### REPORT OF THE

# Mississippi River Parkway Commission of Minnesota

1981-1982





Submitted to the 1983 Legislature

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# Mississippi River Parkway Commission of Minnesota

Executive Committee
JOHN BERNHAGEN
Chairman
EDWARD FAIRBANKS
Vice-Chairman
GEORGE F. VOGEL
Secretary
TAD JUDE
Treasurer

Members of the Senate JOHN BERNHAGEN JAMES PEHLER GENE WALDORF Members of the House TAD JUDE JAMES NORMAN WARREN STOWELL Governor's Appointees EDWARD FAIRBANKS DONALD FRERICHS VICTOR JUDE

130 State Office Building - St. Paul, Minnesota 55155 612-296-4131 Linda Lacher, Administrative Assistant Timothy Edman, Executive Secretary

December, 1982

TO THE GOVERNOR AND MEMBERS OF THE LEGISLATURE:

Attached is the biennial report of the Mississippi River Parkway Commission of Minnesota in compliance with Minnesota Statutes 161.1419, Subdivision 7.

This Commission was established in compliance with Chapter 875 of the Laws of Minnesota, 1963.

The Mississippi River Parkway Commission has been in existence for many years. Because of Minnesota's strategic position as the headwaters state of the Mississippi River, it is of great importance that the activities of the commission continue into the future. For many years, coordinated efforts were carried on by the ten states bordering the Mississippi River, as well as the two Canadian provinces of Manitoba and Ontario.

Many plans were laid during those early years to promote and develop a scenic highway-parkway system throughout the center of the United States. Much work has been accomplished. The greatest effort, however, was finally brought to fruition when the federal government began to coordinate their efforts with those of the states and appropriated money for the upgrading of highways and the funding of amenities along the Mississippi. In spite of the sharp cutbacks in program funding at the federal level, the federal government has continued to appropriate money for the Parkway concept throughout these ten states.

Minnesota has 420 miles of the parkway within its borders...by far the greatest number of miles within any of the states. And, for over ten years, Minnesota has been the home of the national office of the Mississippi River Parkway Commission. This national commission has been the catalyst which has brought coordination between state agencies, federal highway agencies and the local interests, in an effort to accomplish the goals of the commission. The most recent

example of this coordinated effort is the approval of funds, by the regional federal highway people, for projects within Itasca State Park.

Through the efforts of the state commission, the administration of the state Department of Transportation has learned, through detailed explanation, of the assistance this program would offer to aid the department in highway construction, as well as the benefits derived by farm-to-market and tourism efforts in relation-ship to the Mississippi River's geographic area. While the commission's budget was reduced by half for the 1982-1983 biennium, the commission was able to restructure its activities and continue to carry out the functions under its charge.

The future potential of the entire Mississippi River has not yet been developed. The Mississippi River Parkway Commission has the desire and ability to act as the coordinating unit between the private sector and the governmental entities...local, state, and federal...to make this area a vital tool in the effort to improve and maintain a healthy economic climate for our state.

Respectfully submitted,

John J. Bernhagen, Chairman

#### OVERVIEW

The Minnesota Mississippi River Parkway Commission is a member of the National Ten State Mississippi River Parkway Commission. In addition to Minnesota, the participating states include Arkansas, Illinois, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Tennessee and Wisconsin. The Canadian Provinces of Manitoba and Ontario are also members of the commission. All members are closely involved with the National Great River Road Program.

It is the responsibility of the Minnesota Parkway Commission to aid in the promotion and development of a scenic parkway and highway for the State of Minnesota. More specifically, this responsibility involves working toward the planning, construction, maintenance and improvement of the Great River Road, which follows the course of the Mississippi River, throughout the ten states, from Lake Itasca to the Gulf of Mexico. This Commission works closely with the appropriate federal and state agencies, the U.S. Congress and the ten state commission in order to accomplish the objectives of the Great River Road Program.

The Minnesota Parkway Commission functions under the terms of Minnesota Statutes Section 161.1419, Mississippi River Parkway Commission (see appendix) and Minnesota Statutes Section 161.142, Great River Road (see appendix).

The Minnesota Parkway Commission consists of ten members: three members appointed by the State Senate, three members appointed by the State House of Representatives, and three members appointed by the Governor. These nine members then appoint a tenth member to serve as secretary for the commission (see appendix for current membership). The Chairman of the Commission is elected by and among the appointed members. The Commission meets at the call of the Chair at least twice a year.

For the current 1982-1983 biennium, the Minnesota Parkway Commission has received an appropriation of \$10,000 for each of the fiscal years (see appendix). This appropriation represents a 50% decrease in funding from the 1980-1981 appropriation of \$20,000 per year.

The Ten State Mississippi River Parkway Commission holds an annual meeting and quarterly Executive Committee meetings (see appendix for executive committee membership). The National Commission maintains four standing committees: Technical, Promotion, Historical and Environmental. These standing committees meet during the year whenever deemed necessary. Several Ad-Hoc Committees have also been established for the benefit of the Commission including Legislative, Future Programs, Finance, By-Laws, Nominating, and Awards. The National Commission maintains its office in St. Paul, Minnesota.

#### **ACCOMPLISHMENTS**

During the last two year period, the Minnesota Mississippi River Parkway Commission has held five commission meetings and attended two annual meetings (see appendix for minutes of all meetings.) It has been the goal of the commission to continue the route designation in Minnesota and utilize, in the best possible way, the Federal Great River Road funds available to Minnesota (see appendix for map.)

Route designation is nearing completion with two segments (Bemidji to Bena and Little Falls to Rice) under study for final recommendation, and one segment (Brainerd to Little Falls) beginning the study phase.

Prior to the 1981-1982 fiscal years, a total of \$22.8 million has been obligated for roadway, amenity and historical projects in Minnesota.

During FY 1981, six projects were funded totaling \$740,663. The projects included:

- 1. Reconstruction of a right-of-way at the junction of TH 61 and TH 10 in Washington County.
- 2. Surfacing the shoulders and main line of CSAH 7 in Beltrami County.
- 3. A bikeway on Warner Road in Ramsey County.
- 4. The historical restoration of the Alexander Ramsey House in Ramsey County.
- 5. The acquisition of property in Anoka County for a right-of-way.
- 6. Several right-of-way projects on previously purchased property along the designated route.

In FY 1982, Great River Road obligations totaled \$3.2 million and left an unobligated balance of \$16 million for Minnesota. Out of that total unobligated balance, Minnesota could have lost \$4.2 million through lapsing if the nine other states in the program had not obligated more than their annual rate. No funds will lapse if the total of the ten states' obligation exceeds \$25 million. This cannot be expected to continue in FY 1982 because four of the ten states have used up all of their unobligated balances.

Looking at the 1983 Federal Fiscal Year, Minnesota is responsible for the remaining FY 1982 allocation of \$4.2 million and the FY 1983 share of the unobligated balance which is \$4 million. This gives Minnesota a total of \$8.2 million that must be obligated by October 1, 1983. This lapsible amount will be reduced by \$2.4 million based on the first quarter obligations of four projects, leaving \$5.8 million yet to be obligated by October 1, 1983 or the funds will lapse.

This may seem a difficult task, but more urgent than the lapse problem is the redistribution threat which would probably occur in May, 1983. This is a very real threat for the four states which have used all of their available funds and are looking at Minnesota (which has the largest unobligated balance of all the States.)

The U.S. DOT tried to appease the states that had used all their unobligated balances by giving them the greater portion of the \$5 million newly created in the current Continuation Bill passed by Congress on December 17, 1982. This plan was rejected, however, because GRR allocations are made to all the states based on the length of the designated route in each state.

Based on the Continuation Bill, Minnesota received an additional \$833,000 which gives this state a total of \$16.8 million. This was the largest allocation given out. Most of the other states received less than \$500,000. Redistribution of funds is still possible. However, once redistributed, Minnesota would have a difficult time regaining any of its unallocated funds that are redistributed to other states.

Projects included in the \$3.2 million include:

- 1. Hennepin County TH 252
- 2. Dakota County TH 55
- 3. State segment studies
- 4. Ramsey County Warner Road bridge
- 5. Hennepin County Fort Snelling Commandant's House
- 6. Stearns County Hwy 1
- 7. Clearwater Hwy 40
- 8. Hennepin County Fort Snelling parking site work
- 9. Benton County Hwy 33.

#### FUTURE GOALS AND RECOMMENDATIONS

The Mississippi River is recognized world-wide as the  $\frac{\text{fifth}}{\text{most}}$  most interesting site that tourists of all nations wish to visit in the United States.

As the "headwaters" state of the Mississippi River and the state containing the most number of river miles, Minnesota is a vital part of the Mississippi River Parkway Commission. The MRPC was created over 40 years ago and the goals set forth back then, are now reaching fruition.

Because of severe economic problems facing both the federal and state government, the future of the Commission is in doubt. It would be a tragedy to loose the work so many have expended on this project as well as the monies already invested in the work accomplished.

It is recommended by the Commission that Minnesota continue to promote tourism along the Mississippi River. Through a recognized and well marked route, with attention given to the many points of interest, the promotional effort is made both effective and exciting to tourists from within and without the United States. The increased efforts of promotion could easily be coordinated with any efforts developed by the Mississippi Valley Association.

It is essential that the Commission continue to encourage the Minnesota Congressional delegation to support and fund the final phase of development. Tourism is a multi-billion dollar industry in the United States. Minnesota must be a competitive contender for these dollars.

The Commission will continue to encourage and work with citizens groups and local units of government to develop plans and recommendations for preserving and enhancing the scenic and recreational value of the Mississippi River.

Surveys show that the designated route of the Great River Road is a 60% farm-to-market road. It is recommended by the Commission that coordination be established between the promotion of tourism and the promotion of agriculture for Minnesota. Both industries are vital economic resources in our state and both can benefit from a coordinated working plan.

The Commission also recommends continued coordination of state agency activity with the Commission. By such an effort, the federal and state funds can be used more effectively with far reaching benefits.

Because tourism is primarily the effort of private enterprise and secondarily the effort of government promotion, the Commission recommends coordination with local businesses to promote and develop increased tourism for Minnesota. Both local businesses and government at all levels will reap the financial benefits of increased tourism in our state.

# **APPENDIX**

#### 161.1419 MISSISSIPPI RIVER PARKWAY COMMISSION.

Subdivision 1. It is declared to be the policy of the state and to be in the best public interest for the promotion of public safety, recreation, travel, trade, and the general welfare of the people to cooperate with the federal government and with the interstate Mississippi River parkway planning commission. To carry out such policy 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 a Mississippi River parkway commission is created. Such commission shall also 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.

- Subd. 2. The commission shall be composed of ten members of which three shall be appointed by the governor, three shall be members of the senate to be appointed by the committee on committees, and three shall be members of the house of representatives to be appointed by the speaker. The tenth member shall be the secretary appointed pursuant to subdivision 3. The members of the commission shall be selected immediately after final enactment of this act and shall serve for a term expiring at the close of the next regular session of the legislature and until their successors are appointed. Successor members shall be appointed at the close of each regular session of the legislature by the same appointing authorities. Members may be reappointed. Any vacancy shall be filled by the appointing authority. The commissioner of transportation, the commissioner of natural resources, and the director of the Minnesota historical society shall be ex officio members, and shall be in addition to the ten members heretofore provided for. Immediately upon making the appointments to the commission the appointing authorities shall so notify the Mississippi River parkway commission, hereinafter called the national commission, giving the names and addresses of the members so appointed.
- Subd. 3. The commission may hold meetings and hearings at such time and places as it may designate to accomplish the purposes set forth in this section and may subpoena witnesses and records. It shall select a chairman, a vice-chairman, and such other officers from its membership as it deems necessary. The commission shall appoint a secretary who shall also serve as a commission member.
- Subd. 4. Members of the commission shall serve without compensation but shall be allowed and paid their actual traveling and other expenses necessarily incurred in the performance of their duties. The commission may purchase supplies, employ part time or full time employees, and do all things reasonably necessary and convenient in carrying out the purposes of this section. Reimbursement for expenses incurred shall be made pursuant to the rules governing state employees.
- Subd. 5. The commissioner of transportation shall designate one employee of the department of transportation who is an engineer or who has engineering experience and the commissioner of natural resources shall appoint one member of his staff who shall advise with and assist the commission in carrying out its functions and duties.
- Subd. 6. The commission shall be an affiliate of the national commission and as a member of the national commission may pay an annual fee for its equal share of the planning program of the national commission.
- Subd. 7. The commission may review the programs of the various interstate compacts, studies, planning groups 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.

History: 1963 c 875 s 1; 1969 c 1129 art 3 s 1; 1971 c 653 s 1-5; 1973 c 35 s 34: 1976 c 166 s 7

#### 161.142 GREAT RIVER ROAD.

Subdivision 1. [ Repealed, 1963 c 875 s 3 ]

Subd. 2. Location; construction; improvement; maintenance; acquisition of land. The commissioner of transportation shall establish and locate the route or routes of the Great River Road and shall thereafter construct, reconstruct, improve and may maintain same. He may acquire by purchase, gift or eminent domain proceedings, in fee or such lesser estate as he may determine, all lands and properties needed in laying out, establishing, constructing, reconstructing, and improving the Great River Road in Minnesota.

Subd. 3. Inclusion within state system; controlled access. The portion of the Great River Road in Minnesota may be part of the state trunk highway system and may be a controlled access highway.

Subd. 4. Acceptance of federal funds; cooperation with federal agencies. The commissioner of transportation may accept any federal funds made available to the state of Minnesota for expenditure on the Great River Road. He may cooperate with the federal government or any federal agency in the establishment, construction, reconstruction and improvement of the Great River Road to the end that the state will obtain all federal funds available for expenditure on the Great River Road in Minnesota. He may act as agent for any other department of state, public corporation, or political subdivision of the state in accepting federal aid in their behalf for the purposes expressed in subdivisions 2 to 7, and may distribute any federal aid received by the department to other departments of the state, public corporations or political subdivisions of the state.

Subd. 5. Cooperation with other governmental units. The commissioner of transportation shall cooperate with other state departments, public corporations and political subdivisions in laying out, constructing, reconstructing and improving and maintaining the Great River Road.

Subd. 6. Expenditures; limitation, appropriation. None of the provisions of subdivisions 2 to 7 shall be construed as authorizing the commissioner of transportation to expend trunk highway funds for non-trunk highway purposes.

Subd. 7. Preservation of adjacent areas. The commissioner of transportation and any political subdivision or public corporation adjacent to the Great River Road or through which the Great River Road passes may acquire by purchase, gift or eminent domain proceedings as provided by law any lands or properties, or interests in lands and properties, lying along the Great River Road as they deem necessary for the purpose of preserving areas of natural scenic beauty, views of lake or riverside areas, historic sites, and such lands as they deem necessary for the purpose of providing recreational and rest areas and facilities in connection therewith including camping and overnight facilities. They may enter into agreements with property owners along the Great River Road providing for restrictions on land uses along such road and providing for compensation therefor. Such agreements may provide that the lands or properties may continue to be used for agricultural, horticultural, forest, grazing, residential, or other purposes not inconsistent with parkway principles and standards approved by the federal government and the Mississippi River Parkway Commission.

History: 1959 c 411 s 1-7; 1976 c 163 s 33; 1976 c 166 s 7; 1978 c 495 s 1

#### 161.148 GREAT RIVER ROAD, LOCATION OF ROUTE.

Subdivision 1. The commissioner of transportation shall designate, establish and locate the great river road described in and authorized by section 161.142, with the approval of the Mississippi River Parkway Commission and, when the location is not on the trunk highway system, with the approval of the political subdivision having jurisdiction of the road.

Subd. 2. The commissioner of transportation may designate, establish, locate and mark alternate routes of the Great River Road with the approval of the Mississippi River Parkway Commission upon highways of the trunk highway system and when not located upon the trunk highway system with the approval of the political subdivision having jurisdiction of the road.

Subd. 3. Funds shall not be expended on any alternate route or routes provided for by subdivision 2 except to the extent of any surplus in federal funds provided for the route designated under subdivision 1 or as provided by agreement with the United States government.

Subd. 4. [ Repealed, 1978 c 495 s 5 ]

History: 1974 c 34 s 1; 1976 c 166 s 7; 1978 c 495 s 2-4

#### MISSISSIPPI RIVER PARKWAY COMMISSION

MEMBERSHIP 1981 - 1982

#### SENATORS

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

The Honorable James Pehler State Senator 734 - 14th Avenue South St. Cloud, Minnesota 56301

The Honorable Eugene Waldorf State Senator 1176 Orange Avenue East St. Paul, Minnesota 55106

#### GOVERNOR'S APPOINTEES

Mr. Edward Fairbanks Box 308 Cass Lake, Minnesota 56633

The Honorable Don Frerichs State Representative 2234 Merrihills Drive Rochester, Minnesota 55901

Mr. Victor N. Jude Maple Lake, Minnesota 55358

#### EX OFFICIO MEMBERS

The Commissioner of Transportation The Commissioner of Natural Resources St. Paul, Minnesota 55155

The Director of the Historical Society

#### REPRESENTATIVES

The Honorable Tad Jude State Representative 8308 East Rice Lake Road Maple Grove, Minnesota 55369

The Honorable Donna Peterson State Representative 2824 - 38th Avenue South Minneapolis, Minnesota 55406

The Honorable Warren Stowell State Representative Box 576 Lewiston, Minnesota 55952

#### SECRETARY

Mr. George Vogel Holst, Vogel, Erdmann & Vogel Masonic Building Red Wing, Minnesota 55066

#### NATIONAL EXECUTIVE SECRETARY

Mr. John Edman Suite 205, Victoria Crossing Bldg. St. Paul, Minnesota 55105

#### ADMINISTRATIVE ASSISTANT

Linda K. Lacher 111 State Office Building

#### OFFICERS

Chairman - Senator John J. Bernhagen Vice Chairman - Mr. Edward Fairbanks Treasurer - Representative Tad Jude Secretary - Mr. George Vogel

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#### MISSISSIPPI RIVER PARKWAY COMMISSION

#### BUDGET FY 1982 - 1983

	BUDGET AMOUNT '82	ACTUAL EXPENSES '82	BUDGET AMOUNT '83
Travel: In-State Out-of-State	500.00 3700.00	197.20 3718.46	1310.00 4200.00
Communications	100.00	1.07	100.00
Printing 7 Supplies	100,00	23.19	100.00
Contracts	600,00	450.00	0
National Dues	5000,00	5000.00	5000.00
Carry Over			610.00
TOTAL	10,000.00	9389.92	10,610.00

Balance as of 11/1/82 \$2483.36

# NATIONAL MISSISSIPPI RIVER PARKWAY COMMISSION EXECUTIVE COMMITTEE

#### PILOT

Porter Young P.O. Box 41 Helena, Arkansas 72342

#### PILOT PRO-TEM

Charles Millham River Park Lane Guttenberg, Iowa 52052

#### SECRETARY

John F. Edman 867 Grand Avenue Suite 205 St. Paul, Minnesota 55105

#### TREASURER

Herbert Meshun
P.O. Box 261
Pepin, Wisconsin 54759

#### CO-PILOT DISTRICT I

H.A.L. Tibbetts
P.O. Box 263
Fort Frances, Ontario P9A 3M6

#### CO-PILOT DISTRICT II

George Vogel Holst, Vogel, Erdmann & Vogel Masonic Building 4th & East Avenue Red Wing, Minnesota 55066

#### CO-PILOT DISTRICT III

Will Shadoan P.O. Box 385 Wickliffe, Kentucky 42087

#### CO-PILOT DISTRICT IV

H. Dan Derbes P.O. Box 15449 Baton Rouge, Louisiana 70895

STATE OF MINNESUFA DEPARTMENT OF THANSPORTATION MORK MAP GREAT RIVER ROAD SEGMENT MAP DESIGNATED ROUTE ROUTE UNDER STUDY BEMIDU MONTREEL 12

#### Minnesota MRPC Meeting February 13, 1981 St. Paul, MN

#### MINUTES

Senator John Bernhagen, Mn. MRPC Chairman, called the meeting to order at I:15 p.m. on Friday, February 13, 1981 at the State Capitol. In addition to Sen. Bernhagen, the following members were present: Senator Clarence Purfeerst, Representative Warren Stowell, Representative Donna Peterson, Edwards Fairbanks, Donald Frerichs, Vic Jude, and George Vogel. Also present were Mn. MRPC Executive Secretary Timothy Edman, Mn. DOT representatives Larry Foote and Katie Beard, Mn. Historical Society representative John Wood, and State Senator Eugene Waldorf.

Sen. Bernhagen announced that Sen. Purfeerst would be resigning from the Mn. MRPC, and that Sen. Waldorf was expected to be appointed to the vacant position. Also, Sen. Bernhagen announced that Sen. James Pehler was expected to be appointed to the position left vacant by the resignation of Sen. Jack Kleinbaum. Sen. Purfeerst explained that the opportunity to become a member of the LCMR precluded his membership on the Mn. MRPC, and expressed his continued support for Mn. MRPC objectives.

Sen. Bernhagen asked for consideration of the minutes of the October 8, 1980 Mn. MRPC meeting. Motion by Rep. Stowell, second by Mr. Vogel, to approve the minutes as submitted. The motion was unanimously approved.

Mr. Edman presented the financial report for the current fiscal year through January 31 1981. (See Exhibit A.) Mr. Edman mentioned that the \$3,693.00 carry-over balance from FY 1980 was primarily printing and promotion funds yet to be utilized. Motion by Mr. Jude, second by Mr. Fairbanks, to approve the financial report. The motion was unanimously approved.

Mr. Foote presented the \$16 million Great River Road work program for FY 1981, as developed by Mn. DOT. (See Exhibit B.) Mr. Foote mentioned that a minimum of \$4 million must be obligated this year, and that Mn. DOT expected to utilize approximately \$8 million. Discussion followed on the contents of the work program in regard to amenity vs. road projects and the location throughout the State of such projects. Concern was raised regarding the desirability and priority of the \$4 million Fish and Wildlife Interpretive Center in Hennepin County. It was suggested that the cost of the Center might utilize an unreasonably large portion of Great River Road funds to the detriment of various other projects. Mr. Foote said he would provide a more detailed breakdown of the Center's cost before proceeding with the project.

Ms. Beard presented a resolution for Great River Road route location approval from the Sartell Bridge to the Rice Bridge. (See Exhibit C.) Discussion followed. It was suggested that future route location approval resolutions should be accompanied by a breakdown of approximate segment costs and by any local resolutions in regard to the route location. Motion by Mr. Vogel, second by Mr. Frerichs, to approve the Sartell-Rice resolution. The motion was unanimously approved.

Ms. Beard presented a draft outline of a Great River Road brochure on historical facilities within the Twin Cities metropolitan area, as developed by Mn. DOT in conjunction with the Historical Society. The draft brochure was reviewed and endorsed.

Mr. Wood reported on Historical Society plans to utilize approximately \$4 million

of the Great River Road funds available this year. The Historical Society projects using such funds include Fort Snelling, the Livingston-Griggs House, the Ramsey House and the Hill House. Mr. Wood said that the Historical Society has accelerated its preservation program through utilization of the Great River Road funds. Plans to repair the fire damage at the Fort Snelling Commandant's House were reviewed. Discussion followed. Motion by Mr. Jude, second by Mr. Fairbanks, to support and approve use of Great River Road funds for the expiditious restoration of the Commandant's House. The motion was unanimously approved.

Mr. Edman briefly reported on the national funding outlook for the Great River Road, and mentioned the Administration's potential Federal highway block grant funding proposal. The impacts of such a proposal on the Great River Road were briefly discussed Mr. Edman also reviewed the Great River Road Progress Report which outlines program accomplishments and benefits, as developed by the National MRPC.

State Great River Road promotion was discussed. A slide presentation was considered, along with the historical brochure previously reviewed. Discussion followed.

Motion by Mr. Frerichs, second by Rep. Peterson, to utilize a maximum of \$3,000.00 from the Mn. MRPC printing/promotion budget category for 10,000 units of a historical brochure and a Great River Road decal or bumper sticker. The motion was unanimously approved. Mn. DOT will report at the next meeting on the costs involved for a Great River Road slide presentation with music and a narrative.

It was decided that the Mn. MRPC would host the next MRPC District II meeting on June 11-12, 1981 in Park Rapids, Minnesota to be attended by the Iowa and Wisconsin State Parkway Commissions.

At 3:30 p.m. the meeting adjourned.

Mn. MRPC Meeting June 11-12, 1981 Brainerd, Mn.

#### MINUTES

Senator John Bernhagen, Mn. MRPC Chairman, called the meeting to order at 10:30 a.m. on Thursday, June 11. In addition to Sen. Bernhagen, the following members were present: Senator Gene Waldorf, Representative Tad Jude, and Vic Jude. A quorum was not present. The following were also in attendance: Mn. MRPC Executive Secretary Timothy Edman, Linda Lacher - Administrative Assistant to Sen. Bernhagen, Federal Highway Administration Division Administrator William Lake, Mn. DOT Central Office staff members Herm Juffer and Andy Golfis, and Mn. DOT District III Office representatives Darryl Durgin and Dave Reed.

Sen. Bernhagen deferred approval of the minutes for the February, 1981 meeting due to the lack of a quorum.

Following introductions, Sen. Bernhagen outlined the objectives of this meeting including the field tour and various administrative and financial issues. It was mentioned that the reduced biennium budget of \$10,000 per year, as approved by the Legislature, would require substantial revision in Mn. MRPC activities. Sen. Bernhagen stated that it would be necessary to at least tentatively agree on a new biennium budget after review of various options. (See Exhibit A.) In order to partially reduce administrative expenses, Sen. Bernhagen stated that Ms. Lacher would be available to assume some Executive Secretary responsibilities. (See Exhibit B.) The current financial report for the Mn. MRPC was then reviewed. (See Exhibit C.)

Mr. Juffer outlined the general Great River Road development process, the status of route designation, and the status of funds obligated to date for Great River Road projects. Mr. Golfis briefly reviewed the field tour schedule, and commented on the \$14 million currently allocated to the State for future Great River Road development (\$6 million for fiscal year 1981 and \$8 million remaining from fiscal year 1980). The \$14 million will not be available for obligation until the current deferral on such funds expires on September 30, 1980, subject to further Presidential and Congressional action. Mr. Golfis also stated that approximately \$350,000 has been utilized of the \$400,000 provided by the LCMR for Great River Road amenity projects.

Mr. Edman then briefly commented on the national Great River Road funding outlook. The Senate has taken initial action which supports the Reagan Administration's intent to terminate the Great River Road program and force the lapsing of all available funds. The House has basically rejected the Administration's proposal and is placing a one-year ceiling limitation on overall Federal highway funding. The House action would provide the 10 Mississippi River States with approximately 75% of the \$25 million available for allocation in fiscal year 1982.

The meeting recessed for lunch at 11:15 a.m., and the field tour began at 12:45 p.m. (See Exhibit D.)

The field tour proceeded North from Brainerd to Palisade on the West side of the Mississippi River, and then on the East side of the River for the return from Palisade to Brainerd. General comments favored route designation on the West side

of the River due to the closer proximity of that route to the River and the general scenic nature of the route. The first part of the field tour was completed upon return to Brainerd at 4:15 p.m.

At 8:45 a.m. on Friday, June 12, the group departed for the second part of the field tour. In addition to the members present on June 11, Senator James Pehler was also in attendance. The tour proceeded South from Brainerd to Royalton on the East side of the River, then on the West side of the River for the return from Royalton to Camp Ripley, and then again on the East side of the River from Camp Ripley to Brainerd. One of the major questions raised during this field tour was whether existing and paved route No. 10 from Little Falls to Royalton should be designated part of the Great River Road vs. unpaved roads on either the East or West side of the River that are in closer River proximity.

At 11:30 p.m. the group stopped for a tour and lunch provided by the Mn. Historical Society at the Charles Lindbergh State Park. A business session was conducted during the lunch. It was the consensus that Edward Fairbanks should be elected Vice Chairman in order to fill the vacancy created by Senator Clarence Purfeerst's resignation. This election is pending ratification by the Mn. MRPC at the next meeting when a quorum is present. It was the consensus that the other Mn. MRPC Officers should continue to serve in their current positions.

Participation in the 1981 National MRPC Annual Convention was discussed. Sen. Bernhagen suggested that due to the reduced Mn. MRPC budget, it would not be possible to send the entire Minnesota delegation to Kentucky if individual auto or air travel arrangements are utilized. Mr. Edman reported that airfare from the Twin Cities to Paducah, Kentucky currently costs \$306 per person, round-trip, at the super saver discount rate. Also, auto travel would cost approximately \$282 based on a distance of 1488 miles round-trip at a reimbursement rate of 19 cents per mile. In addition, it is estimated that each member would incur expenses of approximately \$420 (5 days per diem @ \$35, 4 nights lodging @ \$30, and a \$125 registration fee). Thus, in order to hold transportation costs to a minimum, it was suggested that a van or travel camper should be rented by the Mn. MRPC. It was the consensus that such transportation should be obtained, and that only travel by such means would be eligible for expense reimbursement.

It was also generally agreed that biennium budget option D should be adopted, with the division of Executive Secretary responsibilities between Mr. Edman and Ms. Lacher as outlined in Exhibit B. Budget option D will allow for one meeting to be held during the Annual Convention in Kentucky, assuming a quorum is present, and one meeting during the 1982 Legislative Session in order to reduce member per diem and travel expenses.

At 1:00 p.m. the group departed Lindbergh State Park for the remainder of the field tour, and returned to Brainerd at 3:00 p.m. This concluded the Mn. MRPC meeting and field tour.

# Mn. MRPC Meeting August 22, 1981 Kentucky Dam Village, Kentucky

#### Minutes

Senator John Bernhagen, Mn. MRPC Chairman, called the meeting to order at 4:00 p.m. on Saturday, August 22, 1981, at Kentucky Dam Village, Kentucky. The following members were present: Senator John Bernhagen, Representatives Tad Jude, Don Frerichs and Tom Stowell, Mr. Vic Jude, Mr. Ed Fairbanks and Mr. George Vogel. Also attending this meeting were: Mn MRPC Executive Secretary, Timothy Edman and John Edman; Mn DOT staff member, Andy Golfis; and Linda Lacher, Administrative Assistant to Senator Bernhagen.

Senator Bernhagen asked for consideration of the minutes of the June 11-12, 1981 Mn MRPC meeting. A motion was made by Mr. Vic Jude, and seconded by Mr. Fairbanks, to approve the minutes as submitted. The motion was unanimously approved.

Senator Bernhagen called for discussion of the financial report for the fiscal year ending June 30, 1981, (see attached). Mr. Golfis and Mr. Edman mentioned the cost of the map (see enclosed) was \$3800 for 6000 copies. Rep. Frerichs moved the approval of the report, seconded by Rep. Stowell. The motion was unanimously approved.

Mr. Golfis reported that the technical report from Monticello to / Sartell was not available for this meeting but would be sent out when it was printed for discussion at the next meeting. Mr. Golfis went on to discuss the reports and agreements needed for final designation of MRPC territory.

Mr. Fairbanks mentioned his discussions with the leaders of the Leech Lake Reservation Area concerning resolutions of support for designation.

Mr. Golfis distributed a map showing the present status of the designations, (see enclosed). 243 miles have been designated, 100 miles are under study, 120 miles are still to be considered.

Mr. Golfis distributed the MRPC technical committee report entitled Great River Road Design Guide, and briefly discussed the contents suggesting further perusal at the members convenience, (see enclosed).

Mr. Golfis distributed copies of the Historical Brochure entitled Minneapolis-St. Paul Great River Road Historic Tour, (see enclosed). He mentioned the initial run, producing 6000 copies, was paid for with MRPC funds. The cost, however, was \$800 more than originally approved. The second run of the map will be paid for by the Minnesota Historical Society. The project was accomplished in conjunction with the Mirnesota Historical Society.

Mn. MRPC Meeting Minutes August 22, 1981 page 2

Mr. Vic Jude moved to approve the total expenditure for the brochure which was \$800 more than formerly approved. The motion was seconded and unanimously approved.

Mr. Golfis then reported on the use of LCMR funds. In 1979, \$400,000 in LCMR funding was allocated to MRPC. Of this money, \$325,000 was spent on 12 approved projects. (However, \$29,000 was returned to LCMR because of an incomplete project in Beltrami County) and the remaining \$675,000 in unspent dollars went back to the general fund.

Additional funding was requested in 1981, but was denied. LCMR requested the MRPC to come back at mid-biennium to request a state match grant when federal funds become available.

A question was raised as to whether funds could be requested for commission operation. General discussion followed and it was determined that such a request should be made separately from any MRPC request for DOT funding.

Mr. Edman suggested that \$5000 would be a reasonable dollar request to make to LCMR for operating expenses should the process of requests get underway.

Sen. Bernhagen opened the discussion of promotion for MRPC. Mr. Golfis suggested that projects of the commission should be addressed through the Department of Economic Development rather than DOT.

Sources available for promotion include: the Regional Tourism Councils, AAA Magazine and public serve type news releases.

General discussion included a recommendation by Sen. Bernhagen that the promotion committee, consisting of Mr. Vogel, Chairman, Rep. Frerichs and Sen. Bernhagen, meet and be prepared to offer a report at the next MRPC meeting which defines and analyzes the possibilities of promotion and future action needed.

Mr. Fairbanks suggested a letter of appreciation be sent to the Leech Lake Tribal Council for their support of the MRPC.

Discussion of special activities centered around the Federal Omnibus Parks Bill whose authors included Sen. Durenberger and Rep. Vento. Part of this bill created the MN. Metro River Corridor Committee. Chairman of this committee is Ray Black. The original bill requested \$300,000 for a study of the scenic and historical aspects of the metro area. This funding, however, was not approved for this study.

Sen. Bernhagen recommended that final approval of this year's budget be discussed. The budget recommendations as discussed at the June meeting are: \* MnMRPC Meeting Minutes August 22, 1981 page 3

In-State Travel	\$ 500
Out-State Travel	\$3,700
Communications	\$ 100
Printing	\$ 100
Contracts	\$ 600
National Dues	\$5,000
Special Projects	- 0 -
Misc.	_ 0 _
Total	\$10,000

Mr. Vogel moved the adoption of the budget. Mr. V. Jude seconded the motion. The motion was approved unanimously.

Sen. Bernhagen opened the discussion for the election of officers and suggested each office be voted on individually rather than voting collectively on all officers.

Mr. Vic Jude nominated John Bernhagen for Chairman, Ed Fairbanks for Vice Chairman, George Vogel for Secretary and Tad Jude for Treasurer. No other nominations came forth, so nominations were closed.

Mr. Vic Jude moved the election of John Bernhagen for Chairman. the motion was seconded and approved unanimously.

Mr. Vic Jude moved the election of Ed Fairbanks for Vice Chairman. The motion was seconded and approved unanimously.

Mr. Vic Jude moved the election of George Vogel as secretary. The motion was seconded and unanimously approved.

Mr. Vic Jude moved the election of Tad Jude as Treasurer. The motion was seconded and unanimously approved.

Sen. Bernhagen briefly discussed scheduling the next meeting of the MRPC during the legislative session, tentatively in late January or early February.

Mr. Tad Jude moved the support of George Vogel for Co-Pilot of District 2. The motion was seconded and unanimously approved.

The meeting adjourned at 6:16 p.m.

#### MN. MRPC Meeting February 9, 1982 St. Paul, MN

#### Minutes

Senator John Bernhagen, MN. MRPC Chairman, called the meeting to order at 1:30 P.M. on Tuesday, February 9, 1982, at St. Paul, Minnesota. The following members were present: Senators John Bernhagen and Gene Waldorf, Representatives Donna Peterson, Tad Jude, Warren Stowell and Don Frerichs, Mr. Ed Fairbanks, and Mr. George Vogel. Also attending were MN MRPC Executive Assistant Timothy Edman, Administrative Assistant Linda Lacher, and D.O.T. representatives Andy Golfis, Greg Treanor and Larry Foote.

Senator Bernhagen asked for consideration of the minutes of the August 22, 1982 MN MRPC meeting previously mailed to all members.

Representative Peterson mentioned the election of officers which took place at the August meeting held in Kentucky Dam Village, Kentucky, suggesting that future elections be held within the state not out-of-state. Senator Bernhagen corrected the misconception by mentioning that the election of officers was slated for the June meeting in Brainerd, but due to a lack of a quorum was only tentatively approved until another meeting with quorum could be held. The next meeting was held in Kentucky with seven out of ten members present.

Senator Waldorf moved approval of the minutes of the previous meeting. There was no discussion. The motion was approved.

Senator Bernhagen called for discussion of the budget. Cost sheets for the June meeting and a summary of the current budget status as of January 31, 1982 were distributed.

Mr. Vogel moved the approval of the budget as outlined and previously discussed at the June and August meetings. The motion was seconded by Mr. Fairbanks. No discussion followed. The motion was approved.

Senator Bernhagen then called upon the representatives of the MN. D.O.T. for their report.

Andy Golfis, along with Greg Treanor, presented the newly revised slide show which included site development plans along one of the segments of the Great River Road from Grand Rapids to Ball Club. Following the slide show, a brief question and answer session regarding the development along the river was addressed. Ed Fairbanks shared some of the concerns of the local residents at the public presentation of the slide show.

Mr. Golfis introduced a resolution to the Parkway Commission for its action on a proposed route designation submitted from Ball Club to Bena. Rep. Frerichs moved the resolution. The resolution was approved.

Possible field trips for the commission to view the undesignated areas was discussed. Only two segments of roadway, that the Parkway Commission has not seen, which lie between Vena and Bemidji and between Little Falls and Rice remain undesignated.

An update was given on the funding situation for the Great River Road projects for fiscal year 1982. A briefing of the current funding limitation due to the program's inclusion under the D.O.T.'s ceiling on federal spending was described in a handout which identified funds obligated, proposed and possible obligations for this year. It was explained that due to inclusion in D.O.T.'s budget both the State Aid Director and the Highway Programming Coordinating Committee (HPCC) have to approve any projects that come within their ceiling.

Tim Edman was called upon to present the National Report. He stressed that the future of the Commission was dependent on Congressional action and Congress would be starting at the beginning.

It is essential that we begin looking at alternative concepts for funding and action.

The Minnesota delegation is well represented on the various national committees:

Historical - George Vogel Environmental - Ed Fairbanks Technical - Andy Golfis

The Promotional Committee is working hard on a slide show and new maps.

The annual meeting will be held in West Memphis, Arkansas, September 18 - 21.

It is possible that three members of our delegation could have all or part of their expenses paid by the National Committee for the annual meeting. Tim Edman will look into exact amounts.

Senator Bernhagen requested that Tim and Linda look into state transportation for the annual meeting, specifically a D.O.T. plane. Also, the cost of per diem and lodging should be calculated and a budget set up.

Senator Bernhagen also requested that a two day budget be put together for a possible northern Minnesota meeting in the spring.

With no other business coming before the Commission, a motion was made to adjourn.

The meeting adjourned at 3:45 P.M.

#### MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTAL

September 20, 1982

West Memphis Arkansas

#### MINUTES

The meeting was called to order at 8:00 a.m. on Monday, September 20, 1982, by Minnesota MRPC Chairman John Bernhagen. In addition to Mr. Bernhagen, the following MRPC members were present: Vic Jude, George Vogel, Ed Fairbanks, Warran Stowell, and Assistant Secretary John Edman. Also present were Andy Golfis, Minnesota DOT; Jerry Enright, National MRPC Staff; and Ray Lappegaard, Shiely Company.

Mr. Bernhagen reminded Commission members that the Minnesota MRPC Budget contains only \$3,700 for expenses at the annual meeting. To provide full reimbursement for Minnesota MRPC members attending the annual convention, Mr. Bernhagen asked for clarification that the air fare and registration fees for Mr. Jude and Mr. Vogel be paid from the National MRPC budget. Mr. Edman responded that he had discussed this matter with MRPC Pilot Porter Young, who had agreed if necessary to reimburse Mr. Vogel and Mr. Jude, National MRPC officers, for at least part of their convention expenses.

Mr. Golfis discussed the need for the Minnesota MRPC to approve the designated Great River Road route between Brainerd and Aitkin. Mr. Golfis commented that the route between the Junction of CSAH 1 and CSAH 21 five miles north of Aitken to the Junction of TH 210 and East River Road in the City of Brainerd has the most support of any of the alternate route alternatives. He also mentioned that the route has received support from Aitken, Crosby, Grainerd, Deerwood, Crow Wing County and Aitken County. A quorum was not present, but all members approved a resolution. (see attached) to approve the designation of the Great River Road between Brainerd and Aitken. Mr. Bernhagen asked each member to sign this resolution attesting to their support and that others be allowed to consider this resolution by mail.

Mr. Golfis presented members the Great River Road Route Selection and Development Guide for Segment 2A from the Itasca County Line to Ball Club Lake. It was noted that this route selection and development guide provides information concerning potential development for a 46-mile portion of the Great River Road in Northern Minnesota. Mr. Golfis commented that the purpose of this Guide is to provide a comprehensive framework to divide Great River Road development.

Mr. Golfis also presented Minnesota MRPC members with the Great River Road Site Design Guide, prepared by the Offices of Environmental Services of the Minnesota DOT. It was explained that the purpose of this design guide was to establish basic guidelines to assist local and state agencies and other professionals involved in the design, construction and maintenance of support facilities along the Great River Road. Mr. Golfis stated that the guidelines provided in the guide should be used by those agencies and individuals to maintain a desired level of continuity and consistency in site development.

Mr. Lappegaard reported to the Minnesota MRPC that he is a member of the Great River Road Citizen's Advisory Committee in Minneapolis, and provided the Minneapolis Parks Board with a minority report opposing the designation of the Great River Road along Central Minneapolis Riverfront. Mr. Lappegaard stated that the creation of a parkway for automobile drivers along the Minneaplis riverfront is unsuitable as a use of scarce land area where pedestrian orientation is the only appropriate use and the Great River Road should instead be routed along Washington Avenue in Minneapolis. Mr. Golfis commented that an environmental impact statement on the route alternatives the Great River Road might take through Minneapolis will be available shortly.

The Minnesota MRPC meeting adjourned at 9:15 a.m.

jfe/sd

Minnesota MRPC Meeting December 7, 1982 St. Paul, Minnesota

#### Minutes

Senator John Bernhagen, Mn. MRPC Chairman, called the meeting to order at 8:30 a.m. on Tuesday, December 7, 1982. In addition to Senator Bernhagen, the following members were present: Senator Gene Waldorf, Representatives Don Frerichs, Donna Peterson, Warren Stowell, Tad Jude, Mr. Vic Jude and Mr. George Vogel. A quorum was present. The following were also in attendance: MRPC Executive Secretary John Edman, Administrative Assistant Linda Lacher, Mn/DOT representatives Andy Golfis, Len Isles and Lawrence Foot.

Senator Bernhagen asked for consideration of the minutes of the informal meeting of the Minnesota delegation held in West Memphis, Arkansas. The minutes were accepted as written.

Senator Bernhagen called for discussion of the financial report of the current biennium ending June 30, 1983 (see attached), as well as the request for funding for the upcoming biennium. The balance remaining in the fund for this biennium totals \$2,483.36. Mr. Vic Jude suggested that a part of the \$1500 assessment for promotion as requested by the National Committee be paid at this time. He made a motion to pay \$1000 of the promotion assessment now and the remaining \$500 at the end of the biennium. Mr Vogel amended that motion to require a second motion at the next meeting to pay the remaining \$500. Representative Frerichs seconded that amended motion. The members approved the motion.

Discussion of the upcoming biennial budget began after a review of the printout and explanation of the procedure for funding sent to Linda Lacher by Janet Lund of the Legislative Coordinating Commission (see attached). The request for 1984 would be \$10,700 and for 1985 the request would be \$11,500 based on a 7% increase for both years of the biennium. The members then discussed the addition of the \$1500 promotional assessment and its place within the budget. Senator Waldorf moved that the request for funding in 1984 begin at \$10,700 with an additional \$1500 added to that amount with the justification being the new assessment, and that funding for 1985 begin at \$11,500 with the additional \$1500 added to that amount for the same reason. The total request for funding would then be \$12,200 for 1984 and \$13,000 for 1985. Representative Stowell seconded that motion. The members approved the motion.

Mr. Golfis was called upon to discuss the projects being funded that are now in progress (see attched list of 1982 projects). He explained the difficulty now facing the MRPC and Great River Road programs because of the spending ceiling placed on the allocation of funds under the Department of Transportation. The new federal guidelines

MN MRPC Meeting Minutes December 7, 1982 Page 2

placed the Great River Road funding within the transportation budget which effectively saved the program but made amenity funding very difficult. Funding of projects in 1983 becomes even more difficult because the MRPC and GRR do not have many projects found on the state trunk highway system. Minnesota has the largest expanse of road in the GRR project but the least number of miles on important roadway. The DOT is obligated to fund projects of higher priority that those being considered by the MRPC.

A question was raised regarding the 5¢ user gas tax and its effect on GRR funding. Mr. Golfis suggested that the tax could bring more funding into Minnesota but with the federally imposed spending ceiling DOT will still be obligated to fund priority projects first. GRR projects are lower priorities because the route is not on prime trunk highway. If the ceiling is lifted, it would be easier to fund some of the lower priority projects. Mr. Golfis also mentioned that Commissioner Braun would be retained in his position for at least the next six months and is very supportive of the work done by the MRPC and GRR programs.

Mr Golfis distributed the last update map of route designation (see attached). The total potential mileage for designation is 420 miles. Of that total 276 miles have already been designated as GRR leaving 144 miles yet to be designated. With the addition of the Brainerd to Aitken section, that total remaining is then decreased.

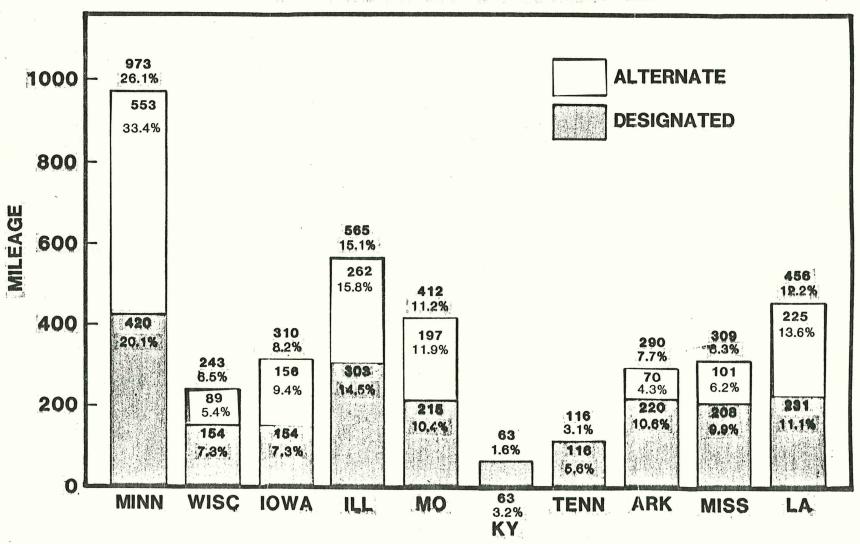
Mr. Edman was called upon to review any legislation being considered on the federal level. He emphasized that no federal legislation offers new money for the GRR program, however legislation will be introduced to raise the ceiling on spending which will allow the various states to use any of the unallocated fund balances they may still have. Consideration is also being given to reassigning fund balances to states that have used all of their allocation.

Mr. Bernhagen then began the discussion of the future organization of the Parkway Commission, mentioning the change in administration and the future appointments to the commission. Mr. Vic Jude commented on the need for continuity to continue the work already in progress. Mr. Vogel mentioned the need to re-educate the legislators on the viability of the MRPC. And Senator Waldorf mentioned the need to continue a working relationship with the Minnesota Congressional delegation.

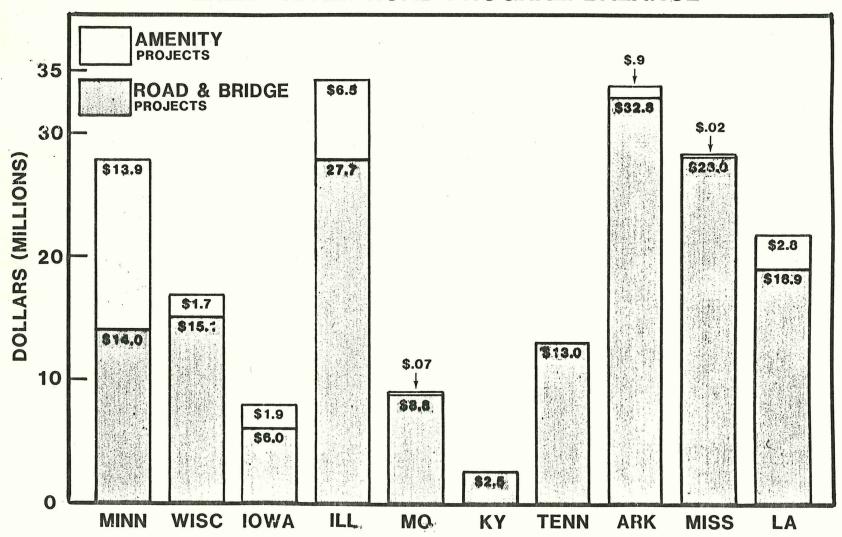
As no other business came before the commission, the meeting was adjourned at 9:50 a.m.

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## GREAT RIVER ROAD MILEAGE

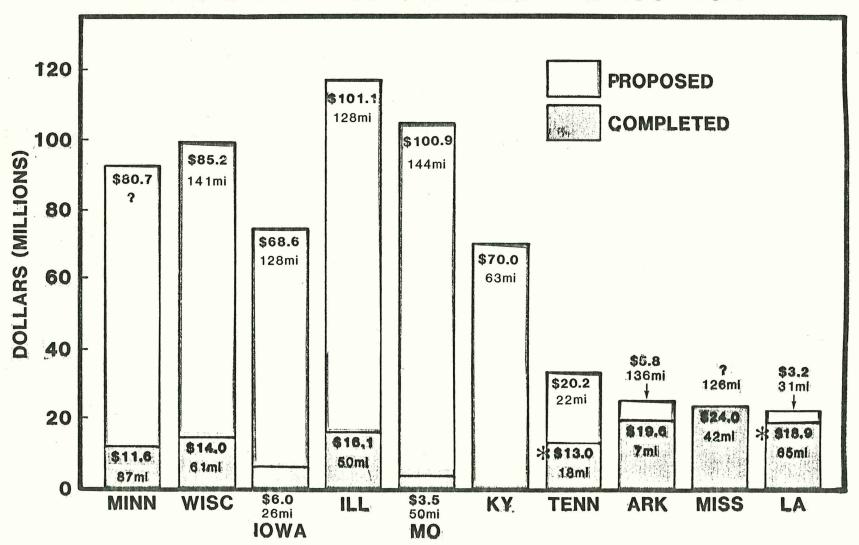


### **GREAT RIVER ROAD PROGRAM BALANCE**



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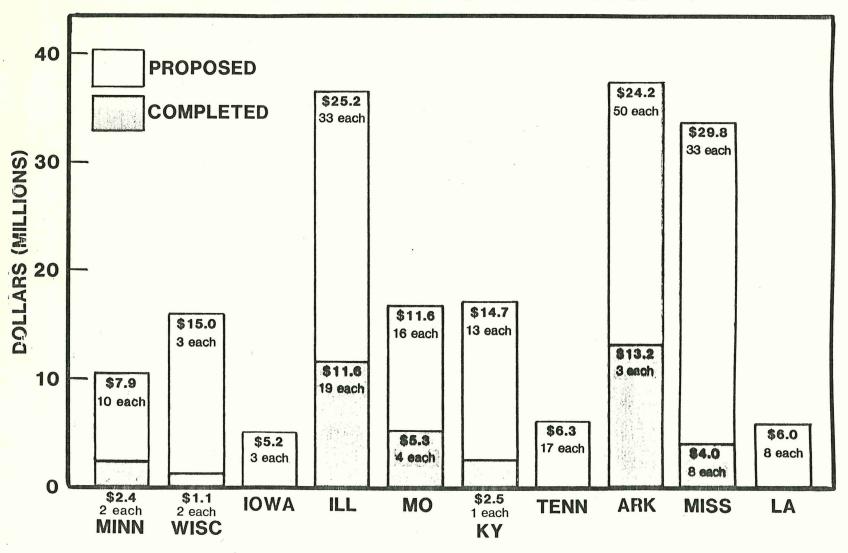
### **ROADWAY PROJECTS -- EXISTING LOCATION**



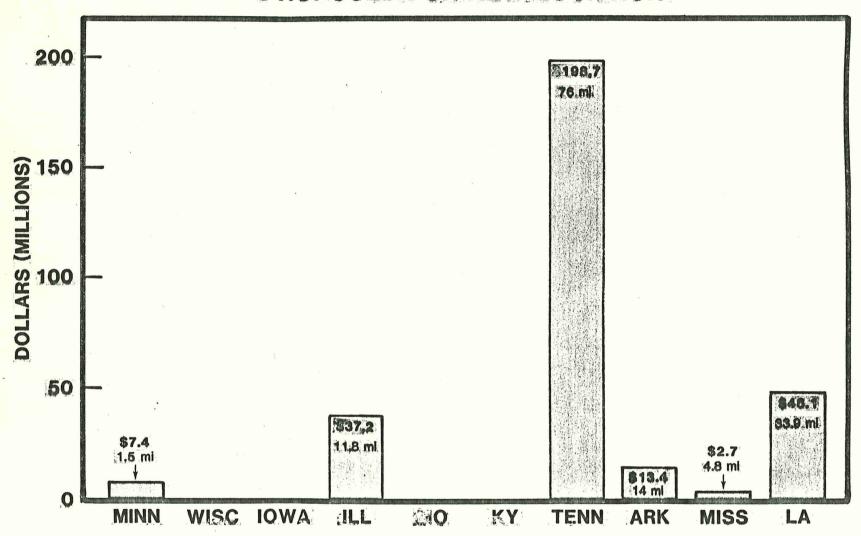
\* INCLUDES WORK DONE ON NEW LOCATION

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## BRIDGE PROJECTS -- EXISTING LOCATION



# ROADWAY AND BRIDGE PROJECTS PROPOSED FOR NEW LOCATION



## **AMENITY PROJECTS**

