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## ARROWHEAD COMMISSION ENTERS SECOND DECADE

The first Annual Report of the Arrowhead Regional Development Commission, issued in 1970, observed, "Public servants, both elected and appointed, who have been interested in an efficient and economical approach to serving the public; solving economic, social and environmental problems; and adjusting the method of providing grants-inaid to local units of government have seen the wisdom of a regional approach."

In the succeeding ten years that wisdom has reaped inumerable benefits for the people of Northeastern Minn-

ARDC was the first regional development commission to be organized under legislation which at the time was unique to the nation. Since that time it has served as a model for similar commissions not only throughout Minnesota, but across the country.

In fulfilling its objectives, the Commission has earned the praises of both national and state officials and agencies with whom it has been working.

Local officials, too, have recognized the value of the regional approach to problem solving—as exemplified in the letter from Aitkin Mayor Michael Hill reproduced elsewhere in this report.

The Arrowhead Region encompasses nearly one fourth of the state's area and is home to nearly 330 thousand neonle

The diversity of its terrain and industry have often prompted the observation that the Arrowhead is where the issues are

Land use issues range from wilderness to mining to agriculture. Water quality is affected by everything from tourism to ocean shipping. The population has undergone the transition from a depletion of "natural" iron ore and the shutdown of numerous mines to the resurgence of mining in the taconite industry.

To cope with the problems and complexity of the Region, the Commission has included a broad cross section of government and special interest representatives.

Its membership includes mayors and city councilors; county, township and school board members; and a list of other groups that reads like a "who's who" of national concerns such as aging, agriculture, commerce and industry, communications, crime prevention, environmental quality, forestry, health, human welfare, metropolitan waste management, resource conservation and development, transportation, tourism and recreation.

As will also be noted elsewhere in this report, there are more than 300 people serving in a voluntary capacity as members of the Commission's advisory committees.

ARDC's first Annual Report said, "It is for the people of the Region that the Arrowhead Regional Development

ABOUT THE COVER: As the montage on the cover of our 1979 Annual Report shows, the Arrowhead Commission is not alone in serving Northeastern Minnesota. However, it does show that the whole is made up of many parts—just like the Commission, which takes its name from this diverse part of the State. By bringing together a multitude of interests and viewpoints the Commission, its Board of Directors, advisory committees and staff continue to strive for the betterment of the Region by "Uniting for Progress."



Commission was organized, it is for their good that the Commission will continue to work.

The diversity of activities covered in this Annual Report stands as evidence that the goal established by its organizers remains as the guideline being followed by ARDC today.

#### THE COMMISSION

#### **OFFICERS**

Chairman, Innis "Sonny" Nesbitt, International Falls Vice-Chairman, Warren Youngdahl, Marcell

Secretary, Betty Larson, Cloquet Treasurer, Marvin Marklund, Two

#### AITKIN COUNTY

Wayne Paajanen, Mayor, Palisade Florence Saari, Townships, Jacobson \*Michael Zilverberg, County Commissioner, Aitkin

#### CARLTON COUNTY

Robert Johnson, Mayor, Barnum David Erickson, Townships, Cloquet

\*Kenneth Brown, County Commissioner, Moose Lake Arlene Wolner, Mayor, Cloquet

#### COOK COUNTY

Richard Humphrey, Mayor, Grand Marais

Robert Silver, Townships, Schroeder \*James C. Thompson, County Commissioner, Grand Marais

#### **ITASCA COUNTY**

Robert Williams, Mayor, Nashwauk \*Warren Youngdahl, Townships, Marcell

\*George Orlovich, County Commissioner, Pengilly

#### **KOOCHICHING COUNTY**

Lloyd Walls, Mayor, South International Falls Clarence Sundberg, County Commissioner, International Falls

\*Innis Nesbitt, County Commissioner, International Falls

#### LAKE COUNTY

\*Melvin Koepke, Mayor, Silver Bay Bonnie Anderson, Townships, Beaver Bay

\*Ralph Sandvik, County Commissioner, Two Harbors

#### ST. LOUIS COUNTY

Helmer Ruth, Mayor, Hermantown Henry Koistinen, Townships, Zim \*Ed Hoff, County Commissioner, Virginia William Kron, County Commissioner, Duluth Elnora Johnson, Councilwoman, Duluth

Mario M. Rettica, Mayor, Hibbing Henry Pappone, Councilman, Virginia

#### METROPOLITAN INTERSTATE COMMITTEE

Ron Thureen, Duluth Township

#### SCHOOL BOARDS

Tim Cossalter, ISD #696, Esko Gordon Anderson, ISD #698, Floodwood

#### INDIAN RESERVATIONS

Joseph Engles, Fond du Lac \*Ronald Sherer, Grand Portage Donald Hackey, Net Lake

#### PUBLIC INTERESTS

AGING Harriet Headley, Twig AGRICULTURE Arnold H. Heikkila, Grand Rapids ARTS Madeleine Simons, Lutsen COMMERCE & INDUSTRY Terrence Roszak, Hibbing COMMUNICATIONS Rita Blaisus, Cloquet COMMUNITY ACTION BOARDS

\*Vincent Gentilini, Virginia
Sr. Mary Daniel O'Neill, Duluth
CRIME PREVENTION Lyle
Northey, Mayor, Two Harbors
DEVELOPMENTAL DISABILITIES
Barbara Goman, Duluth
ENVIRONMENTAL QUALITY
Loren S. Rutter, Kinney
FORESTRY Darrell H. Lauber,
Grand Rapids
HEALTH Ruth Schuder, Grand
Rapids

HUMAN WELFARE Betty Larson, Esko

LABOR John Erickson, Duluth METRO WASTE MANAGEMENT Wayne Purcell, Cloquet MINING Robert Prittinen, Virginia MINORITIES John Lyght, Grand Marais

RESOURCE CONSERVATION & DEVELOPMENT Clarence Gustafson, Mahtowa TRANSPORTATION Marvin Marklund, Two Harbors TOURISM & RECREATION Jon Waters, Ely

\*Indicates membership on the Board of Directors.

(Also serving on the Board are Clarence Maddy of Duluth and Fred Barrett of Hibbing.)

ARROWHEAD REGIONAL DEVELOPMENT COMMISSION



200 ARROWHEAD PLACE DULUTH, MINNESOTA 55 PHONE 218/722-5545

1979 was a very good year. Most readers' initial reaction to such a statement in this Annual Report would be that it stems from cynicism, or at least a distasteful sense of humor. In point of fact, I make the statement with all sincerity and I am confident that this Annual Report will supply ample evidence to support it.

Indeed, it has been a year of transition, self-examination and, at times, intense pressure and conflict. The financial crisis which beseiged ARDC throughout the entire year seemed almost to consume the agency in a struggle to survive. Yet, underlying the headlines, the apparent turmoil and the constant scrutiny, the staff continued to produce, the committees continued to function and services to the people of the Region were maintained and virtually uninterrupted.

An examination of the programs initiated, the technical assistance provided and products completed will, hopefully, convince you—as it has me—that ARDC not only survived in 1979, it thrived. The picture of the Commission limping aimlessly out of its first decade is an uninformed one. Instead, it was a year in which ARDC turned and faced its problems head-on, and in doing so not only demonstrated the need for its existence, but set a positive and determined tone for the 1980's.

As you read on you will note the extensive assistance to local units of government, the increased benefits to the elderly, the development of a vital Emergency Medical Services program, the measureable accomplishments in harbor planning, transportation, landuse and community development. These, and much more, serve to demonstrate that the Arrowhead Regional Development Commission is, indeed, still serving.

Sincerely,

Janus E. Flesbess

Innis "Sonny" Nesbitt

Chairman

### MASS TRANSIT PROGRESSES

#### **Mass Transit**

The Metropolitan Interstate Committee (MIC) and the Duluth Transit Authority (DTA) continued working together to improve the efficiency and effectiveness of bus service in the Twin

#### 1980-1985 Transit Development Program (TDP)

The Transit Development Program (TDP) is a five year operational and capital plan for the improvement of public transportation in the Duluth-Superior area. The original TDP, completed by the MIC in 1975, listed fifteen major recommendations. By 1978 seven of these had been implemented. In 1979 another three—the delivery of 45 new RTS II buses, the addition of a Superior voting member on the DTA Board of Directors and the start of a staggered/flexible work hour program were implemented. These joined an equally impressive list of accomplishments over the past four years including; the implementation of Sunday and express bus service, ground breaking and the start of construction on the new DTA Operating Center, a strong marketing program, new shelters and other route improvements.

Even with these improvements there is still much to be done. The energy shortage has increased ridership dramatically. In 1979 the DTA carried a record of 7,000,000 passengers. Instead of trying to attract riders, the issue now facing the DTA is how to service these and other new passengers. Providing adequate transportation to the area's elderly and handicapped population still remains a major concern.

The biggest benefit of the system will be to provide greater mobility at a lower cost to handicapped individuals. Through coordination, the number of trips made by this group can be doubled while the transportation costs of individual agencies can be reduced.

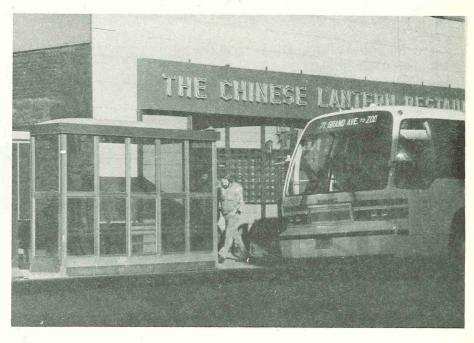
The 1980-1985 TDP addresses these issues, providing an organized and rational approach to dealing with them. Over the next five years the major emphasis will be on implementing the elderly and handicapped coordinated system, the staggered/flexible work hour program, flexible transfer and stopover privileges, and expansion of service into new areas. It also provides a new set of route performance criteria which will assist in evaluating both new and existing transit service.

#### Staggered/Flexible Work Hour Program

What started out as a MIC Transit Working Paper has turned into a two and one half year \$318,199 demonstration program for the DTA funded by the Urban Mass Transportation Administration. The emphasis of this program is to assist employers in the Duluth Central Business District to begin staggered or flexible work hour programs. This technique will help alleviate both highway and transit congestion during the morning and afternoon peak hours.

Special incentives for transit riders, such as the introduction of monthly and weekly passes, will be provided.

#### Superior Voting Delegate on the DTA



A 20 percent increase in Duluth Transit A uthority ridership over the preceding year was just one of the benefits realized through implementation of a long-range Transit Development Program developed with the assistance of ARDC's Metropolitan Interstate Committee. The five year plan, scheduled for completion in 1981, went into effect so smoothly that a new 1980-1985 TDP was developed and implementation was started in 1979.

#### Coordinated Elderly and Handicapped Transportation System

Increasing the mobility of the elderly and handicapped population in the Twin Ports moved closer to becoming a reality in 1979. The proposed system, which was developed by two MIC subcommittees will provide improved transportation to the mobility handicapped through the voluntary coordination of existing services.

The Coordinated System, a new private non-profit agency, will operate a Central Dispatching Center to which individuals will make their trip requests. These requests will then be matched with the appropriate level of service. Service will be provided by leasing agency vehicles when they are not being used, matching new trips with existing agency trips, utilizing volunteer drivers and contracting with private providers. A 50¢ one way fare will be charged on all trips.

Funding for the Coordinated System will come from the Minnesota Department of Transportation (MN/DOT), the DTA, user fares and arrangements with the various agencies. An initial grant of \$244,280 has been applied for under the MN/DOT Paratransit Demonstration Program.

Vinland/Proctor Route Change

.The MIC study of the Vinland/ Proctor routing issue led to the reinstitution of bus service along Vinland Street in West Duluth. For two years, the single largest transit controversy in Duluth and Superior was whether service should be returned to the Vinland area of Duluth. During that period, service from Proctor bypassed Vinland in favor of a quick trip on the freeway. Detailed MIC analysis found that by rerouting service, the desired fast travel time and service to Vinland could both be accommodated. The DTA Board adopted the MIC recommendation putting all Proctor service back on Vinland instead of I-35.

#### Another MIC Transit Working Paper

received favorable action locally and in St. Paul. During the 1979 session, the Minnesota Legislature passed a bill changing the state statutes to increase the size of the DTA Board of Directors from seven to nine members and allowing a voting membership for the City of Superior. This change, which was actively pursued by the MIC, means that Superior is now represented by a voting member on the Board rather than by an ex-officio member.

#### Air Quality Improved in Downtown Duluth

"Meteorology unique on the planet." That, according to meteorologist Bruce Watson, is one obstacle facing Duluth in reducing carbon monoxide (CO) levels in its Downtown area.

Nevertheless, CO levels must not exceed national standards after 1982. If unsuccessful, the entire metropolitan area could lose part or all of the millions of U.S. Department of Transportation funds which flow into the area each year.

In 1978, then Governor Rudy Perpich designated the ARDC's Metropolitan Interstate Committee (MIC) as responsible for conducting the planning leading to accomplishment of the required 25% reduction in CO emissions.

During 1979, the MIC worked closely with affected downtown groups to identify 20 low cost, no cost improvements. Together they were found to be effective in reducing CO and consistant with other downtown needs. The MIC plan was then endorsed by Duluth, MN/DOT, PCA and the U.S. Environmental Protection Agency.

As the plan was being prepared, several directly related strategies were implemented. Notable among these was the rerouting of TH61 traffic around the downtown. As a result of these changes and unusual weather, CO violations declined by over 75% in 1979 compared to 1978. Also, the CO levels on days of violation were about 25% lower than the preceeding year.

Further work to implement the Plan will take place in 1980 and 1981 to assure consistant compliance.



### Aitkin Knows: United We Grow

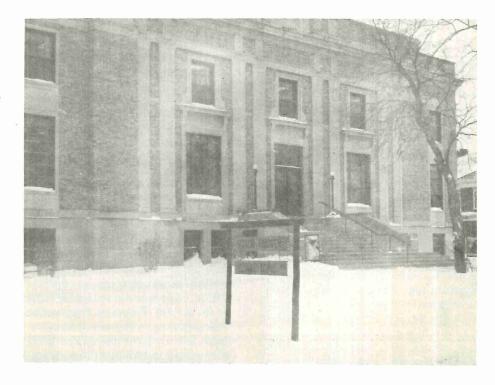


It may be coincidence that the City Hall in Aitkin and the Aitkin County Courthouse are only a block apart, but the ties of cooperation between the two suggest an even closer relationship. In fact, the cooperation between Aitkin County and its cities could serve as a model for all.

The Industrial Park in Aitkin was paid for with Federal and County funds and is served by City sewer and water. When the entrance to that park proved inadequate, the County, City, Local Development Corporation and ARDC all spent countless hours preparing funding applications that resulted in a new road which will be finished in 1980. The County put in local money, the Development Corporation attracted the tenants to make it attractive to the Economic Development Administration (EDA) and ARDC prepared the application.

The Aitkin Community Hospital now boasts more modern and spacious facilities due to another instance of City/County cooperation. The City was allocated \$200,000 for its project from the Local public Works Act (LPW). However, it found itself \$93,000 short of the amount needed. The County provided the balance from its own LPW allocation and the hospital raised another \$1,000,000. ARDC provided the necessary technical assistance.

The "Jobs for Your Community" sign posted by the Economic Development Administration outside the new addition to the Aitkin Community Hospital serves as a reminder to area residents of their city-county cooperation that led to funding of the addition and expanded facilities. Money for the project was obtained with assistance from ARDC.



The general appearance of the Aitkin County Court House remains unchanged despite significant changes made to the structure with ARDC's assistance. Energy saving improvements completed through the year are resulting in a major fuel cost reduction and at the same time making it possible for county employees to work without having to wear heavy coats, jackets and sweaters to keep warm.

All of the County's LPW efforts did not go into Aitkin. The McGregor Day Activity Center exists because the County applied for a share of the Governor's LPW allocation and directed it to this project.

ARDC assistance was most evident in a \$430,000 County project involving energy savings. In the winter of 1978 EDA established a program of grants to units of government for building renovations to save energy. ARDC staff brought this program to Aitkin County officials, helped prepare the project and provided the necessary information to apply for funds. The Aitkin Courthouse now has new windows, lights, doors, insulation and other improvements that will save more than the County's cost in two to three years.

Presently ARDC staff is involved in two Aitkin projects. The Aitkin Heritage Committee, for which ARDC prepared the development strategy, is working on 26 separate projects to capitalize on the City's heritage as a main riverboat stop on the upper Mississippi. ARDC staff is also working on a planned downtown expansion project that will involve over \$1,000,000 in new commercial investments for the City. A program is planned that will combine financing from three Federal agencies, the City and private sources.



City of Litkin
Office of Clerk Manager

October 31, 1979

Tom Renier, Acting Executive Director Arrowhead Regional Development Commission 200 Arrowhead Place Duluth, Minnesota 55802

Mr. Renier

This letter is to formally recognize and appreciate the hard work on the part of the staff of ARDC. Over the past several years Aitkin and the surrounding area has received numerous benefits from various funded programs.

The direct benefit to the city has exceeded several million dollars. The Economic Development Administration has provided monies for land acquisition, road development and utility improvements for the Aitkin Industrial Park, a major addition to the community hospital and modernization of the County Courthouse.

State assistance after recommendations from Region III staff has included monies for improvements in the City Planning Program and development of park facilities for the enjoyment of area residents.

Again, I want to thank the ARDC staff for the may long, hard hours in providing professional guidance and assistance in the grant funding program and other important matters.

Mayor, City of Aitkin

MAH/sd



The model of the historic steamboat "The Lee" on the bank of the Rice River in Aitkin serves as a reminder of the city's past. The newly formed Aitkin Heritage Corporation is working with ARDC in hopes of capitalizing on the city's history to boost both tourism and commerce in the future.

### Silver Bay Plans for Recreation

The City of Silver Bay has shown concern for providing community recreation opportunities and has taken the initiative to prepare a five year recreation system plan and capital improvements program. The city requested a proposal from ARDC and entered into a contract for planning services in August 1979.

Although not yet completed, the

recreation system plan and capital improvements program will provide Silver Bay with an assessment of the types of recreation facilities and programs that are needed, where they should or could be located, what revenues are available or will be required to finance facilities and programs and how general maintenance and management can be undertaken.

### 1979: The Year of the Sr. Center

1979 was a year which saw continued growth in the development of multipurpose senior citizen centers throughout the Arrowhead Region. Eight senior center projects totalling \$65,000 were recommended for Older Americans Act (OAA) funding by the ARDC Advisory Committee on Aging and given final approval by the ARDC Board of Directors.

While these projects differ substantially in size and complexity, each will do much to improve the level of services being offered to senior citizens in their communities. The following center projects were funded in the Region during 1979:

International Falls

\$20,000 was awarded by ARDC to the City of International Falls to assist in building a new center near the downtown area to serve senior citizens throughout Koochiching County. When completed the building is expected to cost \$150,000. The additional \$130,000 has been raised through grants from private funds, contributions by local units of government and local fund raising campaigns organized by area senior citizens.

West End Community Center, Duluth

The City of Duluth also undertook a sizeable senior center project in 1979 with a major remodeling of an existing building to serve as the new West End Senior Center. The \$24,710 award to the City is being used to purchase new equipment for the revitalized center. This includes furniture, arts and crafts supplies and equipment, tables and chairs for the dining area, kitchen equipment and various recreational items.

McGrath

The McGrath Senior Citizens were awarded \$5,000 to assist in remodeling their senior center. Major tasks to be completed include painting, insulating, replacing windows, correcting damaged floor joists and remodeling restrooms and entrances to make the facility accessible to the handicapped. A sizable portion of the remodeling work will be completed by volunteer senior citizen labor.

Fond du Lac

The senior center at the Fond du Lac Indian Reservation will soon be better equipped and accessible to the handicapped as a result of a \$3,594 grant to the Reservation Business Committee. Specifically, the Committee will purchase kitchen and recreational equipment and will construct a new ramp to the entrance of the facility.

Nashwauk

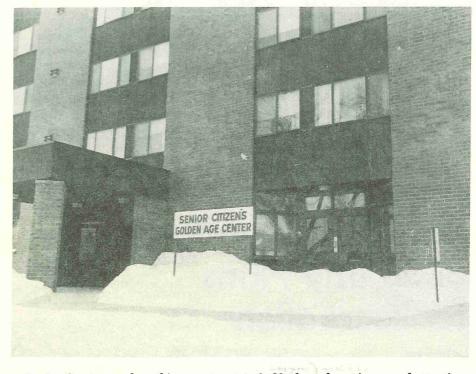
The Nashwauk Golden Age Club was also awarded \$2,000 to purchase equipment for its senior center located in the community's new elderly housing unit. Originally this group was looking for funds to remodel an older building. However, through ARDC's Project Notification and Review System, ARDC staff became aware of the fact that a new housing unit was soon to be constructed in Nashwauk. Staff was able to work with the senior citizens and housing developer in reaching an agreement whereby the senior citizens would be allowed space within the housing complex to serve as a senior center. Instead of requesting a large sum of money for remodeling, the seniors needed only a few thousand dollars to purchase tables, chairs and recreational equipment for their brand new center.

Hibbing

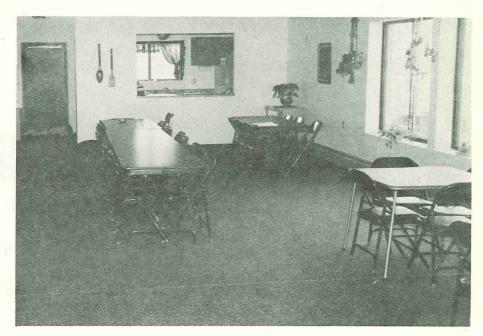
The City of Hibbing was awarded \$4,250 to pay part of the cost of purchasing and installing a needed rooftop air conditioning unit for the Hibbing Senior Center. The unit will provide 100% air exchange in the center's heavily used activity room, which previously had a serious ventilation problem.

Northshore Homesteaders Senior Center, Duluth Township

The Homesteaders Senior Citizens received \$1,250 to purchase kitchen and recreational equipment and to make their center accessible to the handicapped. All the necessary renovation work was completed by voluntary senior citizen labor.



Senior Centers such as this new structure in Nashwauk got increased attention from ARDC's Arrowhead Planning Program on Aging in 1979. With ARDC's help, the developer, the city and its senior citizens worked together to modify construction plans to incorporate a new center for the elderly.



This spacious room, designated as the "Golden Age Senior Center," is part of the new apartment building for Nashwauk's senior citizens. Funds that had been denied for renovation of an older building were made available through ARDC for equipping and furnishing the new center.

Institute of Afro-American Awareness, Duluth

The Institute of Afro-American Awareness operates a senior center in the Central Hillside area of Duluth. The organization received \$3,000 to purchase kitchen and recreation equipment for its facility.

The focus on centers was also maintained through other aging program activities. A successful two-day training seminar on senior centers was held with approximately 50 people attending from throughout the Region. Participants included center staff, volunteers, board members and various agency representatives and individuals interested in senior centers. Technical assistance was also provided to requesting centers interested in upgrading and expanding their programs and facilities.

While more communities express interest in receiving senior center grants from ARDC each year, these awards represent only one segment of activity engaged in

by the ARDC Planning Program on Aging during 1979.

In addition to the senior center awards, ARDC granted \$204,836 in 1979 to local units of government and private non-profit organizations throughout the Arrowhead Region for the purpose of operating a wide variety of social services programs for senior citizens.

As the Minnesota Board on Aging's designated Agency on Aging for Northeastern Minnesota, ARDC is also responsible for planning, service coordination and the pooling of area resources to insure the development of a coordinated system of services for older people in the Region. In fulfilling its responsibilities, the Planning Program on Aging has been involved in researching the needs of the elderly, developing an annual plan on aging, providing information and technical assistance to local government and service agencies and providing training for people working in the field of aging.

The past year was one of transition for the aging program. Recent amendments to the OAA required coordination and consolidation of certain OAA programs at the Regional level. Thus, considerable work was done in preparation for ARDC's assumption of grant making responsibility for the Region's nutrition program for the elderly. Incorporation of this program in early 1980 will bring our area one step closer to our goal of a comprehensive and coordinated system.

#### Title III Grants Made in 1979 (In addition to Senior Center grants)

Grantee Agency	Project Name	Amount
Legal Aid Service of Northeastern Minnesota	Senior Citizen Law Project	\$ 10,762
Itasca Cnty. Social Service Dept.	Itasca County Chore Service	\$ 15,636
Koochiching Cnty. Council on Aging	Koochiching County Foot Care Project	\$ 4,485
Senior Citizen Coalition of NE Minnesota	Senior Health Ombudsman Project	\$ 8,350
St. Louis County Social Service Department	St. Louis County Northeast Adult Day Care	\$ 18,333
Lake County Social Service Department	Lake County Chore Service Expansion	\$ 6,721
St. Louis County Social Service Department	In-Home Services to the Elderly	\$ 76,664
Koochiching-Itasca Action Council	Koochiching-Itasca County Coordinator on Aging	\$ 3,500
UMD School of Medicine	Floodwood Health Assessment & Health Education Project	\$ 12,973
Koochiching County Public Health Nursing Service	Koochiching Co. Home Health Aide/Homemaker Project	\$ 15,475
Duluth Community Health Center	Duluth Senior Health Assessment Expansion	\$ 3,564
Nat G. Polinsky Rehabilitation Center	Adult Day Care Program for Disabled Adults	\$ 5,000
Grand Portage Reservation Business Committee	Grand Portage Reservation Transportation for the Elderly	\$ 7,000
Arrowhead Economic Opportunity Agency	Arrowhead Home Delivered Meals	\$ 16,373 \$204,836

### ARDC Lends A Helping Hand

### CHISHOLM TACKLES NEIGHBORHOOD PROBLEMS HEAD-ON

T.A.

Those initials form the bulwark of ARDC's effort in helping the communities and counties of the Arrowhead Region solve problems, resolve differences and meet the needs of their residents in social, economic, environmental and recreational development.

T.A. stands for technical assistance. And that is what ARDC has provided to the more than 300 units of government in Northeastern Minnesota since its founding in 1969.

In the year just completed, ARDC's technical assistance has touched on a wide variety of projects in all areas of staff expertise from aging to zoning.

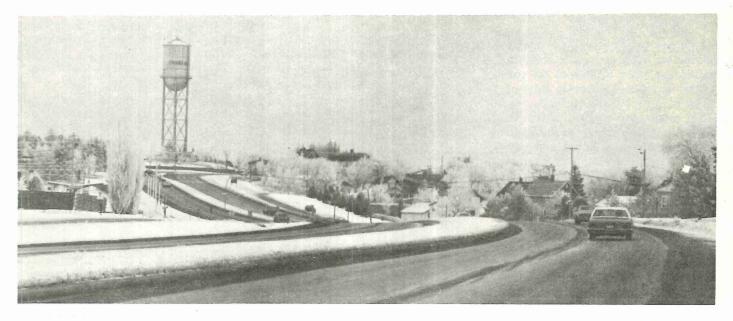
The three major divisions of ARDC—Human Services, Metropolitan Planning and Physical Planning—are called on constantly to provide services, especially by smaller units of government that do not have the resources to maintain full-time planning departments.

Some of the areas in which ARDC was involved during 1979 included:

- Co-sponsorship of tax preparation training sessions for the elderly in Grand Rapids, Virginia and Duluth.
- Emergency Medical Services planning for each of the seven county health boards.
- Conducting workshops on the North Shore and the Iron Range to help small communities prepare applications for Community Development Block Grants.
- Participation in training sessions for criminal justice grant writing, program implementation, fiscal administration, data collection and evaluation.
- Helped several ambulance services in their efforts to obtain equipment funding.
- Co-sponsored seminars on exporting.
- Prepared priority lists for Land Use Planning Grants and recreation funding applications.
- Provided low income housing needs information and analysis to eight private developers.
- Gave economic development planning help to Littlefork, Aitkin, Two Harbors, the Savanah/Nemadji Development Corporation, Bovey and others.

Throughout the course of providing technical assistance, ARDC and its advisory committees made up of volunteers from all walks of life provided a continuing series of public meetings, forums and hearings for the expression of varying points of view.

Those opportunities for citizen input have been the foundation of ARDC's service to the residents of the Region and continue to be the key to its success.

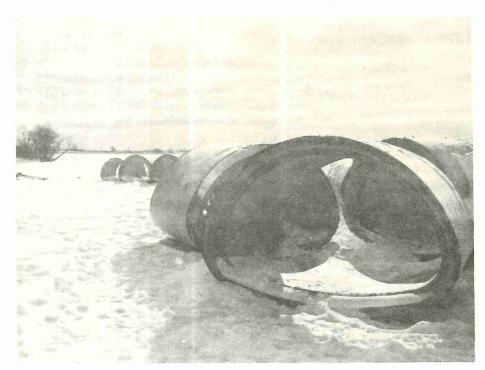


Through traffic will be diverted from this western access to Chisholm's Central Business District when T.H. 169 is realigned to skirt the southern edge of the city. A Neighborhood Plan for the rerouted highway, completed by ARDC Physical and Economic Planners last year, was designed to help Chisholm promote the orderly development of residential, commercial and industrial properties adjacent to the roadway.

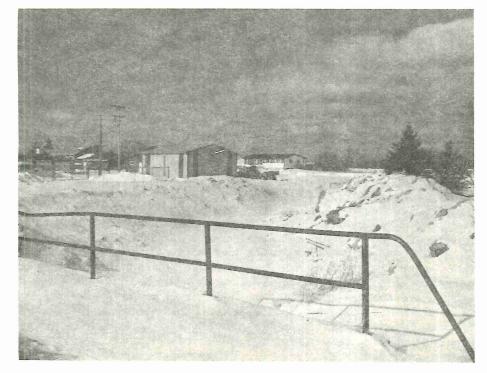
Relocation of Trunk Highway 169 in Chisholm will affect the existing transportation system, demand for residential, commercial and industrial land and could have adverse impacts on the downtown's future economic viability. In response to these potential problems and opportunities, Chisholm received a State Land Use Planning Grant and contracted with ARDC to prepare a neighborhood land use plan. In October of 1979, following a year

long planning process, the city approved a plan and began implementing recommendations and a proposed strategy outlined by ARDC. The outcome of ARDC's assistance has been the re-evaluation and modification of the existing zoning ordinance, formulation of a local development corporation, receipt of a grant from the Iron Range Resources and Rehabilitation Board for an economic development feasibility study, renewed interest in the downtown and a closer working relationship among city officials, businessmen, the Planning Commission, the Industrial Park Board, the Iron Range Interpretative Center and the Minnesota Museum of Mining.

In addition to the highway relocation, Chisholm is also experiencing increasing flooding problems in a growing residential area along Longyear Creek. ARDC prepared a second neighborhood plan designed to assess the extent of flood damage, to define the causes and outline alternatives to guide future development and minimize flooding conditions.



Work is proceeding in Chisholm to implement channel improvements on Longyear Creek in hopes of decreasing flooding. A Neighborhood Plan for the Creek area, completed by ARDC's Physical Planning Division in 1979, also recommended more stringent controls on residential construction in the flood-plain to take advantage of the absorption of marshes, improve water quality and promote year-around recreational opportunities.



Because of the neighborhood planning process and ARDC's recommendations, a series of actions has been initiated to deal with the Creek area. Chisholm contracted with an engineering firm and has since begun to implement structural changes to control flooding. In addition, the City is considering zoning ordinance changes to preserve wetland areas and control development in the flood plain; the City may make application to the National Flood Insurance Program to provide protection for property owners; and more attention is being paid to Longyear Lake and its water quality.

In the final analysis, as a consultant in a neighborhood planning process, ARDC has been able to bring major problems and issues to the forefront and rekindle cooperation and community initiative to deal with land use and economic realities facing Chisholm's future.

### Cultural Plans Funded

Thirteen grants totalling nearly \$18,000 for the arts in Northeastern Minnesota were approved by the ARDC Board of Directors in April of 1979.

The money was made available to the Region in a block grant from the Minnesota Arts Board and was allocated on the basis of recommendations from ARDC's former Arts Advisory Committee. (Under the Financial Management Plan adopted by ARDC in June, the Arts Committee became an independent, non-profit organization.)

The grants approved by ARDC were:
• \$300 to the St. Louis County
Heritage and Arts Center for a
"Young Artists Series."

• \$2,500 to the Mesabi Guild of Performing Arts to enable the Mesabi Opera Company to present a musical production.

• \$1,225 to the Grand Marais Playhouse to hire an experienced artistic director and a technical scenic design assistant.

• \$320 to the Symphonians of Grand Marais to sponsor a workshop and public concerts.

• \$2,500 to the Aitkin County Friends of the Arts to form a summer community theater.

• \$2,915 to Unexpected Company of Duluth for production costs for one season of theater and workshops for young people.

• \$126 to the Symphonians of Grand Marais for a concert by local musicians.

• \$1,070 to the St. Louis County Heritage and Arts Center to establish a series of ten performances for children.

• \$1,250 to Advancement of Rural Talents of McGregor for a season of events to enrich community awareness and participation in the arts.

• \$348 to Aitkin County Friends of the Arts for a recital and workshop in classical guitar by Christopher Robin Johnson.

• \$3,000 to Community Education of Two Harbors to initiate and develop a family theater.

• \$1,844 to the St. Louis County Heritage and Arts Center to engage experienced performers for summer Depot Street Gang programming, and

• \$470 to Mixed Company of Duluth to provide a season of live theater to "middle aged" children, 11 and older.

ARDC's Art's Committee also conducted a survey in the early months of 1979 which identified lack of space or facilities for arts events and absence or lack of quality in arts experiences available to children as major concerns regionwide.

The low priority of the arts in school systems was cited as a major problem in every part of the region. Many communities lack teachers in the arts and often have no supplementary programs or out-of-school classes.

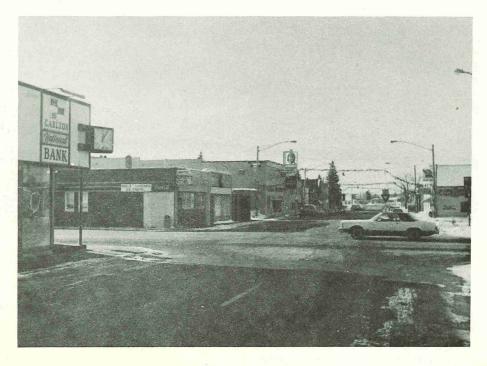
Respondents to the survey felt that metropolitan Duluth was little better than other communities since its arts programs and teachers are among the first threatened each year when the budgeting process begins.

### Redevelopment in Carlton

Revitalization and development of small downtowns are achieving new emphasis in the Arrowhead Region. Retail and service industries have became increasingly important to the economic base of local communities. In addition, rapidly escalating energy costs are encouraging local residents to shop closer to home. These issues came to the forefront in the Arrowhead Region during 1979 with requests from several communities for assis-

tance in downtown redevelopment. In response to these growing concerns, ARDC initiated a team planning and development approach, drawing together professionals from downtown planning, land use, transportation, and economic development to address downtown issues and opportunities for communities in the Region. This approach was first used in Downtown Carlton.

A group of concerned citizens from



Chestnut Avenue, Carlton's "Main Street," will probably have a new look in the future as a result of a project started with technical assistance from ARDC. A non-profit development corporation has been formed to serve as a "steering committee" on the project and ARDC completed a market analysis which served as the basis for a Land Use Planning Grant application approved by the State Planning Agency toward year's end. ARDC has now entered into a contract with Carlton for completion of the plan. Assisting communities that cannot afford to maintain a full-time planning department is just one of the important roles of the Arrowhead Commission.

# ADDRESSING MOOSE LAKE DEVELOPMENT CONCERNS

A new land use strategy is being prepared for the City of Moose Lake in response to changes caused by population growth and new development. Increasing pressures on land use and housing, coupled with new demands for commercial development, have created a shortage of developable land and potential land use conflicts in environmentally sensitive areas. In addition, the proposed abandonment of Burlington Northern railroad tracks through the downtown could provide an opportunity for downtown expansion. To address these issues, Moose Lake contracted with ARDC to develop a new land use strategy with special emphasis on downtown redevelopment. The program was started in May 1979, funded by a State Land Use Planning Assistance Grant.

An important aspect of this program is a downtown development strategy. Moose Lake currently has a thriving downtown area. However, growth of the community has contributed to problems with parking, congestion and space for expansion. ARDC is assisting Moose Lake in determining the potential for new development and where it should be encouraged to expand, as well as how to resolve some of the problems encountered in a downtown setting. Community residents and leaders have been surveyed to determine the direction they want their downtown to take. Once the downtown development strategy is finalized, it will be used by Moose Lake to decide what type of capital improvements should be made and what types of business expansion should be pursued.

Carlton contacted ARDC in the winter of 1979 to request assistance in upgrading the downtown area and attracting new business to Downtown Carlton. As a first step, ARDC's Economic Development Specialist assisted this group in forming a private non-profit organization, the Carlton Area Development Corporation (CADC), to serve as a spearhead for the effort. He also identified a series of actions that would have to be accomplished in order to achieve downtown revitalization and new development.

The Carlton Area Development Corporation contracted with ARDC to perform a market study to identify the types and sizes of new business that could be supported by Downtown Carlton. Based on an analysis of the Carlton trade area, projected population and income of trade area residents and retail sales experience of Carlton and similar retail areas, ARDC recommended nine types of new development to which Carlton should direct its efforts.

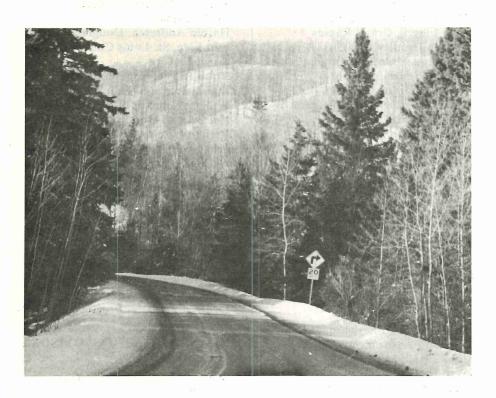
At the same time as the market study was being conducted for the Development Corporation, the City of Carlton was considering various issues related to downtown development and general community development. ARDC was requested to assist the City in putting together an application for a State Land Use Planning Assistance Grant. A program incorporating downtown land use, parking, traffic circulation, and development options, combined with study of citywide land use and development needs was proposed to the Minnesota State Planning Agency and funded in 1979. The City of Carlton contracted with ARDC to carry out the work program.

At this point, ARDC's land use, transportation, and downtown planning staff members were drawn into the effort. The downtown land use and redevelopment program currently underway will complement the market study by determining the best locations for new business, projected land availability and costs, parking to serve existing and new development and public improvements such as site preparation, abilities, and roads that will be necessary to serve new development. It will also address the overall community development issues of transportation, housing and industrial development that are inter-related with development of the downtown area.

Even while the land use study is still underway, ARDC's Economic Development Specialist is working with the Carlton Area Development Corporation to put together a financing package that can be discussed with potential developers and new business tenants. A new building materials store has just opened in response to the need identified in the market study and other developers are actively planning a new grocery store and restaurant.

The activities will all come together in early 1980, at which time there will be a new land use plan for Carlton, with a complete downtown development package showing the market for new business, locations for new development, public improvements needed to promote development and a financing package for public and private improvements. Carlton will have a total package for use in attracting new business and revitalizing the downtown area. If development generated in the last few months is any indication, this program shows promise of being very successful.

### TRANSPORTATION STUDY SERVES AS STATE'S PLANNING MODEL



the Region. It would cost about \$700,000,000 to complete all the trunk highway improvements needed in the Arrowhead Region. This is more than seven times the amount of funding that will be available for the next 20 years.

To deal with this enormous difference between available funds and the cost of constructing all needed highway improvements in the Region, a Highway Investment Strategy was developed. The strategy identifies for MNDoT which projects are the most important to the Arrowhead Region when there is not enough money to construct all needed improvements.

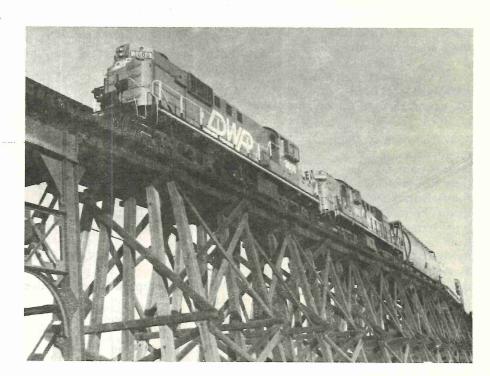
The Study has laid valuable groundwork for future planning and coordination among ARDC, MNDoT and regional transportation providers. It will help transportation providers know what other services are already provided and decide where new services are needed. It will provide MNDoT with direction in targeting resources in a manner that is consistent with the priorities of people in the Arrowhead Region, The ARDC Transportation Advisory Committee will use the information in reviewing new transportation services and in promoting coordinated and effective transportation services in the Region.

The Study will be a valuable resource for making responsible transportation decisions in the Arrowhead Region and will serve as a model planning program for other regional commissions around the State.

Statewide regional transportation planning took a giant step forward with the completion of the Arrowhead. Regional Transportation Pilot Study. The demonstration project was funded by the Minnesota Department of Transportation to establish a model regional transportation planning process, complete a regional transportation plan and provide recommendations which will outline future regional roles and responsibilities in State transportation planning and construction program decision making.

The Study provides a complete inventory and analysis of all regional transportation modes including aeronautics, bikeways, highways, pipelines, ports, rail and transit. Under the direction of ARDC's Transportation Advisory Committee, existing conditions, needs and issues, goals and policies and funding sources for improvements were investigated for each mode. Because it was recognized that highway improvements represent the greatest transportation concern to the people in the Arrowhead Region, much of the effort in completing the study went into the highway mode.

At one time there was sufficient funding to construct almost all the highway improvements needed in the Region. However, the present cost increases caused by inflation, increased needs and cutbacks in funding have made it necessary to choose which projects are the most important to



#### **Arrowhead Commission Staff**

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Assistant

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#### Financial Management

Greg Ward, Director Patty Kruger, Bookkeeper

#### Information Services

Roy Harnish, Director Bob Lundberg, Cartographer

#### **HUMAN RESOURCES DIVISION**

Steven Krasner, Director

#### Aging

Steven Krasner, Director Kathy Johnson, Planner Cindy Conkins, Planner Nancy Hanson, Secretary

#### **Criminal Justice**

Tom Mullins, Director Jim Erchul, Planner Patty Povich, Secretary

#### **Emergency Medical Services**

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#### PHYSICAL RESOURCES DIVISION

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#### Land Resources and Transportation

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#### METROPOLITAN DIVISION

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#### **BOARD CONSULTANT**

Robert Eaton, Legal Counsel

#### INTERNS AND OTHERS

Cindy Caven Dick Pingry Bart Wanyama Stan Kaitfors Steve Novak Kurt Ulrich Susan Jenkins Christine Mackenzie Dick Bellamy Clayton Lefevere Ann Karakatsoulsis Dean Hauge Steve Nagy Doug Dalager

#### Committees Represent Arrowhead Interests

The following ARDC Advisory Committee membership lists for 1979 represent the backbone of the Commission. With membership exceeding 300, these groups of volunteers representing virtually every conceivable interest group in the Region, give of their time and special knowledge to provide the people of the area a voice in planning decisions. Working closely with the professional planning staff at ARDC, the committees assure that all sides of various issues are represented and heard as part of the Commission's decision and policy making procedures.

#### AIR QUALITY COMMITTEE

Ed Hoff, Virginia, Chairman Ronald Ander, Pittsburg, PA Fern Arpi, Virginia Beverly Bonner, Virginia Phil Brick, Duluth D. Kelly Campbell, Eveleth Harold Engelhart, Babbitt Al France, Duluth Jalmer Johnson, Virginia Henry Koistenen, Zim John Malcolm, Babbitt Thomas Micheletti, Duluth Linda Miller, Hibbing Lloyd Nesseth, Grand Rapids Mario Retica, Hibbing Gene Roach, Duluth Mark Robinson, Hibbing Loren Rutter, Kinney Joe Samargia, Gilbert Joe Smilanich, Aurora

#### ARTS COMMITTEE

(Became an independent organization in 1979.)

Madeleine Simons, Lutsen, Chairwoman Seamas Cain, Cloquet Gary N. Christensen, Aitkin Jon Helstrom, Duluth Robert Farrell, Grand Rapids Jerry Jyring, Hibbing Ruth Larson, Silver Bay Patricia J. Malner, Grand Marais Tyne Mike, Grand Rapids Ross A. Otto, Aitkin John Passi, Cloquet Art Przybilla, International Falls Gene Ritchie Monahan, Ranier Shirley Sullivan, Two Harbors Shirley Swain, Duluth Rose M. Zygmanski, Hibbing

#### AGING COMMITTEE

Harriet Headley, Twig, Chairperson Helen Budisalovich, Proctor Gilbert Bloomquist, Grand Marais Edward Davis, Two Harbors Emerald Erickson, Duluth Grant Hayes, Duluth Marie Johnson, Eveletin Joseph Kiener, Duluth Art King, Duluth Betty Larson, Esko Austin Long, Aitkin Margaret Matalamaki, Grand Rapids Henry Neilsen, Barnum Lorraine Oberg, Grand Portage Alma Olson, Grand Marais Ruth Schuder, Grand Rapids Edna Shepard, Bovey Lawrence Shepard, Bovey Marion Smith, Hibbing Pat Stadum, International Falls Alice Swanson, International Falls Roy Warloe, Moose Lake Margaret Wold, Aitkin Ann Wood, Two Harbors

#### CRIMINAL JUSTICE COMMITTEE

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#### JUVENILE JUSTICE SUB-COMMITTEE

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#### DEVELOPMENTAL DISABILITIES COUNCIL

(Became an independent organization in 1979.)

Barbara Goman, Duluth, Chairwoman Gert Daskam, Palisade Inez Erickson, Duluth David Felske, Cloquet Pam Griffin, Duluth Lollie Hess, Virginia Fletcher Hinds, Duluth Kay Jennings, Duluth Clyde Johnson, Duluth Delores Johnson, Two Harbors Greg Kestly, Hibbing Helmi Lammi, Duluth Carmen Orman, Duluth Judith Pittack, Grand Rapids Mabel Schauland, Duluth Anne Swanson, Moose Lake

#### ECONOMIC POLICY COMMITTEE

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#### METROPOLITAN INTERSTATE COMMITTEE

Doug Finn, Superior, Co-Chairman Thomas Micheletti, Duluth, Co-Chairman Harold Andresen, Douglas County Earl Elde, St. Louis County **Townships** Bruce Hagen, Superior Elnora Johnson, Duluth William Lehman, Superior Helen Lind, Duluth Vernon Lindquist, Douglas County Eileen Mershart, Superior Clifford Olson, Duluth Helmer Ruth, Hermantown Lloyd Shannon, St. Louis County Marie Sladky, Superior Leon Stilwell, Douglas County Peg Sweeney, Proctor Ron Thureen, St. Louis County **Townships** Sue Hedberg, St. Louis County Townships (alternate) Denny Jollymore, Proctor (alternate)

#### TRANSPORTATION ADVISORY COMMITTEE

Warren Youngdahl, Marcell, Chairman Herb Anderson, Virginia Judy Byman, Virginia Larry Duckworth, Duluth Doug Grindall, International Falls Jim Heilieg, Duluth Davis Helberg, Esko Dick Ilse, Duluth Dennis Johnson, Duluth Marvin Marklund, Two Harbors Gordon Neustrom, Grand Rapids James Nynas, Cloquet Greg O'Brien, Duluth Cliff Olsen, Duluth John Pawlak, Duluth Dennis Pecore, Duluth Loren Rutter, Kinney Lawrence Shepard, Bovey Sandy Sweeney, Duluth Tom Tri, Duluth

### WATER QUALITY MANAGEMENT PLANNING ADVISORY COMMITTEE

Loren Rutter, Kinney, Chairman Herbert Beer, Grand Rapids Phil Brick, Duluth D. Kelly Campbell, Eveleth Lynn Campenhout, Duluth Richard Cihoski, Duluth Arnold Dougan, Two Harbors Shirley Dougherty, Roseville Arthur Ennis, International Falls Michael Flitter, Grand Rapids Peter Gaines, Eveleth Clarence Gustafson, Mahtowa Arne Heikkila, Duluth Dennis Johnson, Duluth Jalmer Johnson, Virginia Gene Jourdan, Duluth John Jubala, Duluth Carl Kjemperud, Littlefork John Klaers, Duluth Gary Kuyava, Duluth Arthur Laneve, Duluth Darrell Lauber, Grand Rapids John Pegors, Duluth Marvin Sargent, Cass Lake Ernest Schober, Duluth Howard Teague, Bemidji Darlene Vobejda, Grand Rapids Dick Wyman, Wrenshall

### CONFERENCE EDUCATES SENIORS



More than 300 people attended the Second Annual Conference on Aging sponsored by the ARDC Advisory Committee on Aging. Panel discussions, workshops, films and speakers were coordinated to increase awareness of the needs, potentials and problems of the elderly.



Rev. Piccard

Over 350 people from all seven Northeastern Minnesota counties attended a day-long session on the campus of the University of Minnesota, Duluth September 5.

Focusing on the theme, "Aging: An Agenda for the 1980's," the Conference provided those in attendance with an opportunity to hear two nationally known speakers address the issues, problems and possibilities senior citizens face throughout their daily lives.

Eighty-three year old Reverend Jeannette Piccard of Minneapolis, who was ordained as an Episcopal priest at the age of 79, demonstrated to the audience that life in later years holds tremendous potential. Reverend Piccard proved to be an inspiring example as she described how her role in life changed from childhood, through motherhood, in joining her husband in stratospheric exploration, serving as a consultant to NASA and to her ordination as a priest.

Later in the day, Mrs. Dorothy Bauer, Senior Associate with the National Council on Aging in Washington, D.C., described the key issues senior citizens will be facing as a group during the 1980's. Health care and inadequate income topped Mrs. Bauer's

list of concerns in a thoughtful speech which included her recommendations for action.

In addition to the general sessions, Conference participants had an opportunity to participate in smaller workshops of their choice. The workshops covered topics ranging from housing alternatives for seniors to the introduction of a relatively new concept in care for the terminally ill called "hospice." During these sessions conferees acquainted themselves with one another and were able to exchange views about senior citizen related problems, issues and programs.

The Conference concluded with a unique dramatic presentation, "Expressions of Aging," by noted British actor John Keston. Using song, poetry, prose and the on-stage application of make up, Keston took his audience on a dramatic journey through the universal experience of aging.

Because of the overwhelming response to the past two conferences sponsored by ARDC, the Advisory Committee on Aging is already planning for its Third Annual Conference on Aging to be held in the summer of 1980



Mrs. Bauer

### EMS Planning Effort Begins

Emergency medical services are being improved throughout the Arrowhead Region as a result of an intensive planning effort now underway by ARDC. In 1978, the ARDC initiated an Emergency Medical Services Program to provide EMS systems planning and implementation services to the seven counties of Northeastern Minnesota. With the award of a grant from the U.S. Department of Health, Education and Welfare in 1979—one of the largest of its kind in the United States -the program strives to reduce the regional rates of mortality and morbidity due to medical emergencies.

It is not difficult to understand the components of emergency medical care: they include first aid, trained and equipped ambulance personnel, special vehicles, hospital emergency rooms and medical professionals. It is harder, however, to explain an emergency medical service system (EMSS).

To simplify the web of relationships, it is convenient to think of the EMSS in three phases. First, there is the prehospital phase of care; this includes the informed public, special communications networks and ambulances. Second, there is the in-hospital phase of care; this consists of the emergency rooms and other services in each hospital. Third, there is the inter-hospital phase of care; this includes all highly specialized services that are located in only one or a few hospitals, special transportation and other related services. All elements of this system must work together in predictable ways that contribute without conflict to saving critically ill or injured people from death or permanent disability.

An eighteen member Advisory Committee composed of representatives from each of the seven counties, medical societies, the hospital association, public and private ambulance services,

the Emergency Department Nursing Association, law enforcement and consumers meets monthly to formulate goals, policies and plans for developing a regional system of emergency medical care. In addition, five sub-committees make recommendations in the areas of pre-hospital, communications, clinical systems, public issues and data collection. In addition to the staff, the program will utilize the services of various medical professionals in each of the seven EMS critical care areas: Burn, cardiac, spinal cord, poisonings, high risk infants, trauma and behavioral emergencies. These physicians will assist in the development of critical care plans for the region and develop protocols for the regional clinical system.

During the present grant period, the program is focusing on improvements in basic life support (BLS) systems in towns and cities throughout the Re-

gion. Grant funds will be used to implement a variety of work programs. For example, public education in the areas of Cardio-Pulmonary Resuscitation (CPR) and systems access will be emphasized, and first responder and ambulance capabilities will be improved. In addition, planning for a modern, regional communications network to include the installation of new equipment in hospitals and ambulances will be begun; and coordination of the clinical care system (categorization of critical care units, designation of medical control, development of treatment, triage and transfer protocols, and the offering of continuing education courses to health care professionals) will be undertaken. With the successful accomplishment of its goals, the ARDC EMS Program will be eligible for two additional years of funding for the establishment of regional advanced life support (ALS) systems.

### Harbor Study Resumed

Turning a \$17,000 Metropolitan Interstate Committee (MIC) planning effort into a \$10,000,000 harbor dredging project epitomized a year which saw planning stress the implementation of the Duluth-Superior harbor plan. Over a half dozen major projects were handled in 1979, but the most significant was the program which brought an end to lengthy delay on the vastly important harbor improvement project.

The standard channel depth for the St. Lawrence Seaway system is 27 feet. While most of the Duluth-Superior harbor is at this standard depth, the upper channel is only 23 feet deep. Therefore, ships using existing terminals along this channel can only take on partial loads. The economic disadvantage is obvious. It is also an obvious disadvantage to potential development of terminals on that channel including the publicly owned Erie Pier site in Duluth and the Case-Western site in Superior.

The Corps of Engineers has recognized deepening this channel as a project with an excellent cost benefit ratio. Since 1972, however, the Corps unsuccessfully attempted to complete the deepening project's feasibility study by securing a disposal site for the dredged materials. In early 1978, the Corps gave up and deactivated the project.

Using a grant from the Upper Great Lakes Regional Commission, MIC conducted a disposal site analysis. A generally acceptable disposal site was identified within ninety days and within a week of receiving the MIC report the Corps announced that it would reactivate the project. Since that announcement, the Corps has committed funds to the completion of the feasibility study on the project.

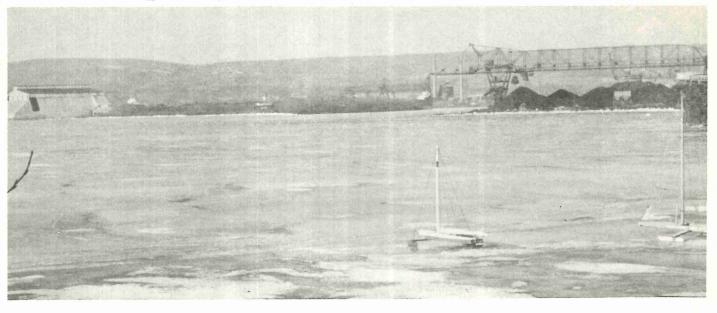
Essential to the reactivation of the project was the forum for dialog among Duluth, Superior and various agencies provided by the MIC's Harbor Advisory Committee. The dialog represented a comparatively high level of cooperation which has been lacking in previous years among these agencies.

The MIC's role in the deepening project was a natural outgrowth of the MIC's multi-faceted harbor plan which has been endorsed by the two cities and used by all of the agencies.

Further evidence of this flow from plan to action is seen in the other major harbor efforts the MIC had in 1979. Among them were:

Grain Truck Parking: Even with strikes by truck drivers and grain millers over 200,000 trucks brought grain to the Twin Ports. They inundated the cities, overwhelmed most elevator parking lots and caused innumerable traffic snarls. The MIC conducted a study to compile information on the situation, evaluate alternative courses of action and to encourage implementation of a solution. As of now, no one proposal has been used, but both cities are working with the MIC report to resolve the matter in 1980.

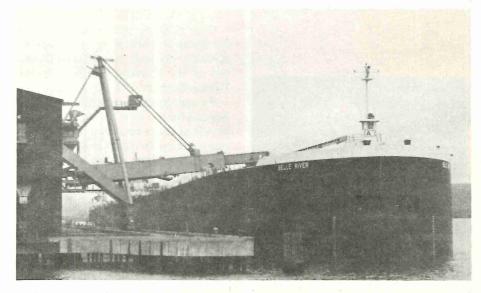
Old Arrowhead Bridge: In 1983 the new Arrowhead Bridge will make its predecessor obsolete. However, the old bridge is a favorite fishing spot for residents. Thus, the MIC went to work with Superior officials, the Wisconsin DNR and local anglers to produce a plan to retain a portion of the old bridge as a fishing pier. The resulting proposal has been accepted and will be implemented by the Wisconsin DOT and Superior.



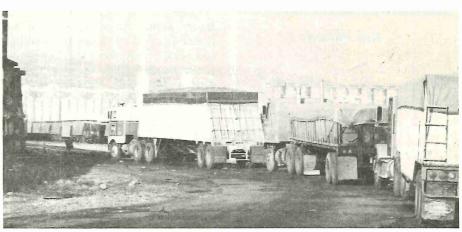
Duluth Port Grain Study: Duluth-Superior is the premier Great Lakes grain shipping port and Duluth's Port Authority wants to do everything necessary to maintain that status. New grain markets, increased crop yields and new crops have greatly enhanced the port's potential for expansion if the opportunity is taken. The MIC provided essential staff assistance to the Port Authority in acquiring a grant to study how to take advantage of that opportunity. Similar staff assistance will be provided to the Superior Harbor Commission in 1980.

Boat Access: Before the full recreational potential of the harbor can be achieved, many more boat accesses are needed. Superior is upgrading one at Barker's Island, but Duluth had none in the works. The MIC worked closely with Duluth people to develop proposals to the Minnesota DNR to rebuild and enlarge two landings that will provide greater access to the St. Louis River, the harbor and even Lake Superior.

New Arrowhead Bridge: Several supporting piers for the new Arrowhead Bridge will be built close to an important ring-billed gull nesting area. The potential for environmental harm was significant as was the potential to delay the bridge construction. The MIC provided a liaison between the Wisconsin DOT and local biologists in a successful effort to protect the birds and keep construction on schedule.



One thousand foot lakers, such as the "Belle River" which regularly visits the Superior Midwest Energy Terminal, and deep draft ocean ships cannot use the upper portion of St. Louis Bay. Reactivation of a harbor deepening study, implemented through efforts by ARDC's Metropolitan Interstate Committee, is expected to lead to a \$10 million project to make docks and terminals in that area accessible to larger vessels.



### MIC Assists Metro Communities

The Metropolitan Interstate Committee (MIC) continues to address critical issues in the suburban and rural communities surrounding Duluth and Superior.

Lakewood

The Lakewood Comprehensive Land Use Plan was completed in 1979 culminating a year long effort. The MIC assisted the Lakewood Planning Committee in identifying local issues and alternative development strategies. A special town survey used to update the 1975 Community Attitudes Survey

helped identify major issues. Public hearings were held on the draft plan and after minor revisions the document was sent to the Town Board for final action. The Town Board is now in the process of holding a final public hearing before final adoption of the plan.

Canosia

MIC assistance to Canosia Township began in October. Canosia residents are concerned with conflicts between preserving rural lifestyle, increased development and rising taxes.

A ten month process has been designed to address these concerns.

Working with Canosia'a Ordinance Study Committee, a 215 household community survey was taken. The survey identifies major township issues and provides an insight into the community's feelings. The Committee has started a review of existing conditions and problems in the Town with an eye toward resolving major land use conflicts. In 1980 the Town will adopt a new comprehensive plan, zoning ordinance and map.

### REPORTS

Throughout the course of 1979 ARDC and its planning staff provided extensive assistance to the governmental units of Northeastern Minnesota.

In some cases that assistance was provided as simply as giving readily available information over the phone. In other cases, the requests for information involved special research and the publication of a report.

The following is a list of reports published during the year both in response to specific requests and contracts and also for the general information of the Region's residents as well as State and Federal agencies.

#### ADMINISTRATION

1978 Annual Report, January

Arrowhead Regional Report, (monthly newsletter)

Annual Work Plan F.Y. 1980, July

Financial Management Plan, June

Arrowhead Arts, (quarterly newsletter-winter and spring editions published by ARDC)

#### AGING

1980 Area Plan on Aging

Transition Plan for the ARDC Acceptance of Title III-C-1 (Nutrition Program) Grant Making Authority

#### EMERGENCY MEDICAL SERVICES

1979 Regional Emergency Medical Services
Plan and Application

Regional Cardiac Care Abstract Plan

Regional Trauma Care Abstract Plan

Regional Burn Care Abstract Plan

Regional Poison Care Abstract Plan

Regional Spinal Injury Care Abstract Plan

Regional Behavioral Care Abstract Plan Regional Neonatal Care Abstract Plan

#### CRIMINAL JUSTICE

Report on Family Violence, September Report on Juvenile Delinquency, September 1980 Annual Action Plan, December

#### PHYSICAL PLANNING DIVISION

Low Income Housing Needs Study for the Arrowhead Region, March

Annual O.E.D.P. Report and Program Projections for the Arrowhead Region, (Updating the Overall Economic Development Guide for the Arrowhead Region) June

Energy in the Arrowhead Region, August

Grand Portage Timber & Resource Management Assistance, August

Carlton Market Analysis, March

Chisholm Neighborhood Plans: October Trunk Highway #169 Longyear Creek

Arrowhead Region Transportation Pilot Study, November

Draft Development Strategy for Aitkin Heritage Committee, December

Tower Comprehensive Plan, December

#### RESEARCH PAPERS AND STATISTICAL SUMMARIES:

79-1 Facts About ARDC Tax Levy on County Residential Property Taxpayers, 1979
Per Capita Tax, March

79-2 County Business Patterns, 1976, March

79-3 County Unemployment Rates, 1978, by Month, April

79-4 Total Per Capita Personal Income by County, 1971-1977, April

79-5 Available Mineral Resources by Type in the Arrowhead Region, April

79-6 Economic Effect of 5,600 Arts Visitors to Duluth on Employment and Income, April

79-7 Taxable Valuation of Counties for ARDC Levy, 1980, May

79-8 Revenue Receipts from Taxes in Largest Cities in the Arrowhead Region, May

79-9 Population Projection Revision, August

79-10 Employment and Wages by County, Fourth Quarters, 1977-1978, September

#### METROPOLITAN PLANNING DIVISION TRANSPORTATION PLANNING

Transit Working Paper 79-1: Community Survey, January

Transit Working Paper 79-2: Transit Impacts, January

Transit Working Paper 79-3: Transit Procedure Manual, February

Transit Working Paper 79-4: Bus Driver Survey, February

Transit Working Paper 79-5: 1979 On Board Survey, March

Transit Working Paper 79-6: Staggered/ Flexible Work Hour Demonstration, March

Transit Working Paper 79-7: 1978-1979 UMD Transit Study, May

Transit Working Paper 79-8: Analysis of Transit Service from Eastern Duluth to the Mall Area

Transportation Planning in Metropolitan Duluth-Superior, April. Annual Transportation Report for 1978.

Parts III, IV, V and VII of Revised SIP, Duluth-Superior Metropolitan Area (David Braslau and Assoc. Inc., February). Consultant input into Duluth Carbor Monoxide Study.

Meteorological Analysis of Duluth, Rochester and St. Cloud (Bruce Watson, March). Consultant input into Duluth Carbor Monoxide Study.

Duluth Transportation Control Plan (Duluth Carbor Monoxide Study) Volume I and Volume II, April. Volume I contains the problem description, alternatives evaluation and recommended action. Volume II contains documentation of citizen/interest group involvement in inter-agency cooperation.

Long Range Element of the Duluth-Superior Transportation Plan, September

Transportation Improvement Program for the Duluth-Superior Urbanized Area - 1980, September

Transportation System Management Element for the Duluth-Superior Urbanized Area; 1980-1985, November

Transit Working Paper 79-9: Market Research Analysis, July

Transit Working Paper 79-10: UMD Service Changes - Winter Quarter 1979, November

Transit Working Paper 79-11: Vinland/Proctor Route Analysis, December

Duluth-Superior Transit Development Program 1980-1985, October

Working Draft - Transit Energy Contingency
Plan, December

#### HARBOR PLANNING

Duluth-Superior Grain Truck Parking Study, June. Discusses truck parking issues and proposes a series of recommendations.

Duluth-Superior Harbor Improvement Project: Preliminary Assessments of Potential Disposal Sites, August

Reassessment of Potential Disposal Sites for the Duluth-Superior Harbor Improvement Project,

#### HOUSING AND POPULATION STUDIES

1978 Update, Housing Growth and Location Trends in the Duluth-Superior Metropolitan Area, June

Mobile Home and Mobile Home Park Study - 1979 Update, June

#### COMPREHENSIVE LAND USE PLANNING

Draft - An Analysis of Particulate Air Pollution in Duluth-Superior, November

Town of Lakewood Comprehensive Land Use Plan, December

Canosia Community Attitudes Survey,

#### ARROWHEAD REGIONAL DEVELOPMENT COMMISSION FINANCIAL REPORT

		19791		1980	
	1	Unaudited Revenue & Expenditures		Projected	
		Six Months Ende		Operating	
	6/30/79	12/31/79	<b>Total 1979</b>	Budget	
Revenue:					
Tax Levy	\$ 41,022	\$ 107,857	\$ 148,879	\$ 172,294	
State Appropriation	60,671	60,288	120,959	120,000	
Grants & Contracts	342,220	277,633	619,853	686,784	
NWRP&DC Matching	6,206	3,971	10,177	8,423	
Other & Miscellaneous	3,524	2,856	6,380	19,606	
Total Revenue	\$ 453,643	\$ 452,605	\$ 906,248	\$1,007,107	
T					
Expenditures:					
Salaries & Wages	\$ 357,024	\$ 264,792	\$ 621,816	\$ 636,946	
Building Rental	47,102	27,650	74,752	58,800	
Contracted Services	62,626	66,774	129,400	70,220	
Travel	30,771	22,945	53,716	69,767	
Communications	18,138	16,998	35,136	35,700	
Supplies	8,073	5,845	13,918	17,690	
Grants & Subsidies	13,040	3,480	16,520	17,700	
Interest	6,596	5,264	11,860	5,600	
Depreciation	5,209	5,209	10,418	10,735	
Other	3,411	3,141	6,552	$47,570^2$	
Total Expenditures	\$ 551,990	\$ 422,098	\$ 974,088	\$ 970,728	
Revenue Over (Under)					
Expenditures	\$ (98,347)	\$ 30,507	\$ (67,840)	\$ 36,379	

The revenue and expenditures for the year ended December 31, 1979 are shown as two six month periods to more accurately reflect results of management in the year. At the direction of the Minnesota State Legislature, the Governor of Minnesota, and the Minnesota Department of Finance and State Planning Agency, a financial management plan was formulated, approved, adopted, and implemented as of July 1, 1979. The effectiveness of the plan can be seen in the contrast between the two six month periods.

<sup>&</sup>lt;sup>2</sup> In the projected budget for 1980, the expenditure category "Other" includes provision for repayment of a loan from the Executive Council and a reduction in the Tax Anticipation Note.

### Justice Planning Pays Off

Despite cuts in State and Federal funding for new and innovative programs, ARDC's Criminal Justice planning unit was able to attract nearly \$1,000,000 for criminal justice system improvements in the Region in 1979.

Planning

ARDC's ability to strengthen justice delivery in the Region was due in part to the use of a broad based, comprehensive planning process. Staff was assisted and guided by both the ARDC's Criminal Justice Committee and the Juvenile Justice Sub-Committee. The membership included elected officials from every county in the Region along with criminal justice and juvenile justice professionals representing major criminal justice sub-systems (law enforcement, courts, corrections and juvenile justice).

A major data collection and analysis effort completed in March allowed the Committees to begin to develop priorities and allocate Federal and State funds for

1980. Priorities included:

Juvenile delinquency prevention and diversion,

Law enforcement investigation,

Records management for county courts, Treatment programs for county jails and

Family violence intervention and research.

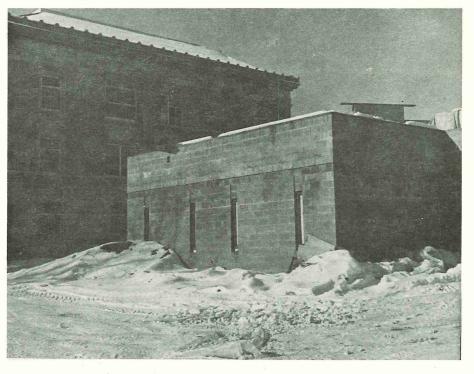
**LEAA Funds Allocated** 

While the 1980 planning process was unfolding, projects allocated Law Enforcement Assistance Administration (LEAA) funds for 1979 were busy providing services. Those projects, totalling \$228,692, included:

Project	Allocation
Region B Law Enforcement In-Service	\$33,243
Project Care	47,135
Koochiching Youth Support	19,860
Tactical Investigation	82,650
Aid to Victims of Sexual Assault	17,347
Regional Volunteers in Corrections	15,693
St. Louis County Victim/Witness Program	15,693
Meadowlands Communication Project	637
Bois Forte Communications Project	709

Technical Assistance

Providing technical assistance (TA) to local units of government for system improvement and program development continues to be the cornerstone of the criminal justice planning process in the Arrowhead Region. This type of assistance ranged from providing training to gathering research data and developing proposals for funding applications. Approximately 270 such TA contacts were made by the criminal justice staff in 1979. This included two major research efforts which were undertaken on the topics of juvenile delinquency prevention and family violence. The final documents specify the extent of the problems, discuss possible causes and make recommendations for future action.



The deterioration of the Carlton County Jail, pictured in ARDC's 1978 Annual Report, led to the demolition of the old structure. Continuing assistance to cities and counties throughout the Region by ARDC has led to many improvements in the criminal and juvenile justice delivery systems, such as construction of a new Carlton County Jail, now nearing completion. This "bricks and mortar" evidence of ARDC's efforts is just one example of nearly a million dollars worth of funding brought into the seven county area of Northeastern Minnesota in 1979 through the cooperative planning supported by the Commission's Criminal Justice Advisory Committee.

The Criminal Justice program's technical assistance activities were also instrumental in assuring that funds for needed justice system services were brought into the Region. Nearly \$1,000,000 in funding was obtained by agencies throughout Northeastern Minnesota, in large part through assistance given by ARDC. The vast majority of those funds was made available to projects having an impact on at least one or more counties. The funded projects ranged from jail treatment programs in Carlton County to youth programs in Duluth and a multi-county community service restitution project for women.

# Tower Completes Multiple Planning

Following a year long planning process which began with the creation of a city planning commission, ARDC completed a comprehensive land use plan, zoning ordinance and subdivision controls for the City of Tower. In addition, a land bank program proposal was prepared which outlined options for a land exchange, outright sale of land and ways to finance and develop certain areas of the city.

As a result of ARDC's involvement the City is in the process of arranging meetings with forest industry representatives, St. Louis County officials, U.S. Steel Corporation and the Minnesota Department of Natural Resources to begin evaluating Land Bank Program alternatives. Major consideration is being given to a land exchange program that would provide for land needed within Tower as well as consolidate scattered forest land holdings outside the city. In addition, the Tower Planning Commission will be scheduling a hearing for review and public input on the zoning ordinance and subdivision regulations.

Through ARDC's efforts, Tower has a better understanding of how to provide for and control future community growth and is now pursuing actions which will hopefully address its future needs.

# Local Management of Timber Sought

The Grand Portage Reservation Business Committee (RBC) is currently preparing a timber management program which may allow the Committee to receive a contract from the Bureau of Indian Affairs for management of timber on the Reservation.

Grand Portage contracted with ARDC early in 1979 for assistance in establishing the feasibility of its program. After securing study funding, ARDC completed the Grand Portage Timber and Resource Management Assessment: The study was a joint effort by staff of ARDC, forestry personnel of the Minnesota Department of Natural Resources and staff from the U.S. Forest Service Division of State and Private Forestry. To conduct the study, the staff relied on a computer based land management information system.

Based on the expected dollar value of timber utilization, the Grand Portage RBC deemed it feasible to proceed with planning that will eventually lead



to assumption of management authority for the Reservation timber resources.

#### ARDC Focuses on Energy Conservation

ARDC staff members conducted 32 preliminary energy audits of municipally owned buildings in the Arrowhead Region in 1979 to help qualify them for federal and state programs for public building energy conservation. Communities assisted were:

Aitkin County, Coleraine, Two Harbors, Biwabik, Eveleth and Gilbert.

Completion of the preliminary audits is a prerequisite in Minnesota for participation in more intensive energy audits and for conservation and retrofitting programs.

The audits and other statistics are contained in a report titled Energy in the Arrowhead Region that documents an energy project completed by ARDC in 1979.

An assessment of wood energy potential in the Arrowhead Region will be the subject of a 1980 ARDC project to be funded by the U.S. Forest Service.

### **ARDC Reviews Proposals**

ARDC has served as the clearinghouse for state and federal funding applications within the seven county Arrowhead Region since receiving that designation from the Governor of Minnesota in 1970.

That designation is required by Circular A-95 of the Federal Office of Management and Budget to facilitate the coordination of state, regional and local planning and development efforts.

In addition, the Regional Development Act of 1969 gave ARDC the following responsibilities:

—review and comment on long-term comprehensive plans of local governmental units within the Region;

review and comment on plans of independent boards and commissions having multi-county or multi-community impacts, for conformance with

regional plans and policies; and
—review and comment on applications for federal and state grants or loans
made by governmental units, independent commissions, boards or agencies
within the Region.

The procedure utilized by ARDC in carrying out its review function is referred to as the Project Notification and Review System (PNRS).

Upon receipt of a project notification, ARDC contacts local units of government, agencies and individuals that may be affected by or interested in the project and requests their comments. After a reasonable period for response, ARDC provides a final review of the project. The project applicant is then responsible for sending the application, along with all comments, to the appropriate federal or state funding agency.

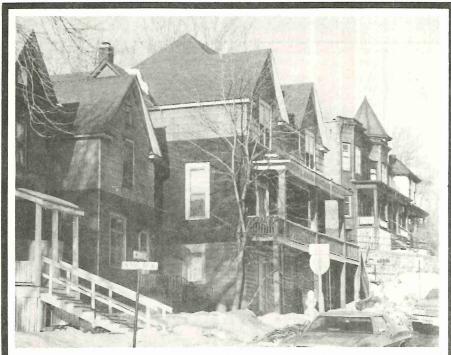
The PNRS procedure does not guarantee or deny the funding of a project. Rather, it provides the potential funding sources with an idea of the impact that the project may have within the Region.

The following table summarizes the funding sought for the various projects and plans received for review by ARDC from December 15, 1978 to December 15, 1979.

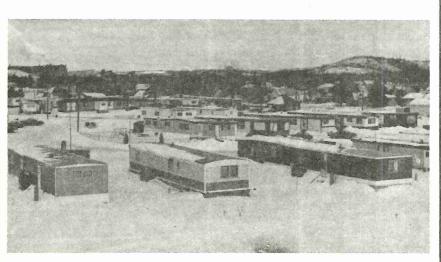
Detailed lists of plans and projects reviewed by ARDC during the year are published monthly in the agency's newsletter, The Regional Report. If you wish further information on this function of ARDC's activities please contact us.



Two projects included in Virginia's plans for the renovation of its historic "Finntown" neighborhood were among those reviewed by ARDC during the year. Street and district heating system improvements totalling more than \$1\frac{1}{4}\$ million have been proposed for the neighborhood which includes the unique Kaleva Hall. In addition to the preservation of the old landmark, Virginia hopes to include an 86 unit housing project to benefit low and moderate income people.



A study on housing needs of low income households in the Arrowhead Region has been prepared by ARDC to assist local communities, government agencies and the private sector in addressing local housing problems. The study, entitled Low Income Housing Needs, was completed in March, 1979 under contract to the Arrowhead Economic Opportunity Agency. This study summarizes the need by market area for new subsidized housing units. It shows needs of elderly households and large and small families.



During 1980, ARDC will complete an Areawide Housing Opportunity Plan (AHOP). The AHOP will include a needs analysis, an allocation plan for distributing scarce housing resources to the areas of greatest need and will qualify the Region for special allocations of HUD housing resources and 50 extra bonus points in applications for Community Development Block

Project notifications reviewed by ARDC from December 15, 1978 through December 15, 1979.

	NUMBER OF	FUNDING	
FEDERAL AGENCIES	the State Section of Proceedings of the Contract of the Contra	REQUESTE	
ACTION	APPLICATIONS 6	\$ 669,9	
Community Services Administration	17	1,340,6	
Department of Agriculture	36	17,716,7	
Department of Agriculture Department of Commerce	3	1,009,0	
Department of Commerce Department of Defense	5	3,045,0	
Department of Energy	6	20,057,8	
Department of Health, Education	U	20,037,0	32
and Welfare	42	5,208,7	83
Department of Housing and Urban	<b>4</b> 2	3,200,7	05
Development Development	47	17,654,2	76
Department of Interior	33	1,900,0	
Department of Interior  Department of Justice	25	1,559,8	
Department of Justice Department of Labor	10	6,680,3	
Department of Labor  Department of Transportation	25	79,675,2	
Environmental Protection Agency	17	9,332,1	
National Foundation on the Arts and	1 /	9,332,1	13
Humanities	1	299,3	15
	1	277,3	13
Upper Great Lakes Regional Commission	14	1,177,5	11
FEDERAL TOTALS	281	\$167,326,7	39
STATE AGENCIES			
Board on Aging	13	\$ 799,0	57
Cable Communications Board	4		0
Crime Control Planning Board	23	119,4	31
Department of Agriculture	1	67,5	00
Department of Corrections	2	37,3	20
Department of Economic Development	1	10,5	00
Department of Economic Security	11	1,017,4	09
Department of Education	4	201,2	24
Department of Health	11	2,860,3	79
Department of Public Welfare	1	66,4	02
Department of Transportation	31	16,223,2	87
Historical Society	9	348,2	86
Housing Finance Agency	5	682,6	75
Iron Range Resources and			
Rehabilitation Board	2	150,0	00
Pollution Control Agency	19	1,922,8	34
Rural Development Council	6	174,0	06
State Planning Agency	_43	1,342,0	95
STATE TOTALS	188	\$ 26,022,4	05
LOCAL FUNDING SHARE	181	20,210,0	
OTHER FUNDING SOURCES	55	7,496,2	
GRAND TOTAL	379	\$221,055,3	
OKYND IOIVÉ	317	Ψ221,000,0	

