



BOLTON & MENK, INC.

By Design

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Funds Available For Trail Development

There are various programs available to assist Minnesota cities and counties with funding for expanded transportation services. The following organizations offer grants specifically targeted for walking and bike trail development.

Safe Routes to School (SRTS)

The SRTS program, created by the Federal Surface Transportation Act, is a grant program providing communities with the opportunity to improve conditions for bicycling and walking to school.

The program has three goals:

- To enable and encourage children, including those with disabilities, to walk and bike to school;
- To make biking and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

Projects that are eligible for SRTS funding include trails, sidewalks, bike racks, signing, pavement marking and striping, and speed monitoring for infrastructure projects. Non-infrastructure projects could include bike/walk to school days, training, and development of a safe routes plan.

This program provides 100 percent grants, with no matching funds

needed. The next application period is November 2006 through January 2007.

Prevention Minnesota: Active Community Planning

Blue Cross/Blue Shield of Minnesota offers a program titled "Prevention Minnesota: Active Community Planning." This is a grant program for planning studies that encourage a healthier lifestyle through the following:

- Land use policies and zoning decisions;
- Transportation investment and policies; and
- Accessible and convenient recreational facilities.

Eligibility for these funds is restricted to governmental offices at the municipal and county levels.

Blue Cross/Blue Shield will accept applications until June 1, 2007. Applicants should focus on the following types of planning:

- Municipal and county comprehensive planning that governs such issues as land use, housing and transportation;
- Pedestrian and/or bicycle planning that aims to encourage nonmotorized transportation modes and removes barriers to walking and biking through activities such as land use and zoning decisions,

facility improvements, transportation investments and policies, and the availability of walking/biking paths, bicycle lanes and greenways.

SAFE ROUTES TO

FHWA Transportation Enhancement Program

The Federal Highway Administration has a transportation enhancement program that offers communities an opportunity to expand transportation choices. There are 12 eligible activities, and two of these are related to pedestrians and bicycles. This program is an 80:20 match, in which the Federal Government covers 80 percent of the project cost and the applicant contributes the remaining 20 percent. These applications are solicited annually in some Mn/DOT districts and every two years in others.



about these grants, contact Dale Maul at 952-890-0509 or by email at dalema@bolton-menk.com.

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Traffic Services Continue to Expand

Bolton and Menk's transportation department has experienced steady growth over the last several years. The addition of several staff members has greatly expanded our capabilities with regard to municipal traffic operations. Our experienced staff includes certified Professional Traffic Operations Engineers, and we offer a variety of alternatives—from traditional to cutting-edge—to address your traffic needs.

Transportation Planning and Traffic Forecasting

- Travel demand modeling
- Corridor analysis
- Roadway network analysis
- Development proposal review
- Traffic impact studies
- Traffic data collection

Alternatives Analysis

- Intersection Control Evaluation (I.C.E.)
- Intersection capacity analysis
- Safety analysis
- Traffic operation and simulation
- Benefit/cost evaluation
- Roundabout suitability analysis

Concept Development

- Layout preparation
- Cost estimates
- Right-of-way needs and description

Design

- Roadway/intersection designs
- Traffic signal design
- Roundabout design
- Signing and striping design
- P. S. & E. Preparation

Construction Engineering

- Administration, observation and staking
- Signal timing and set-up
- Signal optimization and coordination
- Staging and traffic control
- Technical assistance

In order to provide the most suitable plan for your traffic management system, Bolton & Menk's traffic engineering staff utilize the following software solutions:

- **AutoTurn** – simulates truck wheelbase turning requirements.
- **SignCAD** – used for designing traffic sign panels.
- **Synchro** – simulates traffic operations under traffic control, traffic volume and geometric alternatives.
- **CORSIM** – predicts roadway performance based on complex freeway and roadway system attributes.
- **ICU** – aids in planning intersection capacity calculations.
- **HCS+** – a universally recognized intersection capacity analysis process.
- **CUBE/Voyager** – for travel demand forecasting.
- **TransCAD** – forecasts future traffic volume on roadways based on forecasted population and employment.
- **RODEL** – used for roundabout analysis and design.
- **PCWarrants** – warrant analysis for traffic signals and multiway stop signs.
- **ARIES** – Econolite traffic signal controller coordination management software.
- **Traxpro** – manages traffic data collection equipment and traffic reports.
- **PETRA** – manages intersection turning movement counters and reports.

NPDES Permits and Storm Water Pollution Prevention Plans Due February 15, 2007

MS4 Deadline Approaches

MS4 refers to **Municipal Separate Storm Sewer**

Systems, which convey storm water through roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels or storm drains.

All cities, townships, counties and other public bodies that maintain an MS4 within an urbanized area are required by the MPCA to submit a Storm Water Pollution Prevention Plan (SWPPP) and obtain a National Pollutant Discharge Elimination System (NPDES) permit. The deadline is February 15, 2007.

While most of the suburban metro area cities have already submitted their permit and SWPPP, certain MS4s in cities and townships outside of urbanized areas have been designated by the

Passage of the MVST Amendment Would Reshape Funding for Minnesota's Transportation System

This fall, Minnesota voters will be given the opportunity to vote on a constitutional amendment that would dedicate 100 percent of the Motor Vehicle Sales Tax (MVST) to highways and transit.

Passage of the MVST amendment will not raise taxes. The motor vehicle sales tax was enacted in the 1960s. Since its inception, arguments have been made that it should be treated similar to other taxes and fees paid by drivers – namely, that it is a tax paid by users of the transportation system and, therefore, should be dedicated to improving the transportation system. In fact, the Minnesota Legislature enacted this idea into law in 1981. The law called for a six-year, 100 percent phase-in from 1984 to 1990.



Budget problems encountered during the recession of the 1980s led to delays and finally to a repeal of the statutory dedication of the MVST to transportation.

In 2000, the Ventura administration cut vehicle registration fees, which were dedicated to the Highway Trust Fund, and

MPCA for permit coverage as well. MS4s designated by rule are cities and townships with a population of at least 10,000, and cities and townships with a population of at least 5,000 that discharge or have the potential to discharge to valuable or polluted waters. The MPCA has notified all cities needing to comply by February 15th.

Your SWPPP, a required component of the NPDES permit application, must describe your plan for the first five years of the permit period (2020) and the goals for subsequent five-year intervals. It must also be accompanied by a list of the best

To become better informed on the transportation issues in Minnesota and the Constitutional Amendment, visit these Web sites:

www.transportationalliance.com/MVST.htm

www.voteyesmn.org/amendment.html

replaced that money with the dedication of 32 percent of the MVST fees from the General Fund. In 2001, the Legislature replaced lost property tax revenues that had been used for transit operation with a transfer of 20 percent of MVST dollars for metropolitan transit and 1.25 percent for Greater Minnesota Transit.

Currently, nearly 54 percent of MVST revenues are going to highway and transit purposes. If the MVST amendment is passed, the dedication of the remaining 46 percent of MVST funds to highways and transit would be phased in over a 5-year period.

The impact of the amendment on the General Fund would be approximately \$172 million of a \$32 billion General Fund budget, or one-half of one percent of the total General Fund budget by the fiscal year 2008-2009 biennium. It is expected that increased revenues from a growing economy will easily replace the General Fund loss.

Constitutional amendments are difficult to pass. There are a couple reasons voters typically don't approve amendments. First, people don't understand whether it's

management practices (BMPs) that you will implement over the next five years. Your BMPs must include assignment of individuals responsible for follow-up.

Bolton & Menk has prepared these documents for several communities and is very familiar with the requirements.

To find out if you fall within this requirement and how we can help you meet this deadline, please contact **Bill Douglass** or **Del Jackman** at (507) 625-4171 or by email at billdo@bolton-menk.com or delja@bolton-menk.com.

favorable to them or not. The second reason that amendments don't pass is that if a voter elects to avoid the issue and not vote on the amendment, that lack of a vote is counted as a no vote. In both cases, voter education is essential for making informed decisions.

While we agree that some have raised valid concerns over the wording in the amendment for the share of MVST funding to go to transit, we believe that, under current political conditions, the constitutional dedication of the MVST is the only opportunity we have to see any increase in total dedicated transportation funding for the foreseeable future.

Good roads are vital to Minnesota's economy. Passage of the amendment would result in better-maintained and improved roadways and transit systems to serve the citizens of the State of Minnesota.

What is the Significance of this Constitutional Amendment?

- ▶ It would constitutionally dedicate the MVST funds to highway and transit. Legislators wouldn't have the prerogative of shifting MVST revenues to meet other needs.
- ▶ MnDOT's performance-based analysis found a need for \$38 billion from 2008 to 2030 for the State system. Expected revenues equal \$14.2 billion, leaving an unfunded gap of over \$1 billion per year for the State trunk highway system alone. When the MVST transfers are fully phased in, transportation budgets would realize an increase of approximately \$300 million per year.
- ▶ A gas tax increase that would help close the gap in State transportation funding lacks widespread political backing. The constitutional dedication of the MVST is the only opportunity we have at present to see any increase in transportation funding.

Cultural Resources Management

Mitigating Adverse Effects of Development Projects

Before you stick a shovel in the ground, regardless of the size of the project, it is important to consider what may lie beneath. There is an enormous amount of history buried in the Midwest. Treated carefully, it can often be saved and preserved for future study and enjoyment.

Cultural Resources are the remains and sites associated with human activities and include the following: prehistoric and ethnohistoric artifacts; Native American archaeological sites; historic archaeological sites; historical buildings; and elements or areas of the natural landscape that have traditional cultural significance.

Cultural Resources Management is a discipline that involves inventorying sites, evaluating them, and sometimes mitigating the adverse effects of development projects and construction. Bolton & Menk Archaeologist Dale Maul specializes in:

- Archaeological surveying (inventory);
- Consulting with Native American Tribes;
- Evaluating resources according to the State of Minnesota and Federal Standards; and
- Providing advice to land owners and developers to help them comply with the State Historic Preservation Act and Section 106 of NHPA.

Dale is a Licensed Archaeologist with the Minnesota Office of State Archaeologists and is a Registered Professional Archaeologist. He has worked on archaeological surveys, excavations and research throughout the Midwest and the Great Plains.



Dale E. Maul, M.S.

Many Bolton & Menk projects are directly linked to broader environmental reviews, such as Environmental Assessment

Worksheet (EAW), Project Memorandum (PM), Alternative Urban Areawide Review (AUAR), Environmental Assessment (EA) and Environmental Impact Statement (EIS).

Dale can help you with those cultural resources concerns that impact directly on such projects. He can conduct site identification/reconnaissance surveys for your project whether it is subject to State regulations or falls under Section 106 of the National Historic Preservation Act. Dale and our environmental review team have conducted such surveys for highway projects, airport projects, mining, and development for residential, business and industrial sites.

*For more information about cultural resources reviews and how they relate to State and Federal environmental reviews, contact **Dale Maul** at (952) 890-0509 or by email at dalema@bolton-menk.com.*



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