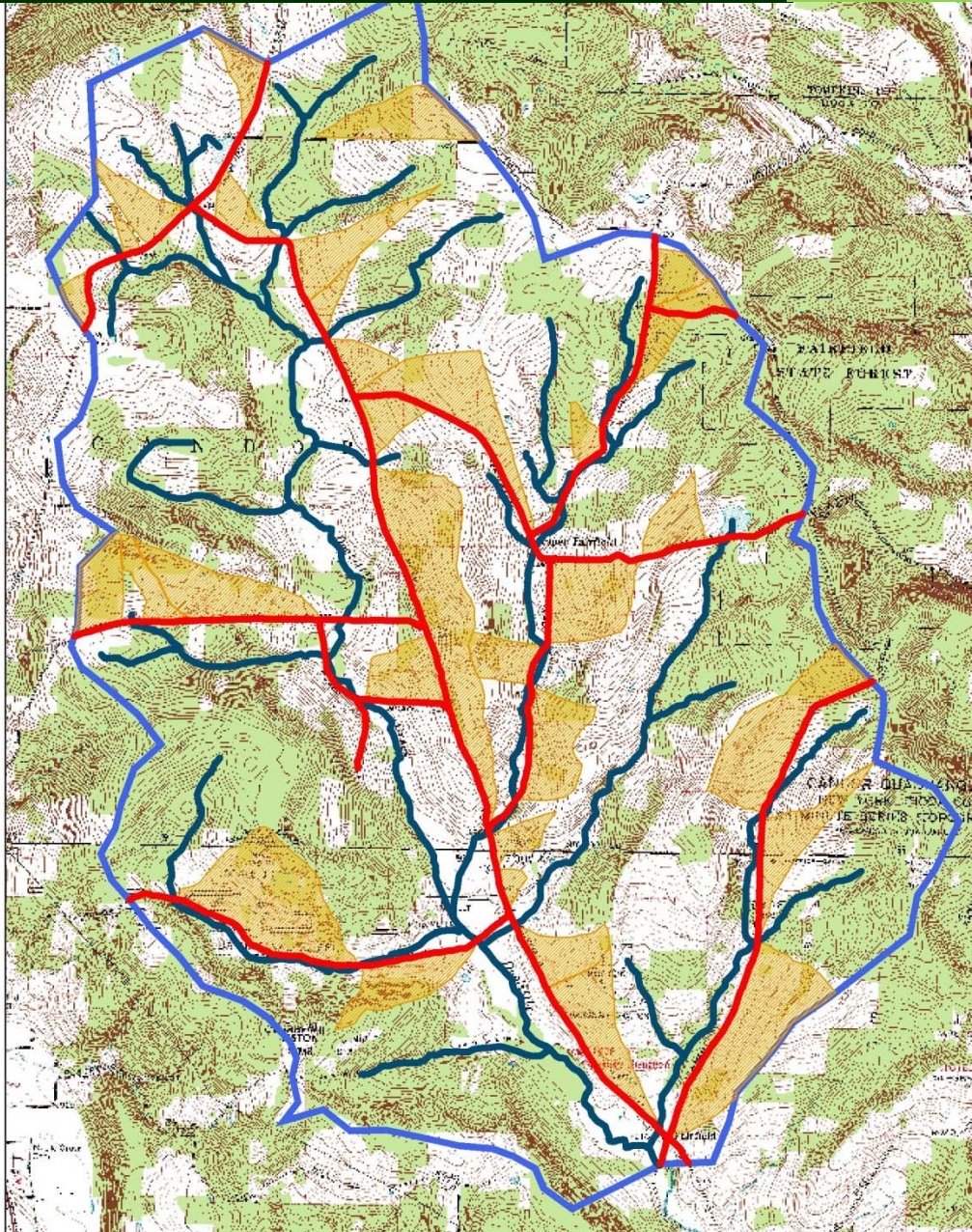
Program Purpose






Program Purpose

Some rural watersheds have $> \frac{1}{4}$ of their area drained by road ditches into streams

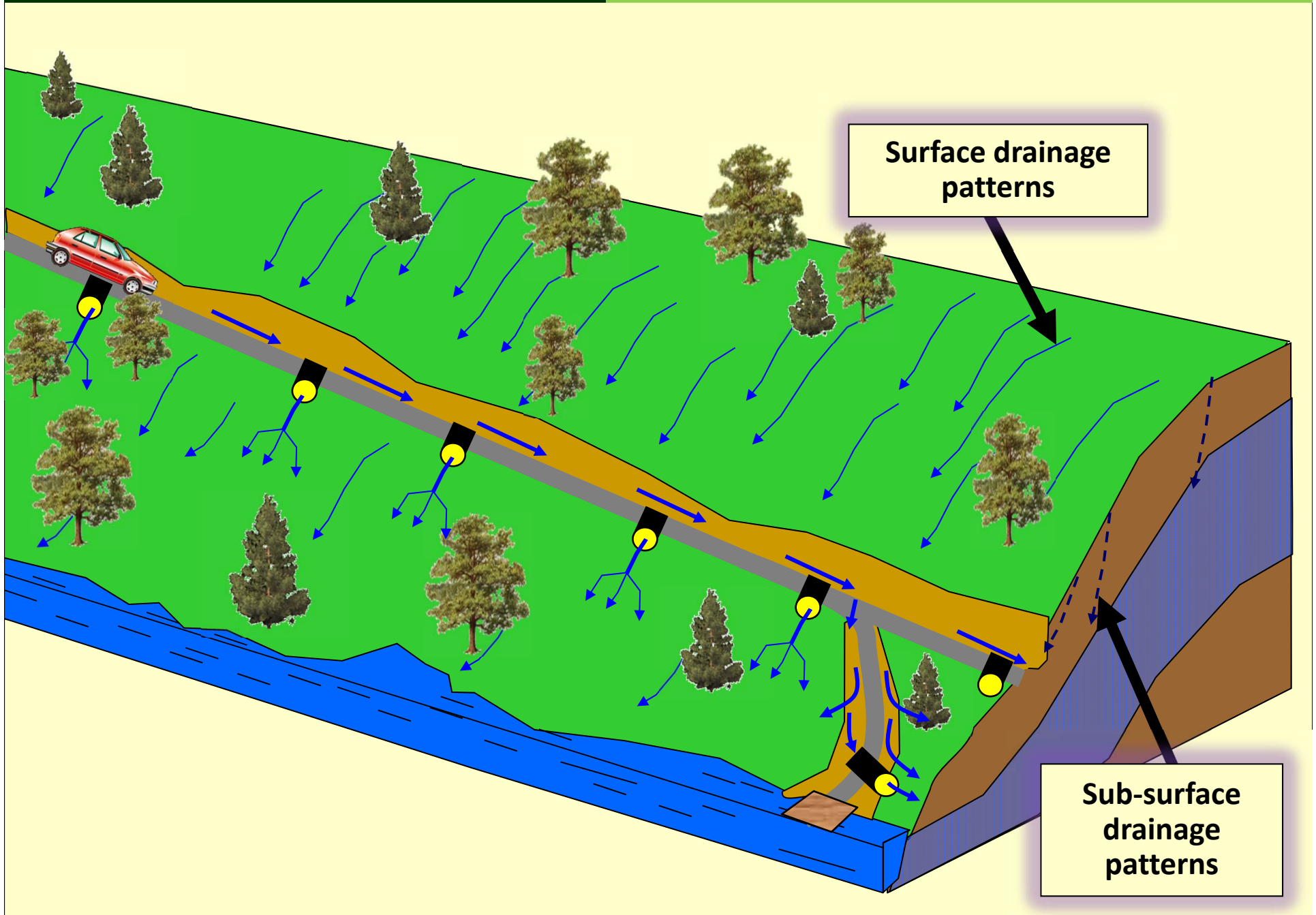
- Sediment & pollutants
- Increased flood flows
- Decreased infiltration



-  Ditch drainage
-  Stream
-  Road ditches

DGLVR

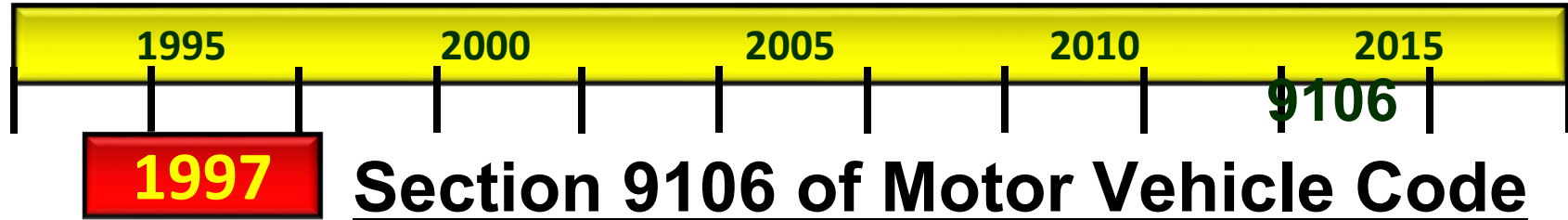
Program Purpose





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Section 9106 of Pa. Motor Vehicle Code

§ 9106. Dirt and Gravel Road Maintenance

(a) **Statement of purpose.** It is the intent and purpose of this section:

- (1) To fund safe, efficient, and environmentally sound maintenance of sections of dirt and gravel roads which have been identified as sources of dust and sediment pollution.
- (2) To establish a dedicated and earmarked funding mechanism that provides streamlined apportionment to the county level and enables local officials to establish fiscal and environmental controls.

(b) **General Rule.** Of the funds available under section 9106 (a)(1) (relating to imposition of tax), \$1,000,000 shall be annually distributed to the Department of Conservation and Natural Resources for the maintenance and mitigation of dust and sediment pollution from forestry roads. Funds in the amount of \$4,000,000 shall be apportioned annually to the State Conservation Commission and administered in a non-lapsing, nontransferable account restricted to maintenance and improvement of dirt and gravel roads. The State Conservation Commission shall apportion the funds based on written criteria it develops to establish priorities based on preventing dust and sediment pollution. In the first fiscal year, top priority shall be given to specific trouble spot locations already mapped by the Task Force on Dirt and Gravel Roads and distributed to each CD.

(c) **Apportionment Criteria.** The apportionment criteria shall:

- (1) Be based on verified need to correct pollution problems related to the road.
- (2) Consider the total miles of dirt and gravel roads maintained by local municipalities or state agencies that are open to the public during any period of the year.
- (3) Consider total miles of dirt and gravel roads within watersheds protected as of November 1996 as exceptional value or high quality waters of this Commonwealth.
- (4) Consider allowances for the local cost of limestone aggregate.
- (5) Consider the commitments of grant applicants to comply with the non-pollution requirements established.

(d) **State Conservation Commission.** The State Conservation Commission shall:

- (1) Adopt performance standards
- (2) Provide for a system of audit.
- (3) Annually assess the program and annually report to the Transportation Committee of the Senate and the Transportation Committee of the House of Representatives on its acceptance and effectiveness. The State Conservation Commission shall be entitled to withhold and expend the costs of the audit and report preparation up to the maximum limit of 2% of the funds administered.

(e) **Quality Assurance Boards.** Apportioned funds are to be dispersed to the county conservation districts which apply for them and are to be used by State agencies and local municipalities that maintain roads within the county and

fulfill certain requirements specified under subsection (g). Within the conservation district a Quality Assurance Board shall be impaneled to establish and administer the grant program. The four member Quality Assurance Board is to be comprised of a nonvoting chairman appointed by the conservation district directors and one local representative appointed by each of the following entities:

- (1) The Federal Natural Resource Conservation Service
- (2) The Pennsylvania Fish and Boat Commission
- (3) The county conservation district

If circumstances require, the chairman may vote to decide a tie vote.

(f) **Administration.** The Quality Assurance Board's administration of funding shall include:

- (1) Adoption of written criteria to assure equal access for all eligible applicants within specified funding categories.
- (2) Provision of documentation that application has been made for all required permits.
- (3) Adoption of procedures that assure a minimal amount of procedural paperwork.
- (4) Adoption of written criteria to specify priorities.
- (5) Adoption of funding categories to provide separate budgeting for:
 - (i) Department of Conservation and Natural Resources, Bureau of Forestry roads.
 - (ii) Municipal government roads.
 - (iii) Road demonstration projects.
 - (iv) Training grants restricted to 15% of funding.
 - (v) Administrative costs, limited to actual documented costs and restricted to a maximum of 10%.
- (6) Adoption of incentives for training road managers and equipment operators.
- (7) Adoption of standards that prohibit use of materials or practices which are environmentally harmful.
- (8) Adoption of site inspection requirements to verify completion of work.

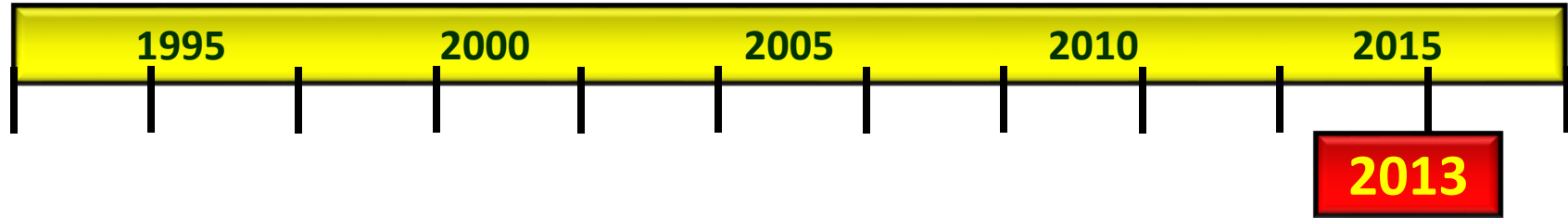
(g) **Grant Application.** Each grant application shall:

- (1) Be specific to one work site or one type of work except that all State Forest roads within one county and within one Forest District may be authorized on a single grant.
- (2) Expedite the approval process by allowing the Quality Assurance Board to insert additional requirements that complete and qualify the grant for approval and which when accepted by the applicant become a binding obligation on the applicant.
- (3) Require minimal handwritten information such as location, problem being solved, basis of cost estimate, project work schedule, basis of successful completion, and type and amount of pollution reduced.

The grant application shall not exceed one page with reference to published standards being acceptable.

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Program History



Act 87 of 2013 (Transportation Bill)

- **Major Program Changes**
 - \$1M to **\$7M** for **DCNR** roads
 - \$4M to **\$28M** for **municipal and state roads**
 - Of that \$28M, at least \$8M for paved low-volume roads with <500 ADT



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Trout Unlimited

1995

2000

2005

2010

2015

Early 1990's

PA Council of Trout Unlimited

- “Bud” Byron Story.
- Recognized pollution problem.
- Formed task force to examine problem.
- Needed to quantify scope of problem.



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Trout Unlimited

1995

2000

2005

2010

2015

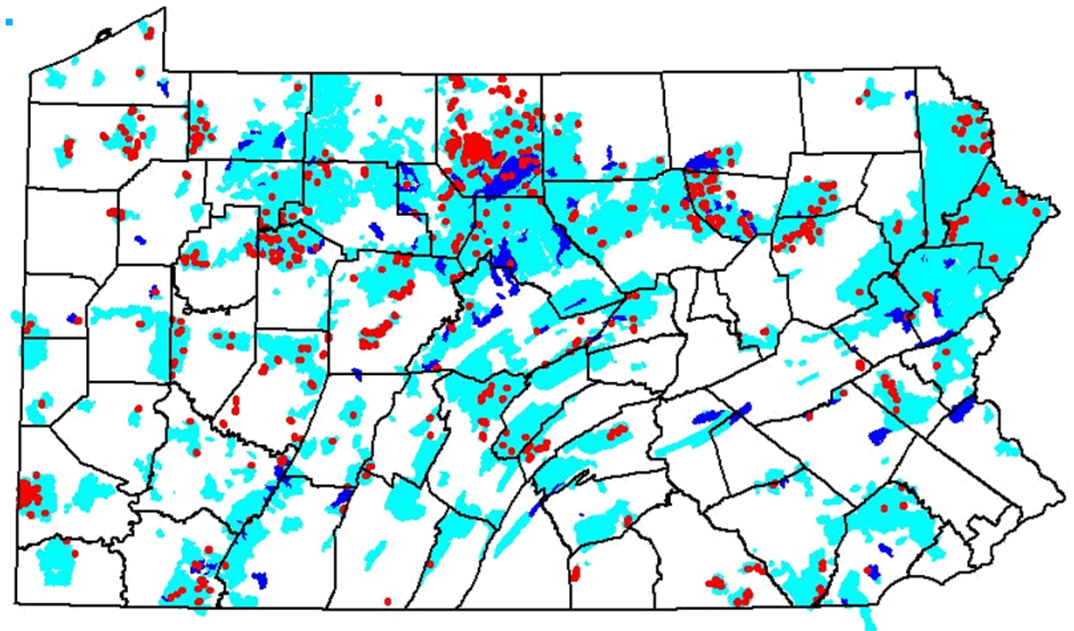
Mid 1990's

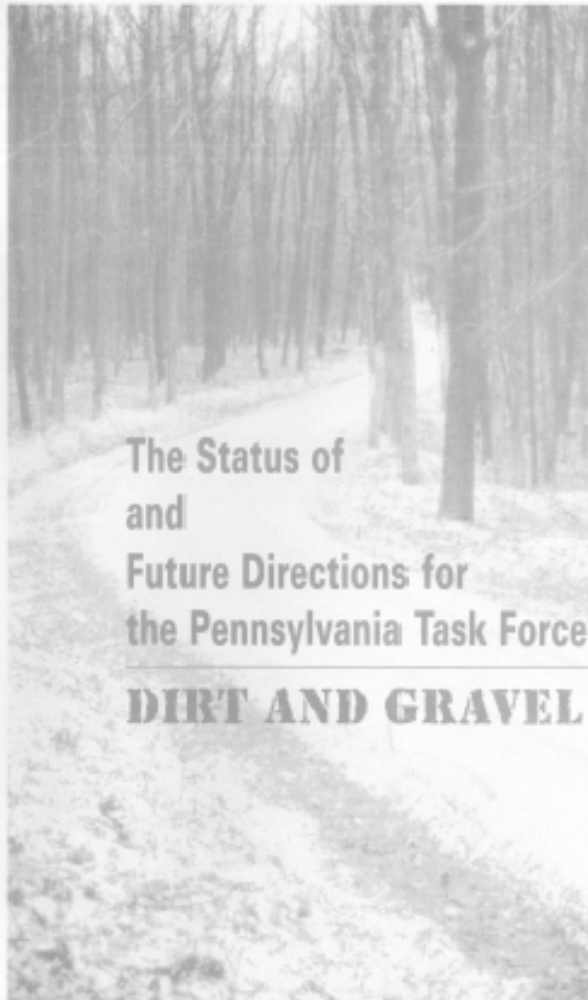
PA Council of Trout Unlimited



- TU volunteers Identified over 900 [pollution sites](#) on public unpaved roads in [protected watersheds](#).

- Established “proof” of scope of problem.





The Status of
and
Future Directions for
the Pennsylvania Task Force on
DIRT AND GRAVEL ROADS

1597 Status Report

Task Force Participants

- Department of Environmental Protection
- DCNR-Bureau of Forestry
- Fish and Boat Commission
- Game Commission
- PA Association of Township Supervisors
- PA Council-Trout Unlimited
- PA County Conservation Districts
- PA Environmental Defense Foundation
- PA House and Senate Staffs
- Penelec Power Company
- Pennzoil Products
- PennDOT
- US Fish and Wildlife Service
- US Forest Service



PA Council of Trout Unlimited

- Still very involved in the program 19 years after its inception.
- TU has a presence on advisory workgroups.
- Very involved in the programs stream crossing policy.
- Aquatic organism passage.
- TU staff helps SCC with training efforts.
- SCC helps TU with its culvert assessment initiative.

QUESTIONS ???