Mississippi River Parkway Commission of Minnesota

MINNESOTA MISSISSIPPI RIVER PARKWAY COMMISSION

REPORT TO

THE MINNESOTA STATE LEGISLATURE

1978 - 1979

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I. OVERVIEW

The Minnesota Mississippi River Parkway Commission is a member of the 10 State Mississippi River Parkway Commisssion. It is the responsibility of the Minnesota Parkway Commission to aid in the promotion and securement of a scenic parkway and highway for the State of Minnesota. More specifically, the Minnesota Parkway Commission has been assigned the responsibility of working toward the planning, construction, maintenance and improvement of the Great River Road, which follows generally the course of the Mississippi River throughout the ten Mississippi River States from Lake Itasca to the Gulf of Mexico. The Minnesota Parkway Commission is responsible for working with the appropriate Federal and State agencies, the U.S. Congress, and the ten-State Mississippi River Parkway Commission in order to accomplish Great River Road objectives. The Canadian Provinces of Manitoba and Ontario are also involved in the Great River Road program.

The Minnesota Parkway Commission functions under the terms of Minnesota Statutes Section 161.142 (See Exhibit 1). In addition to Minnesota, the following States and Provinces participate in the Great River Road program: Arkansas, Illinois, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Tennessee, Wisconsin, Manitoba and Ontario. The Minnesota Parkway Commission has 10 members: three members appointed by the State Senate, three members appointed by the State House, and three members appointed by the Governor. These nine members then appoint a tenth member to serve as secretary. The Chairman of the Minnesota Parkway Commission is elected by and among the 10 members. The Minnesota Parkway Commission meets at the call of the Chairman, approximately on a quarterly basis. For the current biennium the Minnesota Parkway Commission has received an appropriation of $10,000 for Fiscal Year 1978 and $10,000 for Fiscal Year 1979 (See Exhibit 2). The Minnesota Parkway Commission anticipates requesting $20,000 for Fiscal Year 1980 and $20,000 for Fiscal Year 1981 (See Exhibit 2). The 10-State Mississippi River Parkway Commission is responsible for coordination of the development and promotion of the Great River Road. The 10-State Mississippi River Parkway Commission accomplishes this purpose through coordination of State viewpoints, serving as a clearinghouse for information on Great River Road issues, working with Congress and the appropriate Federal agencies, and working with the various State agencies responsible for Great River Road program implementation.

The 10-State Mississippi River Parkway Commission holds an annual meeting and quarterly Executive Committee meetings. The 10-State Mississippi River Parkway Commission maintains four standing committees: Technical, Promotion, Historical and Environmental. In addition to meeting at the annual meeting, these standing committees meet during the year whenever deemed necessary. The 10-State Mississippi River Parkway Commission maintains an office in St. Paul, Minnesota.

The Minnesota Parkway Commission during the last two year period has been involved in three major areas. First, the Minnesota Parkway Commission has actively sought full Federal funding for the Great River Road program. Such efforts have been highly successful, with Minnesota receiving approximately $23.5 million for Great River Road development (See Chapter II). Second, the Minnesota Parkway Commission has been involved in amending Federal Great River Road regulations which have had a negative impact on Great River Road development in this State (See Chapter III). Third, the Minnesota Parkway Commission has worked with the Minnesota Department of Transportation and other State agencies as well as local units of government to insure that Federal Great River Road funds are properly utilized.

The Minnesota Parkway Commission has had a very active two year period. The result of such efforts has been demonstrated by significant progress in the development of the Great River Road. Minnesota has developed and implemented a Great River Road program which is balanced and which reflects local input. Minnesota has truly developed a model Great River Road program for all the Mississippi River States to follow.

II. GREAT RIVER ROAD FUNDING

The 1978 Surface Transportation Assistance Act, approved by Congress in the waning hours of the 95th Session, authorized $140 million over four years for Great River Road construction and reconstruction. This Act authorizes for the Great River Road $10 million per fiscal year for each of the fiscal years ending September 30, 1979, September 30, 1980, September 30, 1981 and September 30, 1982 for construction or reconstruction of roads not on a Federal-aid highway system; and out of the highway Trust Fund, $25 million for each of the fiscal years 1979, 1980, 1981, and 1982 for construction or reconstruction of roads on a Federal-aid highway system. These new funds are in addition to the $78.75 million authorized in the 1976 Federal Highway Act and the $90 million made available to the 10 Mississippi River States in the 1973 Federal Highway Act.

The Minnesota Parkway Commission has worked with the Minnesota Congressional delegation, and the ten-State Mississippi River Parkway Commission, to obtain funding for the Great River Road. Such efforts have been very beneficial, with Minnesota receiving a larger share of Federal Great River Road funds ($23.5 million) then any of the other nine Mississippi River States.

As reported in the Minnesota Parkway Commission's previous biennial report to the Legislature, the State has received almost $20 million of the $90 million provided in the 1973 Federal Highway Act. In addition, during this biennium Minnesota received approximately $3.5 million of the first portion of 1976 Federal Highway Act funds distributed among the States. Although the 1976 Federal Highway Act authorizes $78.75 million for the Great River Road, only $56.25 is actually available for the States at this time. The $56.25 million is authorized from the Highway Trust Fund. Of this amount, $31.25 has been allocated among the States for fiscal year 1979. The remainder of the $56.25 million will be distributed among the States during fiscal year 1980. In addition to the $56.25 million from the Highway Trust Funds provided in the 1976 Federal Highway Act, the Act authorizes $22.5 million from the General Funds. However, Congress must appropriate all General Funds after such funds have been authorized in order to actually make General Funds available.

Congress has not yet taken action to appropriate the $23.5 million authorized. This matter will be addressed during the 96th Session of Congress which convenes in January, 1979.

III. GREAT RIVER ROAD FEES

In October, 1976 The Federal Highway Administration (FHWA) issued a set of regulations pertaining to the allocation and use of Great River Road funds. While the bulk of these regulations reflected Congressional intent, one particular regulation caused much discontent. Section 148(a)(5) of Title 23 of the United States Code states that "...no fees shall be charged for any facility constructed or improved with Great River Road funds."

The implications of this regulation posed a great problem for the State of Minnesota. As issued by the FHWA, this regulation meant that numerous Great River Road projects under consideration by the Minnesota Department of Transportation (Mn. DOT), the Minnesota Department of Natural Resources (Mn. DNR) and the Minnesota Historical Society would be ineligible for Federal Great River funds. Included in the list of potential ineligible projects were eight State parks and one County park that charges entrance fees to partially cover operation and maintenance expenses. The eight State parks threatened by this regualtion included Lake Itasca State Park, Lake Bemedji State Park, School Craft State Park, Savanna Portage State Park, Crow Wing State Park, Lindbergh State Park, Lake Maria State Park, and Fort Snelling State Park. Also, the Coon Rapids Dam Regional Park located in Hennepin County was threatened by the FHWA regulation. Minnesota had planned to utilize Federal Great River Road funds to improve these park facilities, but this would have been prohibited by the FHWA regulation because of the operation and maintenance fees involved. Although the intent of the regulation was to prohibit the utilization of Federal funds to generate private revenue, the regulation had an unforseen negative impact on the States attempting to develop a quality Great River Road program.

The eight State parks and one County park totaled approximately $6 million, which might have been lost if the FHWA regulation remained unchanged. The most substantial loss for any singular project in Minnesota would have been incurred at Fort Snelling State Park. Planned improvements for this historic site included several phases of restoration totaling approximately $2.8 million. In addition to Minnesota, the FHWA regulation would have prohibited a number of projects in four other States: Illinois, Louisiana, Mississippi, and Wisconsin.

As the ramifications of the FHWA fees regulation became known, Mn. DOT and the Minnesota Parkway Commission attempted to have FHWA amend the regulation. It was argued that Congressional intent did not include barring State agencies operating parks or historical sites from collecting fees (as generally mandated by the State Legislatures) to generate funds to partially cover the cost of maintenance of the specific facility.

Despite the pleas and arguments of the Minnesota delegation, FHWA stated that the regulation could not be changed unless Congress instructed FHWA to do so. FHWA officials indicated that they were not opposed to amending the fees regulation, but simply lacked authority to make such a change. The Minnesota Parkway Commission then discussed this problem with members of the Minnesota Congressional delegation in order to possibly resolve the problem. Congressional action was sought to reclarify the use of Great River Road funds as it pertains to fees so that State and County park projects in Minnesota and other Mississippi River States could proceed with development of the Great River Road project.

Minnesota Congressmen James Oberstar and Al Quie offered an amendment to the Surface Transportation Assistance Act of 1978 in order to correct the FHWA fees regulation. Specifically, the amendment stated that "...no fees shall be charged for the use of any facility constructed with assistance under this section, except for parks, recreational areas and

historical sites operated by State or local governments and non-profit organizations where admission fees may be charged to cover operational costs." This amendment was approved by Congress and included in the Surface Transportation Assistance Act of 1978, which was signed into law by the President on November 7, 1978.

Due to the Congressional action taken regarding the FHWA fees regulation Minnesota was able to proceed with the approximately $6 million in Great River Road projects that otherwise would have been ineligible.

IV. GREAT RIVER ROAD ACCESS SPURS

Final procedures for implementation of the Great River Road program, as transmitted by the Federal Highway Administration (FHWA) in October, 1976 specifically set forth the designation of a single Great River Road (GRR) route which crosses back and forth over the Mississippi River through the ten Mississippi River States. Except where "significant breaks in continuity would result, the Great River Road shall, to the extent feasible, follow existing road alignment", and "it shall cross the Mississippi River on existing bridges" according to the FHWA regulations. The primary justification for this language is to develop one continuous Great River Road route that is not overly fragmented and that is economically as well as environmentally feasible.

In stressing this single route concept, FHWA regulations state that the 10 Mississippi River States shall select in cooperation with and subject to FHWA approval the specific location of the Great River Road system between designated existing Mississippi River crossings and control points. The designated control points in Minnesota, determined by FHWA, for the single Great River Road route are Lake Itasca in the North and Point Douglas, just south of St. Paul. At Point Douglas, the Federal designated Great River Road route then crosses the Mississippi River and proceeds South from Prescott, Wisconsin to Desoto Wisconsin past the Minnesota-Iowa border. Thus, Federal funds for the Great River Road in Minnesota may only be utilized between Lake Itasca and Point Douglas. The Great River Road along the Mississippi River in Southern Minnesota is not eligible for Federal Great River Road funds due to the FHWA regulations.

The FHWA regulations also allow for access spurs which may be included to areas of "interest and scenic enhancement proximate to the Mississippi River not reasonable accessible over the existing Federal-aid highway network." Minnesota and Wisconsin have preliminary plans for access spurs between the two States along the Mississippi River in Southern Minnesota. Several areas along this portion of the Mississippi River are seen as important locations for access spurs by the States of Minnesota and Wisconsin. The Southeastern portion of Minnesota has a wealth of historic sites combined with scenic landscapes along the Mississippi River corridor. According to the March, 1977 Minnesota Great River Road Cost Estimate prepared by the Minnesota Department of Transportation (Mn. DOT) "it is vital to provide spurs from Wisconsin into Minnesota to take advantage of the history and outstanding scenic views."

As a result, there are presently four potential access spur crossings into Minnesota from Wisconsin that are under consideration. The Minnesota and Wisconsin Departments of Transportation, as well as the State Parkway Commissions of Minnesota and Wisconsin, are all in agreement and support the potential access spur projects at Red Wing, Wabasha, Winona and La Crescent, Minnesota. (See Exhibit 3. for a general description of the proposed access spur projects as prepared by Mn. DOT.)

When the Minnesota-Wisconsin access spurs projects were submitted to the FHWA for approval, the plans were flatly disapproved. FHWA stated that the Great River Road regulations do not allow for the use of Federal Great River Road funds for the development of access spurs which cross the Mississippi River whether such spurs are wholly within a single State or between neighboring States. Although the FHWA regulations state that access spurs may be included "to areas of interests and scenic enhancement proximate to the Mississippi River," FHWA indicated that spurs crossing the River are not allowable due to the 1976 Federal Highway Act Conference Report which states that Federal Great River Road funds could be used only for "one route that crisscrosses the River several times." FHWA further stated that the access spur regulation cannot be amended unless FHWA is instructed to do so by Congress.

The Minnesota Parkway Commission then met with members of the Minnesota Congressional delegation to consider amending the FHWA access spur regulation. Also, the Minnesota Parkway Commission enlisted the support of the other Mississippi River States for amending the FHWA access spur regulation. As drafted and submitted by the Minnesota Parkway Commission, the National Mississippi River Parkway Commission at their 1977 Annual meeting unanimously approved a resolution requesting the use of Federal funds for access spurs that cross the Mississippi River. In December, 1977 Minnesota Parkway Commission representatives went to Washington, D.C. to explain the need for such access spurs and assist in drafting legislation to meet such a need. The result was the introduction on December 7, 1977 of H.R. 10262, a bill sponsored by Congressman James Oberstar on behalf of the entire Minnesota delegation of the U.S. House of Representatives. H.R. 10262 authorized the "construction or reconstruction of interstate and intrastate access spurs crossing the Mississippi River to significant scenic, historical, recreational or archeological features on the other side of the Mississippi River." Unfortunately, the support of H.R. 10262 failed to receive the necessary majority support of the House Committee on Public Works and Transportation and consequently it did not receive Congressional approval before the end of the 1st Session of the 95th Congress.

Debate over access spur legislation next came up in regard to the 1978 Surface Transportation Act which was considered during the second Session of the 95th Congress. Both the Senate and House versions of this major legislation contained provisions for the authorization of funds for the Great River Road. Also, as a result of the efforts of the Minnesota Parkway Commission and members of the Minnesota Congressional delegation, the House version of the 1978 Surface Transportation Assistance Act included an amendment which provided for the construction of access spurs to connect the Great River Road by the "most direct feasible routes, with existing bridges across the Mississippi River for the purpose of providing persons traveling such roads with access to significant scenic,

historical, recreational, or archeological features on the opposite side of the Mississippi River from the Great River Road, when such features are no further from the River than the Great River Road is at its furthest point from the River." The purpose of this provision was to not only allow access spurs to be constructed from the Great River Road in Wisconsin to scenic and historic sites in Minnesota, as well as to allow similar spurs in other States, but to also assure those who strongly adhere to the single route philosophy that the adoption of this language would not be utilized to circumvent the single route concept.

Although Congress approved the 1978 Surface Transportation Assistance Act, the provision allowing for interstate and intrastate access spurs to cross the Mississippi River was not included. This provision was killed in a Senate-House Conference Committee session on the Surface Transportation Act since no comparable language to the House access spur amendment was included in the original Senate version of the legislation.

Even though this access spur provision did not survive efforts to change current FHWA regulations in the 95th Session of Congress, the issue is still not dead. It is expected that during the 96th Session of Congress, which convenes in January, 1979, the Senate may take action to have access spur amendment language introduced and approved. If this is accomplished, it should be quite possible to have the House access spur language re-introduced and approved. Thus, it is hoped that this access spur problem will finally be solved so that Federal Great River Road funds can be utilized for historic and scenic points of interest in Southern Minnesota as well as for other areas along the Great River Road.

V. STATE AGENCY & LOCAL COOPERATION

The Minnesota Parkway Commission has a responsibility to work with the Minnesota Department of Transportation, the Minnesota Department of Economic Development-Tourism Division, the Minnesota Department of Natural Resources, the Minnesota Historical Society, and other State and local units of government regarding development of the Great River Road.

In 1978 the Minnesota Legislative approved legislation that provided the Commissioner of the Minnesota Department of Transportation (Mn. DOT) with authority to designate the Great River Road route subject to the approval of the Minnesota Parkway Commission. This arrangement provides the State with the flexibility to utilize Federal Great River Road funds, and provides an opportunity for legislative as well as public review of Mn. DOT Great River Road projects.

Mn. DOT has made great progress in developing the Great River Road and has taken a lead role among the 10 Mississippi River States involved in this program. Minnesota has received the largest share of Federal Great River Road funds distributed ($23.5 million) and at the end of fiscal year 1978 Minnesota obligated the greatest total of funds ($13 million) among the 10 Mississippi River States.

The key to successful implementation of the Great River Road program is state agency cooperation and local input. Mn. DOT and the Minnesota Parkway Commission has made an effort to work closely with other State agencies and local units of government to develop sound, balanced Great River Road projects. Further, Mn. DOT has conducted numerous public meetings to obtain local community input regarding the proposed Great River Road projects. Through this process, Minnesota has been able to avoid unnecessary conflict and proceed with accomplishing Great River Road objectives.

Minnesota did experience one particular problem regarding the obligation of Great River Road funds. In June, 1978 the Federal Highway Administration (FHWA) found it necessary to temporarily redistribute a portion of the Great River Road allocated for fiscal year 1978. If such funds had not been redistributed, the 10 States could have lost up to a maximum of $21 million in Great River Road funds due to lapsing deadlines. In order to avoid any loss of funds, FHWA redistributed approximately $13 million between States not immediately able to obligate their funds and States able to obligate funds in addition to their original allocation. Minnesota's original allocation was nearly $20 million, larger than that received by any of the other States. However, due to the vast Great River Road mileage in Minnesota and the fact that a major portion of the Mississippi River is within as well as along the State's border, Mn. DOT had to conduct a lengthy planning process before project implementation and obligation of funds. Consequently, a portion ($6 million) of Minnesota's initial allocation was temporarily redistributed. However, these funds have been returned to the State in the fiscal year 1979 allocation of Federal Great River Road funds since Mn. DOT is now in a strong position to move ahead with Great River Road projects.

Authorization of State Commission - Laws of 1963, Chapter 875

(a) Establishment

The Mississippi River Parkway Commission of Minnesota was established by Minnesota Statutes of 1963, Chapter 875 (repealing) Minnesota Statutes of 1961, Sec. 161.142, Subdivision 1).

(b) Function

The Minnesota Commission is directed within policies of the state and in the best public interest for the promotion of public safety, recreation, travel, trade, and general welfare of the people, to cooperate with the federal government and with the National Mississippi River Parkway Commission. It is to carry out such policies, and to aid in the promotion and securement of a scenic parkway and highway for the State of Minnesota, and to aid in securing the location of federal parks within Minnesota. Finally, it is to work toward the planning, construction, maintenance, and improvement of the Great River Road or Mississippi River Parkway which is to follow generally the course of the Mississippi River and extend from Canada to the Gulf of Mexico.

The state commission is an affiliate of the National Mississippi River Parkway Commission.

(c) Membership

Originally, the Minnesota Commission was composed of nine members: three members appointed by the Governor, three state senators and three state representatives. Ex-officio members of the Commission are the commissioners of the highway department and natural resources department, and the director or the Minnesota Historical Society.

A 1971 amendment to the Laws of 1969, Chapter 653, increased membership of the Mississippi River Parkway Commission of Minnesota from nine to ten by including the Commission's appointed secretary as the tenth member.

(d) Authority

The 1971 amendment also gave the Commission authority to review the programs of the various interstate compacts and commissions involved in water and land use activities along the Mississippi River in Minnesota and report to the Legislature biennially any duplication of programs and funding as well as its recommendations for new legislation.

(e) Financing

Laws of 1967, Extra Session Chapter 48, Section 2, Subdivision 8, authorized a $5,000 appropriation to the Minnesota Commission for fiscal years 1968 and 1969. That amount has remained the same in the subsequent fiscal years as the appropriation to the Commission.

(f) Dues to the National Commission

Initially, the Minnesota Commission was authorized to pay an annual fee of not to exceed $1,000 for its share of the planning program of the National Parkway Commission. That $1,000 ceiling, however, was lifted by the 1971 amendment to the State Laws of 1969 so that the Minnesota Commission is now permitted to pay its equal share of the planning program of the National Commission.

SEC/SEQ RANGE = 601-601 FUND RANGE = 10-98 OBJECT RANGE = 000-999 * * * DOLLARS IN THOUSANDS (137,522 = 137.5) * * *

DEPT 51-700LEGIS MISS RIVER PKWY COM

	F.Y. 1977 ACTUAL	F.Y. 1978 ACTUAL	F.Y. 1979 ESTIMATED	AGENCY REQ. F.Y. 1980 SAME	AGENCY REQ. F.Y. 1980 CHANGE	AGENCY REQ. F.Y. 1981 SAME	AGENCY REQ. F.Y. 1981 CHANGE	AGENCY REQ. BIENNIUM TOTAL
PROG 30 LEGISLATIVE COORDINATING CM								
BACT 36 MISS RIVER PARKWAY COMM								
AID. 650606 LEGIS-MISS RIVER PKWY CM								
0 PERSONAL SERVICES								
03 PT-TIME SEASONAL LABOR SVC			1.4	1.4	.6	1.4	.6	4.0
TOTAL - OBJ1 0			1.4	1.4	.6	1.4	.6	4.0
1 EXPENSE/CONTRACT SVS								
14 PRINTING AND BINDING			.1	.1	3.4	.1	3.4	7.0
15 CONSULTANT SERVICES	.1	.1						
16 PROF & TECH SVS	1.7	.6						
TOTAL - OBJ1 1	1.8	.7	.1	.1	3.4	.1	3.4	7.0
2 EXPENSE-CONTRACT SVS								
20 COMMUNICATIONS		.1	.1	.1	.4	.1	.4	1.0
21 TRAVL/SUBSITNC IN-ST	1.2	1.1			5.0		5.0	10.0
22 TRAVL/SUBSIS OUT-ST	2.8	2.2	3.4	3.4	.4-	3.4	.4-	6.0
TOTAL - OBJ1 1 AND 2	5.8	4.1	3.6	3.6	8.4	3.6	8.4	24.0
7 CLMS/GRNTS/SHRD REVN								
71 GRANTS & SUBSIDIES			5.0	5.0	1.0	5.0	1.0	12.0
73 CONTRIB/BOUNTS/REWRD	2.5	4.5						
TOTAL - OBJ1 7	2.5	4.5	5.0	5.0	1.0	5.0	1.0	12.0
TOTAL - AID. 650606	8.3	8.6	10.0	10.0	10.0	10.0	10.0	40.0
TOTAL - BACT 36	8.3	8.6	10.0	10.0	10.0	10.0	10.0	40.0
TOTAL - PROG 30	8.3	8.6	10.0	10.0	10.0	10.0	10.0	40.0
TOTAL - DEPT 51-700	8.3	8.6	10.0	10.0	10.0	10.0	10.0	40.0

1. Spurs from Wisconsin

From Hastings to the Iowa Border the Mississippi flows majestically down a valley that is several miles wide and enclosed on both sides by steep and rugged bluffs. This part of Minnesota, the southeastern region, has a wealth of historic and prehistoric sites combined with scenic landscapes especially along the river corridor. The towns along this stretch of the river established themselves through early steamboat operations and a busy milling industry.

It is vital to provide spurs from Wisconsin into Minnesota to take advantage of the history and outstanding scenic views. The spurs have been worked out with the Wisconsin Department of Transportation and the Mississippi River Parkway Commission of Wisconsin. Both Wisconsin & Minnesota DOT's as well as both Parkway Commissions are in agreement and supportive of these proposals.

A spur is proposed from Hager City Wisconsin to Red Wing, Minnesota on U.S. Highway 52. The city of Red Wing is tucked between two lofty bluffs which offer excellent views into the Mississippi River Valley. A scenic overlook and R/W acquisition is proposed for Barnes Bluff.

Development cost breakdown	. Grading and surfacing	$50,000
	. Site development	15,000
	. Landscaping	5,000
	. Signing	3,000
	. R/W	50,000
		$123,000

A spur is proposed from Nelson, Wisconsin to Wabasha, Minnesota on U.S. Highway 60. The city of Wabasha lies on the river's edge, a picturesque town. The historic Anderson Hotel is located here, (the hotel is on the state inventory list and eligible for the national register) a still operating business. The hotel was built in 3 sections from 1856-1890 and most of the interior is unaltered. The Nelson/Wabasha bridge crossing is inadequate, funding is needed to reconstruct the facility on State Trunk Highway 60.

Development cost breakdown	. Bridge reconstruction	$9,125,000
	. Landscaping (historic site)	30,000
		$9,155,000

A spur is proposed from Bluff Siding, Wisconsin to Winona, Minnesota on U.S. Highway 54 (Wisconsin) and U.S. Highway 43 (Minnesota).

The city of Winona was founded by early steamboat operations. The Julius C. Wilkie Steamboat, the only wooden-hulled steamboat in existence, is operated as a museum with a remarkable collection of riverboat models and historic river era relics.

The city's surroundings present a variety of scenery and points of interest. The most known one is the "Sugarloaf", a distinctive 500' limestone formation, a relic of Winona's quarrying days. A rest area Type II is proposed in Winona.

Development cost $555,000.00

- A spur is proposed from LaCrosse, Wisconsin to LaCrescent, Minnesota on U.S. Highway 14 (Wisconsin) and U.S. Highway 16 (Minnesota). The town of LaCrescent is nestled below bluffs of terraced apple orchards. The well known "Hiawatha Apple Blossom Scenic Drive" just north of town. The first three miles of it one can enjoy the best scenery of the orchards, the town and the river below. A scenic overlook and R/W acquisition is proposed for LaCrescent.

Development cost breakdown		
	. Site Development	$50,000
	. Grading and surfacing	15,000
	. Landscaping	5,000
	. Signing	2,500
	. R/W	100,000
		$173,000

MISSISSIPPI RIVER PARKWAY COMMISSION

Membership

1977-79

SENATORS

The Honorable John Bernhagen
State Senator
Route 1
Hutchinson, Minnesota 55350

The Honorable Jack I. Kleinbaum
State Senator
1100 - 23rd Avenue North
St. Cloud, Minnesota 56301

The Honorable Clarence M. Purfeerst
State Senator
Route 1
Faribault, Minnesota 55021

REPRESENTATIVES

The Honorable Bob McEachern
State Representative
601 N. Walnut Street
St. Michael, Minnesota 55376

The Honorable Joseph T. Niehaus
State Representative
Rural Route 3
Sauk Centre, Minnesota 56378

The Honorable John J. Sarna
State Representative
2837 Ulysses
Minneapolis, Minnesota 55418

GOVERNOR'S APPOINTEES

Mr. Victor N. Jude
Maple Lake
Minnesota 55358

Mr. Jacob A. Nordberg
Jacobson
Minnesota 55752

Mr. George F. Vogel
HOLST, VOGEL, ERDMANN & VOGEL
Gladstone Building
Red Wing, Minnesota 55066

EXECUTIVE SECRETARY

Mr. Timothy Edman
W-3173 First National Bank Bldg.
St. Paul, Minnesota 55101

EX OFFICIO

Commissioner of Highways

Director of Historical Society

Commissioner of Natural Resources

OFFICERS

Chairman - Mr. George F. Vogel
Vice Chairman - Representative Bob McEachern
Secretary - Mr. Timothy Edman
Treasurer - Senator Clarence M. Purfeerst

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MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION

March 10, 1977

Chairman Victor Jude called the meeting to order at 4:10 P.M. in Room B-9 of the Transportation Building. He introduced and welcomed the new members to the Commission. Members present in addition to Chairman Jude were Vice-Chairman George Vogel, Jacob Nordberg, Senators John Bernhagen and Jack Kleinbaum, and Secretary Robert Edman. Tim Edman was also present.

Others present were: John Hackett, Minnesota Historical Society; Wayne Sames, Department of Natural Resources; Kermit McRae, DOT; Lee Markell, DOT; Angela Anderson, DOT; Herm Juffer, DOT; Lawrence Foote, DOT; Harry Reed; DOT; Barry Warner, DOT; and James M. Shrouds, FHWA.

Chairman Jude began by saying that the Commission was meeting with Highway Department officials and environmental people in regard to the Great River Road. Minnesota is about to receive some $19 million for work on the Great River Road in Minnesota and the Highway Department has come up with proposals on how they would like to see it implemented along the road and they want to also get our views in this regard.

Kermit McRae, Department of Transportation, made some introductory comments and introduced highway personnel.

Dr. Lawrence Foote, DOT, distributed some handouts and commented as follows:

1. Location, criteria, concepts
2. Study outline
3. Coordination list
4. Project Eligibility
5. FHWA letter limiting funds and the deferral
6. Mn/DOT letter to Edman to overturn deferral

Dr. Foote also made mention of the four Great River Road routes as follows:

1. FHWA recommended (Region 15 Phase II studies)
2. State designated route by legislature
3. Cost Estimate route
4. Actual route picked after public involvement

Cost estimated was discussed by Herm Juffer and he provided some background information. The objectives in the FHWA guidelines are to "obtain reasonably accurate cost estimate within legislative intent: not a new highway development program but rather a route to preserve historic and environmental aspects of the Mississippi River Valley". It is to use existing roads where feasible and provide access to sites of interest.

Angela Anderson gave a slide presentation on the Great River Road outstate and Herm Juffer presented the metro section and discussed cost estimates.

Jacob Nordberg mentioned his concern that Aitkin County would like the portion of the Great River Road on the west side of the Mississippi from Palisade to Jacobson. There was general concurrence in a cost estimate route.
Mr. Jacobson felt that if the county received funding for building they would actually maintain them.

Bob Edman expressed concern that we should begin obligating Minnesota's dollars. The Highway Department felt that this would have to be done within present state law and control of maintenance would be locally. Also, adequate public hearings would be initiated.

The meeting adjourned at 5:50 P.M.

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MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION

June 20, 1977

The organizational meeting of the Mississippi River Parkway Commission was called to order at 3:10 P.M. on Monday, June 20, 1977, in Room 22 of the State Office Building by the Chairman, Victor N. Jude.

Members present:

SENATORS

John Bernhagen
Jack Kleinbaum
Clarence M. Purfeerst

REPRESENTATIVES

Bob McEachern
Joseph T. Niehaus

GOVERNOR'S APPOINTEES

Victor N. Jude
George F. Vogel

EX OFFICIO

Kermit McRae, Minnesota Department of Transportation
Herm Juffer, Minnesota Department of Transportation

Also present:

Tim Edman, Edman and Associates, St. Paul
Ruth King, Phillips Legislative Service

The Chairman opened the meeting by introducing the new members and explaining the purpose of the Commission.

Senator Bernhagen moved that the minutes of the meeting held on March 10, 1977, be approved as recorded by the secretary and mailed to the members. Representative McEachern seconded the motion. Motion carried.

State and Federal Status Report

Chairman Jude commended Mr. Robert Edman for the work he has been doing in Minnesota and Washington in helping us resolve some of the problems that have developed in regard to the Great River Road. In May, Federal restrictions on new construction were lifted and this was with the help of Mr. Edman and the Congressional delegations along the river that it was possible.

Chairman Jude also complimented the Department of Transportation on their work in regard to our Commission and the Great River Road. They were especially efficient in submitting their reports in short notice when the funds were made available.

Report of Department of Transportation

Mr. Kermit McRae, Director, Transportation Services Division, and Mr. Herman Juffer, Environmental Affairs Division of Transportation Services, Department of Transportation, presented a brief status report regarding Federal funding and possible cost estimates for the Great River Road. The Federal Government has completed their Region 15 study and established a Great River Road corridor. This does not correspond with the legislative route so there will have to be a compromise. The spurs were discussed but they have not been approved by the Federal Department of Transportation. $90 million was committed in 1976 for the 10 states along the Great River Road from the 1973 Federal Highway Act; $78.75 million was committed for 1977-78 and Minnesota will probably receive $12 million. Minnesota will begin planning and design next year and now that the Federal restriction on new construction has been lifted there is a requirement that 60% of reconstruction must be completed before new construction can begin. Also, location design studies have begun on bicycle trails near Champlin. Mr. Juffer pointed out the Great River Road route and proposed spurs on the map and answered questions.

Financial Report

Chairman Jude presented a financial report and distributed copies to the members. They are on file in the office of the Secretary. He pointed out that the deficiency appropriation had been approved for $3,000. He mentioned that the outstanding bills for the commission would be paid out of this appropriation and then the remainder would be applied to the 1978 national dues.

Representative Robert McEachern moved, seconded by Senator Purfeerst, that the financial report be accepted as presented, that outstanding bills be paid and that the remainder of the funds in the Fiscal Year 1977 account be applied to the 1978 dues. Motion carried.

ELECTION OF OFFICERS:

Chairman Victor Jude called for nominations for the office of Chairman. Representative McEachern nominated Mr. George F. Vogel and the nomination was seconded by Senator Kleinbaum. Senator Kleinbaum moved that nominations be closed and that a unanimous ballot be cast for Mr. Vogel. Representative Niehaus seconded the motion. Carried.

Mr. Vogel took the chair as the new Chairman of the Mississippi River Parkway Commission and expressed his appreciation for the support given him by the members of the Commission.

Mr. Vogel called for nominations for the office of Vice Chairman. Representative Niehaus nominated Representative Bob McEachern. Mr. Jude seconded the nomination and moved that nominations cease and a unanimous ballot be cast for Representative McEachern. Senator Kleinbaum seconded the motion. Carried.

Mr. Vogel called for nominations for the office of Secretary. Mr. Jude nominated Mr. F. Robert Edman and moved that nominations cease and that a unanimous ballot be cast for Mr. Edman. Representative McEachern seconded the motion. Carried.

Mr. Vogel called for nominations for the office of Treasurer. Senator Kleinbaum nominated Senator Clarence Purfeerst. Senator Bernhagen seconded the nomination and moved that nominations cease and that a unanimous ballot be cast for Senator Purfeerst. Carried.

RESOLUTIONS:

Senator Purfeerst moved that all members of the Minnesota Mississippi River Parkway Commission, be authorized $48 per diem plus mileage, or airfare, registration fees, and hotel up to $25 per day if in Minnesota, when in attendance at authorized Commission meetings, including public members. This will be effective July 1, 1977. Representative McEachern seconded the motion. Motion carried.

Mr. Jude moved, seconded by Representative Niehaus, that the officers and members of the Minnesota Mississippi River Parkway Commission, and staff, as designated by the chairman, be authorized to attend the National Commission meeting and any other committee meetings of the National Commission and Minnesota Commission subject to budget limitations. Motion carried.

Mr. Jude moved, seconded by Representative Niehaus, that the chairman be authorized to appoint the necessary committees and subcommittees so that the Commission can properly function during the biennium. Motion carried.

Representative McEachern presented a resolution commending Chairman Victor N. Jude for his dedicated service to the Mississippi River Parkway Commission since 1967 and recommending him for the position of Pilot of the National Commission at the National Convention in LaCrosse, Wisconsin in October. Representative McEachern moved for adoption of the resolution. The resolution was unanimously adopted and it was agreed that it should be sent to all the Commissions of the states involved and the two provinces in Canada. The resolution is included as Exhibit "A" to these minutes.

Tim Edman mentioned that the annual convention of the Mississippi River Parkway Commission would be held in LaCrosse, Wisconsin at the Ramada Inn October 2-4, 1977. Attendance of all commission members was encouraged and more information concerning the convention will be forthcoming at a later date.

Mr. Jude encouraged all members to pay their Great River Road Association dues for the next year. This would be $10 per year and each member would receive a copy of the "Pilot's Wheel."

There was considerable discussion about the fact that many legislators, public officials and agencies of government are not familiar with the Great River Road in Minnesota. It was felt that we should print a brochure which would promote the Great River Road and also describe the history of the road for handy distribution.

The Commission members asked the Department of Transportation to do some advance planning on a brochure in this regard and have a proposal ready for the next meeting of the commission.

Also, there was discussion of the possibility of commission members, along with the Department of Transportation people, appearing before some of the House and Senate committees to explain the Great River Road concept and the activities of the Mississippi River Parkway Commission. It was agreed that this would be an excellent idea.

Senator Kleinbaum mentioned the possibility of the Mississippi River Parkway Commission's budget being handled under the appropriation of the Department of Transportation in the future and asked that this be considered.

It was the consensus of the commission members that if possible a meeting should be scheduled for the month of September.

Representative McEachern moved for adjournment, seconded by Senator Kleinbaum and motion carried.

The meeting was adjourned at 5:30 p.m.

jr
Enc: Exhibit "A"

EXHIBIT "A"

A RESOLUTION

WHEREAS, Victor N. Jude has been a member of the Minnesota Mississippi River Parkway Commission since 1967, and has been the Chairman of this commission for the past six years; and

WHEREAS, Chairman Jude has served as Pilot Pro-Tem of the National Mississippi River Parkway Commission for the past two years; and

WHEREAS, Chairman Jude has been a loyal and active member of this commission and has made significant contributions through his dedicated service in the promotion of the Great River Road in Minnesota, and also his involvement with the National Commission in regard to legislative activities on the national level; now

THEREFORE, the members of this commission extend their appreciation to Chairman Victor N. Jude for his outstanding service and recommend him for the position of Pilot in the National Mississippi River Parkway Commission.

Resolution Adopted: June 20, 1977
Motion by Representative McEachern
Seconded by Senator Purfeerst

MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION

EXECUTIVE COMMITTEE MEETING

September 14, 1977

The Executive Committee of the Mississippi River Parkway Commission met on September 14, 1977 at 4:30 p.m. in Room 22 of the State Office Building.

Members present: Chairman George F. Vogel, Victor N. Jude, Representative John Sarna and Representative Joe Niehaus.

Also present: Jim Harrison, Wisconsin-Minnesota Boundary Commission; Tim Edman and Steve Muth, Edman and Associates.

Chairman George Vogel called the meeting to order and made the appropriate introductions. He pointed out that the purpose of the meeting was to finalize plans for the annual meeting to be held in La Crosse on October 2-4, 1977.

The selection of a new Executive Secretary for the Minnesota Commission was discussed. It was the consensus of the members present that Mr. Tim Edman should be recommended for the position of Executive Secretary for the Minnesota Commission to be elected by the full commission when they meet in La Crosse.

It was further agreed that the Minnesota Commission should recommend to the National Commission that Edman and Associates be retained as National Secretary for the Mississippi River Parkway Commission and that the Headquarters be continued in the office of Edman and Associates in St. Paul.

Tim Edman expressed his appreciation for this vote of confidence and pointed out that he will be making a proposal to the Executive Committee at the National Convention for his continuance as National Secretary and that he will submit a formal contract for possible approval. This would formalize the working relationship that has been carried on by the Edman firm.

Chairman Vogel asked Tim Edman to keep the Minnesota Commission members informed of the proposed contract that he will be submitting to the Executive Committee as it would be helpful in our support for the proposal.

The Minnesota Commission also went on record to recommend Mr. Victor N. Jude for the position of Pilot of the National Commission to be elected at the annual meeting in La Crosse.

Chairman Vogel reported on his meeting with members of the Department of Transportation emphasizing the fact that he felt communication had been excellent and we are moving ahead.

All members were encouraged to pay their dues in the Great River Road Association and to attend the annual meeting in La Crosse.

The meeting adjourned at 5:45 p.m.

jr

MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION

October 2, 1977

The Minnesota Mississippi River Parkway Commission met on October 2, 1977 at 10:00 a.m. at the Ramada Inn a LaCrosse, Wisconsin.

Chairman Vogel called the meeting to order with the following members of the Commission present for the Conference: Senators Purfeerst, Kleinbaum, and Bernhagen; Representatives Sarna, Niehaus and McEachern; Chairman George Vogel and Victor Jude; Tim Edman.

Representative McEachern moved, seconded by Representative Niehaus, that we accept the recommendation of the Executive Committee and elect Mr. Tim Edman as our Executive Secretary. MOTION CARRIED.

It was agreed that we should offer two resolutions at the Conference as follows:

1. A Resolution in Recognition of Mr. F. Robert Edman.
2. A Resolution on Access Spur Connections.

The meeting was adjourned.

jr

A RESOLUTION

ON ACCESS SPUR CONNECTIONS

WHEREAS, the FHWA Regulations regarding the Great River Road allow for access spurs to areas of interest and scenic enhancement proximate to the Mississippi River;

IT IS HEREBY RESOLVED by the General Assembly of the ten states and the two provinces of the Mississippi River Parkway Commission, that interstate and intrastate access spurs be authorized crossing the Mississippi River, and funds be allowed where significant scenic, historical, recreational and/or archeological features exist nearby on the other side of the Mississippi River from the nationally designated route.

Such spurs shall be by the most direct feasible route and shall not include construction of new bridges across the Mississippi River.

Unanimously Adopted:
October 4, 1977
La Crosse, Wisconsin

A RESOLUTION

IN RECOGNITION OF MR. F. ROBERT EDMAN

WHEREAS, Mr. F. Robert Edman served the Mississippi River Parkway Commission both in Minnesota and Nationally for over ten years; and

WHEREAS, F. Robert Edman gave unfailing of his time to the Commission in furtherance of its objectives; and

WHEREAS, F. Robert Edman was a moving force in obtaining Federal funding for the initiation of the Mississippi River Parkway construction; and

WHEREAS, F. Robert Edman provided significant assistance in the Commission's Marquette-Joliet Tricentennial Commemoration; and

WHEREAS, F. Robert Edman in his role of National Commission Secretary provided a continuing communications link between the states involved in the Parkway development;

NOW THEREFORE BE IT RESOLVED, that the Mississippi River Parkway Commission assembled in its 1977 Annual Meeting, formally recognizes a contribution of F. Robert Edman in moving the Mississippi River Parkway closer to its goal in recent years, and expresses its deep and continued appreciation for the many contributions too numerous to mention from their friend, Mr. F. Robert Edman; and

BE IT FURTHER RESOLVED, that the Mississippi River Parkway Commission expresses its deep appreciation to Dorothy Edman and other members of the Edman Family for permitting Robert Edman to share his time and talents with the Mississippi River Parkway Commission.

Unanimously Adopted - La Crosse, Wisconsin
October 4, 1977

MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION

EXECUTIVE COMMITTEE MEETING

November 29, 1977

The Executive Committee of the Mississippi River Parkway Commission met on November 29, 1977 at 12:00 Noon in the Transportation Building.

Members Present: Chairman George Vogel, Victor N. Jude and Representative Bob McEachern.

Also Present: Kermit McRae, Larry Foote, Terry Hoffman and Ellen Temple of the Department of Transportation.

The purpose of the meeting was to discuss the proposed 1978 legislation for the Great River Road.

Ellen Temple explained the legislation and in detail and summarized as follows:

Summary of Provisions: Deletes statutory designation of Great River Road and provides for designation at Commissioner's discretion with the approval of the Mississippi River Parkway Commission. Provides funds for local costs.

Reason and Purpose for Legislation: The designation of the Great River Road is in part controlled by federal requirements. During the next several years minor changes in designation will likely be required in order for Minnesota to be eligible for maximum federal participation. Rather than repeated requests for legislation it seems more appropriate to provide for designation as stated above.

It was agreed that the Department of Transportation would work with members of the legislature on the Commission for authorship and see that the bill gets an early hearing.

The meeting was adjourned.

jr

MINNESOTA MRPC MEETING

February 15, 1978
St. Paul, Minnesota

The Minnesota Mississippi River Parkway Commission met on February 15, 1978, at 4:30 p.m. at the State Office Building, St. Paul, Minnesota.

Minnesota MRPC members present were: Chairman George Vogel, Vic Jude, Jacob Nordberg, Timothy Edman, and Senators Jack Kleinbaum and Clarence Purfeerst.

Others present included: Jan Romanowski, Barbara Vogel, Minnesota DOT representatives Kermit McRae, Terry Hoffman, Andy Golfis and Herm Juffer, and Rosemary Goff representing the Lieutenant Governor.

It was moved and seconded that the minutes be approved for the Minnesota Parkway Commission meetings on October 2, 1977, and November 29, 1977. The motion was unanimously approved.

The Minnesota MRPC financial statement was presented which shows a balance as of December 31, 1977, of $1,732.23. This amount must cover Commission expenses until June 30, 1978. Senator Kleinbaum questioned whether the funds available would be sufficient to meet expenses. No unusual expenses are expected during the remainder of this fiscal year, consequently, it should be possible to fund Commission activities during the next five months. It was also reported that any unexpended Commission funds at the end of this fiscal year will automatically be carried over to the Commission for fiscal year 1979. It was moved and seconded that the financial statement be accepted. The motion was unanimously approved.

Discussion followed regarding the Minnesota DOT proposed legislation which would allow the DOT Commissioner to designate the route of the Great River Road at the Commissioner's discretion with the approval of the Minnesota Mississippi River Parkway Commission. Terry Hoffman explained the legislation and stated that approval of the bill is essential in order for DOT to obligate the federal Great River Road funds available to Minnesota. Senator Purfeerst reported on the status of the bill which was reviewed by the Senate Transportation Committee. It was reported that the bill would be heard by the House on February 20, 1978.

The Commission then reviewed a list of 59 Great River Road projects for possible 1978 obligation. The projects total $11,437,000. Considerable discussion followed. It was emphasized that local units of government should continue to be advised of respective Great River Road projects and that local approval should be solidified at an early stage. It was decided that DOT will submit route location plans to the Commission for approval. DOT will also submit to the Commission a list of proposed projects within each approved route location as projects are determined. If DOT needs to change route locations after initial Commission approval has been obtained, DOT will return to the Commission for location amendment approval.

It was moved and seconded that Segments 1A (Lake Itasca to Bemidji), 2B (Jacobson to T.H.), 5B (Monticello to I-694), and 6 (I-694 to Prescott) be

approved by the Commission subject to the passage of Minnesota legislation which provides for Great River Road designation at the DOT Commissioner's discretion with the approval of the Minnesota Mississippi River Parkway Commission. The motion was unanimously approved.

Tim Edman presented a Great River Road status report. The Carter Administration has submitted to Congress the 1978 Highway and Public Transportation Improvement Act of 1978. This Act does not request any additional funds for the Great River Road. However, the House Public Works Committee is presently disregarding the Carter transportation legislation and instead the Committee is updating the 1977 Surface Transportation Act introduced during the 1st Session, 95th Congress by Congressman James Howard (Dem-N.J.). This legislation includes $35 million per year for the Great River Road for fiscal years 1979, 1980, 1981, and 1982. The Senate Public Works Committee is also drafting its own highway legislation, but it is not yet certain whether they will include funds for the Great River Road. National MRPC Officers and MRPC State Charimen will probably meet next month with key U.S. Senate and House members to discuss the need for additional Great River Road funds. Congressman Oberstar's access spur legislation should be added to the Howard bill and should be approved. This is another matter, however, that will be discussed during Congressional visits next month in Washington, D.C.

Respectfully Submitted,

Timothy J. Edman
MRPC Secretary

Minnesota MRPC Meeting
June 26, 1978
St. Paul, Minnesota

The Minnesota MRPC met on June 26, 1978 at 3:30 at the State Office Building, St. Paul, Minnesota.

Minnesota MRPC members present were: Chairman George Vogel, Senator Clarence Purfeerst, Senator John Bernhagen, Representative Bob McEarchern, Representative Joseph Niehaus, and Tim Edman.

Others present included: Jan Romanowski, Secretary; Minnesota DOT representatives Kermit McRae, Andy Golfis and Herm Juffer; Mike Landis, Historical Society; Dave Gaitley, State Tourism Division; Ron Duncan, House Appropriations Committee; Tom Kuhfelt, St. Paul Public Works Office; and Barb Vogel.

In order to expidite business, Chairman Vogel began immediately with current Great River Road problems. Mr. McRae summarized current GRR funds obligated and anticipated obligations. Mr. Golfis then discussed problems caused by current Federal GRR regulations which prohibit projects where fees or tolls are charged even if such fees are for maintenance purposes. Mr. Golfis mentioned that U.S. Senator Wendell Anderson and U.S. Congressman James Oberstar will attempt to amend the Federal GRR regulations through language added to the 1978 Surface Transportation Act being considered by the U.S. Congress. Mr. Golfis also mentioned the access spur language that would be added to the 1978 Surface Transportation Act which would allow access spurs to cross the Mississippi River. Discussion followed. It was moved by Mr. McEarchern and second by Mr. Purfeerst that the Minnesota MRPC send a representative to Washington, D.C., if necessary, to meet with Congressional representatives regarding the fees and access spurs legislative amendments. Motion unanimously approved.

M. McRae also mentioned the GRR problems encountered in Hubbard County and that County's decision to withdraw from the GRR program. Discussion followed.

Mr. Vogel them mentioned that the Association of Minnesota Counties was holding an annual meeting November 11-13, 1978 in St. Paul. Mr.. Vogel suggested that the Minnesota MRPC should participate in this meeting along with Minnesota DOT representatives to discuss the GRR with County Commissioners from Counties located along the Mississippi River. Mr. McEarcerhn moved, second by Mr. Niehaus, that the Minnesota MRPC participate in the Association of Minnesota Counties meeting. Motion unanimously approved.

The Minnesota MRPC biennium budget was discussed next. Mr. Purfeerst moved, second by Mr. Niehaus, that the Minnesota MRPC request $15,000 per year including fudns for a State GRR brochure. Motion unanimously approved.

The National MRPC Annual Convention to be held in New Orleans, Louisiana in August, 1978 was discussed next.

Mr. Vogel, before adjourning, then requested approval for the minutes

of the February 15, 1978 Minnesota MRPC meeting and the June 30, 1978 Minnesota MRPC financial report. A motion to this effect was made by Mr. Purfeerst, second by Mr. Niehaus, and unanimously approved.

At 5:00 P.M. the meeting adjourned.

Minnesota MRPC Meeting

August 28, 1978

New Orleans, Louisiana

The Minnesota MRPC met on August 12, 1978 at 1:00 P.M. at the Hotel Moneleone in conjunction with the National MRPC Annual Convention.

Minnesota MRPC members present were: Chairman George Vogel, Senator Clarence Purfeerst, Senator Jack Kleinbaum, Senator John Bernhagen, Representative Bob McEarchern, Representative John Sarna, Vic Jude and Tim Edman.

Others present were: Minnesota DOT representatives Kermit McRae, and Andy Golfis; Minneapolis City Council President Lou DeMars; and Barb Vogel.

The Minnesota MRPC biennium budget request was discussed and revised. Mr. Kleinbaum moved, seconded by Mr. Purfeerst, that the Minnesota MRPC request $20,000 per year to cover increased activities. Motion unanimously approved.

Mr. DeMars then mentioned GRR problems affecting the City of Minneapolis. Discussion followed. It was mentioned that the current acess spur language included as part of the 1978 Surface Transportation Act considered by Congress would alleviate spur problems such as those of Minneapolis.

It was moved and seconded that the Minnesota MRPC should support Mr. Vogel as a candidate for the National MRPC Distinguished Service Award. Motion unanimously approved.

It was moved and seconded that the Minnesota MRPC should support Vic Jude for Pilot and Tim Edman for Secretary of the National MRPC. Motion unanimously approved. At 2:00 P.M. the meeting adjourned.

On August 29 the Minnesota MRPC held a brief session with the Ontario MRPC to discuss the U.S. - Canadian customs traffic problem at International Falls, Minnesota. The two Parkway Commission agreed to work together in order to help remedy the boundary crossing problem.

Minnesota Association of Counties - Minnesota MRPC Meeting
November 13, 1978
St. Paul, Minnesota

There are potentially 21 Minnesota Counties that could benefit from the Great River Road program, including those Counties located south of the Twin Cities. At this meeting 12 Counties were represented by one or more County Commissioners. A total of approximately 35 people attended the Great River Road session.

Minnesota MRPC Chairman George Vogel opened the meeting and reviewed the responsibilities of the Minnesota MRPC. Minnesota MRPC members Joseph Niehaus, Bob McEachern and Tim Edman were also in attendance. Minnesota DOT Great River Road Coordinator Andy Golfis reviewed the overall Great River Road program, including the Federal funds that have been made available. Aitken County Commissioner Mike Zilverberg related that Aitken County has benefitted from the program, and has been able to work well with the Minnesota DOT as well as the Minnesota MRPC regarding the development of local Great River Road plans. Mr. Zilverberg inidcated that the Great River Road public hearings conducted by Minnesota DOT were "extremely good and helpful."

There was also discussion of the local matching requirement which has recently been changed from 30% to 25% due to U.S. Congressional approval of the 1978 Surface Transportation Assistance Act. Currently, seven Minnesota Counties have received approximately $12.6 million in Federal Great River Road funds.

It was explained that Federal Great River Road funds are available for both road improvement and amenity projects such as parks, scenic overlooks and rest areas. The Counties generally expressed primary interest in the use of Great River Road funds for road improvement projects.

There was also discussion regarding the current ineligibility of Counties located South of the Twin Cities to receive Federal Great River Road funds due to Federal single-route restrictions. The use of other Federal and State funds for Great River Road development in the Southern Counties was mentioned.

The meeting was very useful in regard to bringing the Counties up-to-date on the Great River Road program and increasing local involvement. The question of Counties being able to meet the local matching requirements, however, was unresolved.

For further information and deatails, see attached Contact Report by Barry Warner, Minnesota DOT.

STATE OF MINNESOTA - DEPARTMENT OF TRANSPORTATION
TRANSPORTATION SERVICES DIVISION

CONTACT REPORT - OFFICE OF ENVIRONMENTAL AFFAIRS
Central Office

Date: November 14, 1978

State Project No. : 8810-03-06

Job Location : Great River Road

Reason for Contact : Annual Meeting of the Association of Minnesota Counties

Persons Contacted : (See attached list).

Date of Contact : November 13, 1978

Status of Work : Planning

Remarks:

The presentation was made in an effort to directly contact officials of the counties involved or potentially involved in the Great River Road (GRR) program. George Vogel, Mississippi River Parkway Commission - Minnesota, chaired the session. Presentations were made by Kermit McRae, Terry Hoffman and Andy Golfis, Policy and Planning, and by Mike Zilverberg, Aitkin County Commissioner.

Purpose of the meeting was to:

1. Inform the counties of potential GRR opportunities.
2. Relay the status of current planning efforts.
3. Emphasize the importance of county participation in the program.
4. Answer any questions which county representatives might have.

Those in counties in attendance already involved in the GRR program that were in support of the program relayed positive comments. Counties of potential involvement projected interest in the program. It was suggested that the elected county officials be kept informed as to GRR involvement.

The following lists the Mississippi River counties and the number of representatives present at the meeting:

Aitkin	1	Hubbard	-
Anoka	-	Itasca	-
Beltrami	4	Morrison	3
Benton	1	Ramsey	-
Cass	-	Sherburne	1
Clearwater	-	Stearns	2

Crow Wing	1	Wabasha	-
Dakota	-	Washington	1
Goodhue	1	Winona	-
Hennepin	-	Wright	3
Houston	2		

Barry Warner
GRR Segment Coordinator

cc: GRR Team
George Vogel
Tim Edman

PERSONS CONTACTED

NAME	COUNTY
John Cronemiller	Beltrami
Walt Fenske	Beltrami
Lowell Bjella	Beltrami
Raymer Hoyum	Beltrami
John Petrich	Mn/DOT
Andrew Golfis	Mn/DOT
Bob Haglund	Wabasha
LeRoy Engstrom	Wright
Oswald L. Nord	Wright Mato Board
Arnold Kranz	Stearns
Robert H. Gambrino	Stearns
Michael Zlverberg	Aitkin
Wesley R. Scheel	Washington
Winstron B. Reider	Houston
Harold J. Leary	Houston
Marvin Ran	Crow Wing
Paul McAlpine	Wright
Jim Atkinson	Morrison
Neil Adamek	Morrison
Robert Ripley	Benton
Howard Warnberg	Morrison
John Davidson	Goodhue
Elmer Morris	Mn/DOT
Everett Rathbun	Sherburne
Bob McCachen	Wright-Sherburne, Representative
Joe T. Nichaus	Stearns, Representative 16A
Barry Warner	Mn/DOT
Terry Hoffman	Mn/DOT
Kermit McRae	Mn/DOT
George Vogel	MP-PC