

Report of the
Mississippi River Parkway Commission
of Minnesota

1983-1984



Submitted to the 1985 Legislature

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1983/84

Pursuant to Mn Stat 161.1419, sd 7

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I.

Letter of Transmittal

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, Section 161.1419, Subdivision 7.

The Mississippi River Parkway Commission has been in existence since 1963 to aid in the promotion and development of a scenic parkway and highway along the Mississippi River (the Great River Road). During this time, the activities of the Minnesota Commission have generated tremendous transportation, tourism, and economic development benefits for the State of Minnesota.

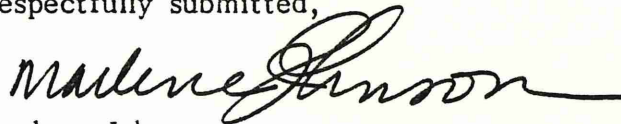
The Minnesota Commission has been working closely with the Department of Transportation in the obligation of over \$41.7 million in federal funds for Great River Road highway and amenity projects since 1977. These dollars have been used for a variety of Great River Road projects in Minnesota involving road improvements, historical preservation, scenic overlooks, recreational facilities and bikeway trails.

In addition, the Minnesota Commission has been working with the Department of Economic Development's Office of Tourism to provide increased public attention to the tourist attractiveness of the Mississippi River Valley. Recent studies on the benefits of tourism show that the 22 counties along the Mississippi River and the Great River Road in Minnesota benefited from over \$2.9 billion in direct travel expenditures in calendar year 1982.

The Minnesota Commission operates on a budget that is one of the smallest of any agency in the state, yet has been the catalyst in bringing about the coordination of many different interests. Working in conjunction with the other states and provinces through the National Parkway Commission, the Minnesota Commission has begun to capitalize on the resource opportunities of the Mississippi River Corridor.

With the substantial economic benefits already generated, the Minnesota Commission is committed to place even greater emphasis on the Mississippi River and the Great River Road in the future.

Respectfully submitted,

A handwritten signature in cursive script, reading "Marlene Johnson", with a long horizontal flourish extending to the right.

Marlene Johnson
Lt. Governor
Mississippi River Parkway Commission
of Minnesota Chair

sd

II.

Membership

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

1983 - 1984 MEMBERSHIP

SENATORS

Senator John Bernhagen, Hutchinson, Minnesota

Senator Eugene Waldorf, St. Paul, Minnesota

Senator Lawrence J. Pogemiller, Minneapolis, Minnesota

REPRESENTATIVES

Don Frerichs, Rochester, Minnesota

Douglas J. St. Onge, Bemidji, Minnesota

James P. Metzen, South St. Paul, Minnesota

GOVERNOR'S APPOINTEES

Victor N. Jude, Maple Lake, Minnesota

Marlene Johnson, Lt. Governor, State of Minnesota

Sonja Hayden Berg, St. Cloud, Minnesota

SECRETARY

George Vogel, Red Wing, Minnesota

NATIONAL EXECUTIVE SECRETARY

John F. Edman, St. Paul, Minnesota

ADMINISTRATIVE AIDE

Bill Karich, Office of the Lt. Governor, State of Minnesota

EX OFFICIO MEMBERS

Richard Braun, Commissioner, Minnesota Department of Transportation

Russell Fridley, Director, Minnesota Historical Society

Joe Alexander, Director, Minnesota Department of Natural Resources

OFFICERS

Chair - Marlene Johnson

Vice Chair - Eugene Waldorf

Treasurer - Don Frerichs

Secretary - George Vogel

III.

Recommendations

The Minnesota Commission encourages the state to aggressively promote the vast tourism and economic development opportunities of the Mississippi River and the Great River Road. Although much work remains to be accomplished, the Great River Road projects that have been completed and the tremendous resource opportunities of the Mississippi River resource allow Minnesota to be a competitive contender for the tourism dollar.

The Commission recommends that the Department of Transportation continue its efforts in the development of Great River Road highway and amenity projects on both the federal and state designated routes. The route location, signing and concept of the Great river Road is encouraged utilizing both available categorical federal Great River Road funds and existing other federal aid or state funds where appropriate.

The Minnesota Commission encourages private industry, citizens, and local units of government to develop plans and recommendations for preserving, enhancing, and promoting the scenic and recreational value of the Mississippi River Valley. The true success of the Great River Road program to accomplish economic development objectives depends on the involvement of the public, counties, businesses, and municipalities throughout the state.

The Commission endorses the Resolution of the National Commission to pursue designation of the Mississippi River and the Great River Road as a National Heritage Corridor. Such designation could provide the benefits of additional tourism, economic development, and possible allocation of federal funds to aid in parkway development, interpretive centers and other amenity features along the Mississippi River and the Great River Road.

The Minnesota Commission endorses full funding participation by the Legislature in the 1986-1987 activities of the Minnesota commission. The Minnesota Commission has historically been funded at the lowest level of any of the other commissions in the state, but has produced substantial benefits to Minnesota in terms of transportation improvements, historical preservation, and economic development returns.

The Commission encourages the Minnesota Congressional delegation to re-emphasize the support for the categorical funding of the Great River Road to complete highway and amenity plans. The Great River Road program is not a continually on-going construction activity, but further assistance is needed to complete existing Great River Road program plans.

IV. Background

The Mississippi River Parkway Commission of Minnesota has as its general purpose to aid in the promotion and economic development of the Mississippi River and the Great River Road. The Minnesota Commission works with appropriate federal, state and local agencies, the U.S. Congress, and the ten individual state commissions in planning and implementing Great River Road public awareness, highway improvement, and amenity projects.

Functioning under the terms of Minnesota Statutes, Section 161.1419, Subd. 2, the Commission is charged to review and approve Great River Road segment and project plans. The Minnesota Commission also seeks to plan and implement public and private cooperative programs which encourage Mississippi River and Great River Road promotion, historical preservation, economic development, and activities.

The Minnesota Commission consists of ten members of which three are appointed by the Governor; three are members of the Senate, to be appointed by the Committee on Committees; and three are members of the House of Representatives, to be appointed by the Speaker. The tenth member is the Secretary, who is appointed by the Commission, and who serves as a member of the Minnesota Commission.

For the current 1984-1985 biennium, the Minnesota Commission has received an appropriation of \$10,300 for Fiscal Year 1984, and \$10,700 for Fiscal Year 1985. This appropriation represents an increase of only five percent over the 1982-1983 biennium, and a decrease of 48% over the 1980-1981 biennium. The Commission meets at least twice a year and meetings are often held during the legislative session to reduce costs.

The Minnesota Commission is a member of the National ten-state Mississippi River Parkway Commission. In addition to Minnesota, the participating states are:

Arkansas, Illinois, Iowa, Kentucky, Louisiana, Mississippi, Missouri, Tennessee, and Wisconsin. The Canadian provinces of Ontario and Manitoba are also members of the National Commission.

All of the member states and provinces are closely involved and active in the development of the Great River Road and collectively promote the availability of federal and other dollars for the development of the Great River Road. The ten member states and two provinces further work toward an increased public awareness of the tourism and economic opportunities of the Corridor.

The ten state and two province Commissions hold joint annual meetings and quarterly Board of Directors meetings. The National Commission maintains four standing committees: Technical, Promotion, Historical, and Environmental. These standing committees meet during the year whenever deemed necessary. The National Commission office is maintained in St. Paul, Minnesota.

V. Commission Activities

During the 1983-1984 biennium, the Minnesota Commission held five state Commission meetings and attended two annual meetings of the National Commission. The goal of the Commission has been to continue route designation of the Great River Road in Minnesota, to utilize federal funds in the best manner possible, and to increase the public awareness of Mississippi River and Great River Road tourism and economic development opportunities.

All meetings of the Minnesota Commission during the biennium have included a review of Great River Road funding and designation status in Minnesota. The Commission was regularly briefed by the Department of Transportation representative on specific project developments and by National Commission staff on overall program activities. The input of other state and federal agencies, local units of government, and non-profit organizations was also considered.

The Minnesota Commission reviewed and approved three Great River Road route segments during the last biennium. Specifically, the Minnesota Commission approved segments from Pennington to Bena, from Aitkin to Brainerd, and from Bemidji to the Beltrami County line as the federal designated Great River Road. The only section of the Great River Road that remains undesignated is the segment from Little Falls to Rice. This segment will be considered for designation in 1985.

On federally designated Great River Road segments, over \$14.8 million in federal Great River Road funds were spent on highway and amenity projects during the last biennium. The Minnesota Commission regularly monitored Great River Road project developments to assure that overall program goals were met and to assure that all federal funds allocated to Minnesota were not lost due to a federal lapse. Minnesota currently leads the ten Mississippi River states in total Great

River Road obligations.

In addition to project developments, the Minnesota Commission has undertaken a wide variety of promotion activities to increase Great River Road tourism and economic development in Minnesota. The Commission has worked closely with the Office of Tourism, the Historical Society, and the Department of Transportation, in developing Great River Road segment brochures, producing Great River Road displays at information travel stops, and in participating in the state fairs and river celebrations.

Several meetings of the Minnesota Commission focused on plans for Minnesota's participation in the Great River Road Exhibit at the 1984 World's Fair. Minnesota was represented at the World's Fair through displays, promotional material, and staffing, and through a Minnesota Day celebration. The Minnesota Commission was instrumental in the production of The Freshwater Society film, **The Mississippi River: America's Lifeline**, which was shown continuously at the Great River Road Exhibit.

Members of the Minnesota Commission have also played a key role in calling a meeting of the Governors' Chiefs of Staff of the ten states. The purpose of the meeting was to explore Great River Road promotion and economic development opportunities. The major recommendations of the meeting were to seek designation of the Mississippi River as a National Heritage Corridor, and to collectively promote Great River Road promotion and economic development opportunities.

VI.

Project Highlights

During the 1983-1984 biennium, the State of Minnesota experienced the highest ever level of Great River Road obligations in the history of the program. A total of \$5.2 million in federal funds was obligated on Great River Road projects in Fiscal Year 1983, and a total of \$9.6 million was obligated in Fiscal Year 1984. Minnesota leads the ten states with total obligations of \$41.6 million in federal Great River Road funds.

A wide array of different Great River Road highway and amenity projects developed in Fiscal Year 1983. Great River Road highway surfacing and reconstruction work was completed in Itasca, Benton, Clearwater, and Cass Counties. In addition, the Great River Road program funded a variety of landscaping, sitework, and restoration for the Stearns County Heritage Center, Itasca State Park, and the James J. Hill House.

In Fiscal Year 1984, the Great River Road project development continued at an even swifter pace as an unprecedented level of federal obligations were reported. Reconstruction and rehabilitation work was completed in Aitkin, Beltrami, Cass, Crow Wing, Itasca, Stearns, and Washington Counties. The Great River Road program also funded recreation facilities, bike trails, and overlooks at Itasca State Park, Indian Mounds Park, Point Douglas and along the West River Road in Minneapolis.

State, county and local governments have contributed \$3.7 million toward the planning and construction of these Great River Road projects. These funds are in addition to the \$14.8 million in federal Great River Road funds obligated by the state during the biennium. Categorical Great River Road funds are available at a 75% federal, 25% state match, and many different state, county and local agencies often take the lead in developing Great River Road projects.

In addition to Great River Road project development on the federal designated route, Minnesota has utilized regular federal aid funds on the state designated section. Since 1977, Minnesota has utilized over \$178 million on the state designated Great River Road, primarily for highway resurfacing and reconstruction work. These projects are not separately identified with Great River Road, but are considered part of the overall parkway system.

VII.

Financial Report

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

FISCAL YEAR 1983

Appropriation for FY 83	\$ 10,000.00
Money moved forward from FY 82	610.08
	<u>\$ 10,610.08</u>

<u>OBJECT CODES</u>		<u>BUDGET AMOUNT</u>	<u>DISB.</u>	<u>BALANCE</u>
14	PRINTING	50.00	172.75	- 122.75
20	COMMUNICATIONS	100.00	150.00	- 50.00
21	IN-STATE	1,210.08		
	Member's Per Diem		391.00	
	Member's Travel		399.04	
	Staff Travel		-	420.04
22	OUT-OF-STATE	4,200.00		
	Member's Per Diem		875.00	
	Member's Travel		2,119.20	
	Staff Travel		-	1,205.80
30	SUPPLIES & MATERIALS	50.00	-	50.00
70	GRANTS	<u>5,000.00</u>	<u>6,500.00</u>	<u>- 1,500.00</u>
		\$10,610.08	\$10,606.99	\$ 3.09

BALANCE AS OF JUNE 30, 1983 FINAL BALANCE

(Calculated July 15, 1983)

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

FISCAL YEAR 1984

Appropriate for FY 84

\$10,300.00

<u>OBJECT CODE</u>		<u>BUDGET AMOUNT</u>	<u>DISB.</u>	<u>BALANCE</u>
14	PRINTING	50.00		50.00
21	Travel In-State	1,200.00	112.12	1,087.88
22	Travel Out-of-State	4,000.00	3,793.64	206.36
30	Supplies	50.00	3.30	46.70
78	Grants	<u>5,000.00</u>	<u>5,000.00</u>	<u>0</u>
		\$10,300.00	\$ 8,909.06	\$ 1,390.94

BALANCE AS OF JUNE 30, 1984

(Calculated July 16, 1984)

MINNESOTA - MISSISSIPPI RIVER PARKWAY COMMISSION

BUDGET SUMMARY

<u>Budget Item</u>	<u>FY 1980</u>	<u>FY 1981</u>	<u>FY 1982</u>	<u>FY 1983</u>	<u>FY 1984</u>	<u>FY 1985</u>	<u>FY 1986*</u>	<u>FY 1987*</u>
Travel								
In-State	\$5,000	\$5,000	\$ 500	\$ 500	\$1,200	\$1,200	\$1,500	\$1,500
Out-State	3,000	3,000	3,700	3,700	4,000	4,000	4,200	4,200
Communications (Telephone)	500	500	100	100	- -	- -	- -	- -
Printing and Supplies	3,500	3,500	100	100	100	100	300	300
Promotion							5,500	5,500
Contracts	2,000	2,000	600	600	- -	- -	3,000	3,000
Secretarial							1,500	1,500
National Dues	6,000	6,000	5,000	5,000	5,000	5,400	7,500	7,500
Promotion Assessment	_____	_____	_____	_____	_____	_____	<u>1,500</u>	<u>1,500</u>
TOTAL	\$20,000	\$20,000	\$10,000	\$10,000	\$10,300	\$10,700	\$25,000	\$25,000

*Proposed

VIII.

Program Status

The Great River Road program was originally conceived in 1938 as a parkway to accommodate two lane road improvements and to enhance recreation, historical, and scenic sites along the Mississippi River. Although there currently exists a Great River Road on both sides of the Mississippi River, only one federally designated route is eligible to receive federal funding for Great River Road projects.

Congress has authorized over \$309 million in federal funds for Great River Road highway and amenity developments in the ten Mississippi River states. These funds became available through the Federal Aid Highway Acts of 1973, 1976, and 1978. Congress did not extend funding for categorical programs such as the Great River Road in 1982, but did allow the states to use existing federal aid highway funds at a 95% federal - 5% state match.

There currently exists a total of \$22 million in unobligated categorical Great River Road funds in the ten states as of September 30, 1984. Of this amount, all but \$5.3 million in Great River Road funds must be collectively obligated by the ten states in fiscal year 1985 in order to avoid a lapse. The State of Minnesota has received total allocations of \$44 million in federal Great River Road funds and has a current unobligated balance of \$2 million.

The Minnesota Department of Transportation anticipates that all remaining unobligated Great River Road funds in Minnesota will be fully utilized by the state by the end of fiscal year 1985. In the event of a Federal Highway Administration redistribution of unused Great River Road funds among the ten states to avoid a lapse, the Department of Transportation has prepared a list of additional Great River Road projects which could be constructed in Minnesota. Federal Highway Administration decision for redistribution will not be made until later in fiscal year 1985.

Great River Road highway improvements and adjacent recreation, historical and scenic sites will still be proposed and implemented by responsible authorities without the benefit of specifically designated Great River Road funds. The Minnesota Department of Transportation has indicated that it is committed to continue the route location, signing and concept of the Great River Road and will continue to coordinate planning among the ten Mississippi River states.

IX.

National Membership

MISSISSIPPI RIVER PARKWAY COMMISSION BOARD OF DIRECTORS

MEMBERSHIP 1983 - 1984

ARKANSAS

Sharon Marrs, State Chair
Porter C. Young, Pilot

ILLINOIS

Senator Sam Vadalabene, State Chair

IOWA

George Koenigsaecker, State Chair
Charles Millham, Pilot Pro-Tem

KENTUCKY

Will Shadoan, State Chair

LOUISIANA

Porter

H. Dan Derbes, State Chair

MINNESOTA

Marlene Johnson, State Chair
Victor Jude, Pilot Emeritus
Georgè Vogel, Co-Pilot District II

EXECUTIVE SECRETARY

John F. Edman

MISSISSIPPI

E. P. Spencer, State Chair

MISSOURI

Robert Clayton, State Chair

TENNESSEE

Vacant

WISCONSIN

Jean Gitz, State Chair
Herbert Meshun, Secretary-Treasurer

ONTARIO

Otto Olson, Province Chair
H.A.L. Tibbetts, Co-Pilot District I

MANITOBA

Charles Zielke, Province Chair

OFFICERS

Pilot	Porter C. Young
Pilot Pro-Tem	Charles Millham
Secretary-Treasurer	Herbert Meshun
Co-Pilot, District I	H.A.L. Tibbetts
Co-Pilot, District II	George Vogel
Co-Pilot, District III	Robert Clayton
Co-Pilot, District IV	H. Dan Derbes
Pilot Emeritus	Victor N. Jude

X.

National Report

The National Mississippi River Parkway Commission has experienced its most active two years of project planning and development since the organization first began in 1938. Each of the ten Mississippi River states and the two Canadian provinces of Ontario and Manitoba are actively involved in Great River Road program efforts and are strongly supported by the governors, premiers, and legislatures of the respective states and provinces.

For the past several years, the primary responsibility of the National Commission has been to coordinate Great River Road highway and amenity programs. Due to the efforts of the National Commission, over \$251.1 million in federal categorical funds have been obtained for use on a wide variety of projects designed to preserve and enhance the resources of the Mississippi River and to develop the Great River Road.

In addition to administering and coordinating the development of Great River Road projects using federal categorical funds, the National Commission has also strongly encouraged the development of other projects from other funding sources. Since 1977, over \$751 million of other federal, state, and local funds have been used to complete Great River Road projects, not only on the federal designated route, but also on the state alternate segments.

The National Commission has also become increasingly involved with efforts to give more widespread public attention to the diverse resources and economic development opportunities found throughout the Mississippi River Valley. Recent studies on the economic benefits of tourism have shown that the 125 counties along the Great River Road have benefited from over \$7.4 billion in travel expenditures in 1982. Substantial results such as these have provided the justification to launch

a variety of new promotion programs.

One of the most ambitious programs of the National Commission now planned to increase Mississippi River and Great River Road awareness involves the designation of the Valley as a National Heritage Corridor. Such a designation would involve no restrictions on land, but would provide increased recognition by giving a federal label to the resources of the region. A collective program to undertake a market study of the potential Mississippi River tourism is also planned.

The current interest in the activities and plans of the National Commission has never been greater. The National Commission plans to continue coordinating Great River Road highway and amenity plans in the ten states, yet is now expanding its activities to involve increased emphasis on economic development and tourism. The Great River Road is substantially there, the National Commission is now working to get people to use it.

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

STATUS REPORT
SUMMARY SHEETSTATE Minnesota

REPORTING PERIOD

FY

84

CATEGORY	UNIT	FED. SHARE
Preliminary Engineering (Roadway)	0 Each	-
New Alignment	0 Miles	-
Reconstruction	21.0 Miles	\$4,613,798
Widening & Resurfacing	4.1 Miles	1,039,533
Shoulders	25.1 Miles	Included
Bridge Replacement & Rehabilitation	2 Each	488,683
Signing & Signals	Each	
Sub - Total		6,142,014
Preliminary Engineering (Amenity)	0 Each	-
Rest Areas - Overlooks - Parks	6 Each	\$1,741,468
Bikeway	35.1 Miles	1,443,921
Visitor & Interpretive Centers	0 Each	-
Landscaping	3 Miles	Included
Nature Trails & Pedestrian Bridges	0 Each	-
Historic Preservation	1 Each	65,462
Scenic Preservation	0 Miles	
Sub - Total		\$9,391,865
Total		

GREAT RIVER ROAD PROGRAM STATUS

STATE

MINNESOTA

FISCAL YEAR

1984

ALLOCATION FOR CURRENT FISCAL YEAR

0

TOTAL ALLOCATIONS TO DATE

\$43,729,074

TOTAL OBLIGATIONS TO DATE

\$41,558,585

FUNDS AVAILABLE FOR CURRENT FISCAL YEAR

\$11,562,353

FUNDS OBLIGATED DURING FISCAL YEAR

\$ 9,391,864

UNOBLIGATED BALANCE OF FUNDS

\$ 2,170,489

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Aitkin County SAH 10 TH 200 to N. County Line	SP01-610-10/GR6562(19)	R	County			\$ 460,440
	Grading and Surfacing/Shoulders (2.2 mi.)					
Anoka County MC Island of Peace Park 1.3 miles so. of I694	P 02-601-25/GR5007(5)	R	County			\$ 800,782
	Site work, Parking, Landscaping					
Beltrami County SAH 7 from SAH 11 to TH 2	SP04-607-07/GR6934(3)		County			\$ 18,975
	Road Resurfacing Shoulders (1.2 mi.)					

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Cass County CSAH 3 No.Co.Line to Boy Rd.	SP11-603-05/GR6570(2)	R	County			\$ 576,179
	Grading Surfacing Road and Shoulders (3.4 mi.)					
Cass County CSAH 3 Boy Rd.to Co.Rd.158	SP11-603-07/GR7219(3)	R	County			\$ 741,071
	Grading Surfacing Road and Shoulders (4.0 mi.)					
Cass County CSAH 65 CSAH 3 to CSAH 74	SP11-665-06/GR7018(3)	R	County			\$ 156,473
	Grading Surfacing Road and Shoulders (.5 mi.)					
Cass County CSAH 74 CSAH 65 to .6 mi. W.	SP11-674-03/GRR7019(2)	R	County			\$ 146,190
	Resurfacing Paving Shoulders (.6 mi.)					
Clearwater County Itasca State Park	SP92-100-09/GR6631(19)	A	DNR			\$ 153,480
	Bike Trail					
Clearwater County Itasca State Park	SP92-100-11/GR6631(17)	A	DNR			\$ 31,080
	Picnic/Rest Room Bldg.					
Clearwater Itasca State Park	SP92-100-12/GR6631(18)	A	DNR			\$ 64,462
	Forest Inn Restoration					

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Crow Wing County TH 6 4.8 mi. North of Crosby	SP1802-18001/GR130-1(3)	R	Mn/DOT			\$ 351,983
	Bridge Approaches					
Crow Wing County TH 210	SP1805-45/GR002-3(44)	R	Mn/DOT			\$ 841,830
	Resurface/Paved Shoulders (1.5 mi.)					
Hennepin County West River Road Mpls.Lake St. North	SP93-141-05/GR5219(1)	A/R	Mpls.City			\$ 985,886
	Parkway Dev.Road, Bikeway, Ped.Trails, and Landscaping (1 mi.)					
Hennepin County West River Road Mpls.Lake St. South	SP93-141-06/GR 5211(1)	A/R	Mpls.City			\$ 1,594,995
	Parkway Dev.Road, Bikeway, Ped.Trails, and Landscaping (2 mi.)					
Itasca County CSAH 3 Rest Area	SP31-603-07/GR6562(16)	A	County		\$ 23,022	
	Rest Area, Picnic					
Itasca County CSAH 28 West Co.Line to TH 10	SP31-628-03/GR7018(4)	R	County			\$ 32,538
	Resurface/Paved Shoulders (.8 mi.)					
Itasca County CSAH 39	SP31-639-02/GR7022(0)	R	County			\$ 1,179,916
	Grading, Surfacing, Paved Shoulders (7.4 mi.)					

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Ramsey County Indian Mounds Park St. Paul	SP164-080-03/GR003-3(91)	A	St. Paul Parks			\$ 411,218
	Day Use, Overlook, Rest Rooms					
Stearns County CSAH 1 Sartell	SP73-678-03/GR5824(2)	R	County			\$ 156,700
	Bridge Approachs					
Washington County TH 10 Point Douglas	SP82-010-01/GR033-5(36)	R	Mn/DOT			\$ 209,278
	Road Realignment (.5 mi.)					
Washington County Point Douglas Rest Area	SP82-010-02/GR003-5(36)	A	County			\$ 381,060
	Day Use Facility, Parking Lot					
Washington County Point Douglas Rest Area	SP82-010-03/GR1003-5(36)	A	County			\$ 94,306
	Day Use Facility Picnic, Rest Rooms					

STATUS REPORT SUMMARY SHEET

STATE

MN

REPORTING PERIOD

FY

83

CATEGORY	UNIT	FED. SH.
Preliminary Engineering (Roadway)	Each	
New Alignment	Miles	
Reconstruction	Miles	
Widening & Resurfacing	Miles	3,076,409
Shoulders	Miles	
Bridge Replacement & Rehabilitation	Each	
Signing & Signals	1 Each	<u>88,986</u>
Sub - Total		3,165,395
Preliminary Engineering (Amenity)	Each	
Rest Areas - Overlooks - Parks	2 Each	550,191
Bikeway	Miles	
Visitor & Interpretive Centers	Each	
Landscaping	Miles	
Nature Trails & Pedestrian Bridges	Each	
Historic Preservation	2 Each	<u>2,466,505</u>
Scenic Preservation	Miles	
Sub - Total		3,016,696
Planning - Statewide		55,155
Total		6,237,246

GREAT RIVER ROAD PROGRAM STATUS

'STATE

MINNESOTA

'FISCAL YEAR

83

'ALLOCATION FOR CURRENT FISCAL YEAR

833,274

'TOTAL ALLOCATIONS TO DATE

43,729,074

'TOTAL OBLIGATIONS TO DATE

31,977,072

'FUNDS AVAILABLE FOR CURRENT FISCAL YEAR

17,937,246.

'FUNDS OBLIGATED DURING FISCAL YEAR

6,237,246

'UNOBLIGATED BALANCE OF FUNDS

11,700,000

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Anoka County CSAH 1	SP 02-601-26	R	County			88,986
	Traffic signal					
Beltrami County 5th street in Bemidji	SP 105-104-05	R	County/City?			75,870
	Resurfacing					
Benton County CSAH 33 - Sartell Bridge	SP 05-629-05	R	County			161,897
	Bridge approach					

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Benton County CSAH 33-Sartell Bridge	SP 05-633-02	R	County			273,818
	Bridge approach					
Clearwater County Itasca State Park Entrance Road	SP 15-638-10	R	DNR?			151,453
	Resurfacing, shoulders					
Clearwater County Itasca State Park Wilderness Drive	SP 15-600-04	A	DNR?			392,725
	Resurfacing, shoulders					
Clearwater County CSAH to CSAH 2 to East County Line	SP 15-640-02	R	County			643,925
	Resurfacing, shoulders					
Itasca County CSAH 3 7th Ave. to S.E. Urban Boundary	SP 31-603-06	R	County			484,592
	Resurfacing, shoulders					
Ramsey County J.J. Hill House	SP 94-100-03	A	Mn. Hist. Soc.			1,912,979
	Restoration					
Stearns County CSAH 1 CSAH 5 to CSAH 17	SP 73-601-21	R	County			323,283
	Resurfacing, shoulders					

LOCATION	DESCRIPTION	TYPE	AGENCY	FEDERAL SHARE		
				P.E.	R.O.W.	CONST.
Stearns County CSAH 1-Sartell Bridge	SP 73-601-23	R	County			106,344
	Resurface, shoulders					
Stearns County CSAH 1 - Sartell Bridge	SP 73-678-03	R	County			136,700
	Resurface, shoulders					
Stearns County Stearns County Heritage Center	SP 73-680-03	A	Stearns County? Hist. Soc.			553,526
	Sitework, landscaping					
Washington County TH 10 at Point Douglas	SP 8208-881	R	County			192,000
	Grading, resurfacing					
Washington County TH 55 - TH 52 to Hastings	SP 1910-26	R	Mn/DOT			526,527
	Resurfacing, shoulders					
Wright County Otsego Park	SP 86-642-01	A	County			157,466
	Sitework					
Statewide P.E.						55,515
	Planning					

GREAT RIVER ROAD F.F.Y. 1984-85 PROGRAMBackground

The Great River Road concept was conceived in 1936 as a parkway that would follow the Mississippi River. The initial idea of a four-lane roadway on both sides of the river has since changed significantly. It has been modified to become a two-lane roadway following one side of the river at any given point. This Great River Road program is to accommodate two lane road improvements and recreational, historical, and scenic sites along the Mississippi River. The Great River Road passes through ten states: Minnesota, Wisconsin, Iowa, Illinois, Missouri, Kentucky, Tennessee, Arkansas, Mississippi, and Louisiana.

Funding became available in 1977 through the Federal Aid Highway Acts of 1973 and 1976 and the Surface Transportation Assistance Act of 1978, totaling \$309 million for the ten states. Unless extended by Congress, these funds will terminate after Federal Fiscal Year (F.F.Y.) 1985. Minnesota has currently obligated \$31 million and has an unobligated balance of \$11.0 million in Great River Road categorical funds.

Overview

The intent of this F.F.Y. 1984-85 Great River Road Program is to identify projects which will use up the remaining

categorical funds. If the projects identified for 1984 and 1985 are not progressing satisfactorily by January, 1985, they will be dropped from the program and contingency projects will be considered for funding. Minnesota has taken the approach that if projects are going to make it through the necessary Federal requirements for 1984 and 1985, they must demonstrate satisfactory progress by January 1985. Minnesota has an obligation to the other nine states involved in this program to either utilize Minnesota's funding share or make it available to the other states before GRR funding is terminated on Sept. 30, 1985.

Program Strategy

Consider as a final program for F.F.Y. 1984-1985. Attempt to fully utilize Minnesota's apportionment balance and possibly obtain redistributed funds from other states.

Scope of Program:

Select projects (preference to Trunk

Highway roadway projects)

\$14.7 million

Contingency projects

about \$14.0 million

There shall be a Quarterly Review and Status Report to the Highway Program Coordinating Committee with target obligations as follows:

by July '84

Obligate as many projects as possible
(subject to available obligation authority)
Try to borrow apportionment from other
states if necessary.

by Oct. 1, '84

Complete F.F.Y. 1984 obligations,
maximize subject to available obligation
authority.

Jan. '85

Look at pre-redistribution by ten states.
Review status of all projects for assurances
of obligations by Sept. 30, 1985.
Tentatively cancel projects with questionable
status.
Tentatively advance contingency projects.

April '85

Review status of program and projects

July '85

Redistribution of remaining funds among ten
states

Sept. 30, '85

Complete all obligation of available funds
(subject to available obligation authority)

The Highway Program Coordinating Committee will approve all significant
project changes.

Contingency Projects

Contingency projects will compete (after Feb. 1, '85):

- 1.) When select project status is questionable
and substitution is approved by HPCC.

- 2.) Contingency project must be ready for obligation by Sept. 30, 1985 or earlier.
- 3.) When apportionment is available, Mn/DOT will request redistribution from other states in January, April, and July of 1985. (subject to available obligation authority)

Federal Aid Available

Total available F.Y. 1984-85	\$11.9 million
Obligated thru June, '84	1.5
Remaining apportionment balance 7-1-84	10.2
Balance subject to lapse 9-30-84	5.4

(If Minnesota cannot obligate this amount, the funds can be obligated by one or more of the other nine GRR states to prevent lapse)

FFY 1984-85 Program

Select Projects

Total for State Aid obligation authority	\$ 3.5 million
Balance for Trunk Hwy. obligation authority	<u>11.2</u>
Total	\$14.7 million

(A minimum total obligation of \$6.2 million in FFY 1984 will be needed to prevent lapse or use by another state)

Contingency Projects

Estimated total

\$14.9 million

Future of Great River Road

The route location, signing and concept of a Great River Road will continue even though specific, categorical Federal Aid Highway funds will terminate on Sept. 30, 1985.

Improvements to the Great River Road and adjacent recreational, historical and scenic sites may be proposed and implemented by responsible authorities without the benefit of specially designated Federal Aid Highway funding.

Improvements on a designated federal highway system (Primary, Secondary, Urban) may be eligible for increased share of federal funding (Reference Title 23, United States Code, Section 120, Subsection (j)) whereby the Federal share shall be increased to 95% for Great River Road projects utilizing Primary, Secondary, or Urban system funds.

Mn/DOT will continue to coordinate planning among the 10 Great River Road states and offer assistance to state and local authorities.

Office of Highway Programs

July 18, 1984

GREAT RIVER ROAD PROGRAM - F.Y. 1984
SELECT PROJECTS

*Can file 11/18/85
762-225-3244*

Chlor

<u>County</u>	<u>Fed. No.</u>	<u>S.P.</u>	<u>Location</u>	<u>Work</u>	<u>Est. Total Cost</u>	<u>Federal Funds</u>	<u>Est. Obligation Date</u>
AITKIN	GR 6562 (19)	01-610-10	CSAH 10	SURFACE	850,000	652,290*	Aug. '84
ANOKA	GR 5007 (5)	02-601-25	Adjacent to East River Rd. between I-694 & 45th Avenue in Fridley	FMC <i>from owner</i> <i>Islands/Phase</i> <i>Co. Ph. Anoka Co.</i>	830,000	636,581	Aug. '84
BELTRAMI			County Rd. 8	Bridge Approaches	157,000	120,000*	Dec. '84
BENTON			County Rd. 33	Road Improve.	26,000	20,000*	Dec. '84
(ITASCA)	GR 7018 (4)	31-28-03	From the Jct. of TH 6 & CSAH 28 to CSAH 65	Road reconstruction			
CASS	GR 7018 (3)	11-665-06	From Itasca CSAH 28 on Cass CSAH 65 to the Jct. of CSAH 65 & 74	Road reconstruction	436,800	335,201*	Let 5-'84
CASS	GR 7219 (2)	11-674-03	From the Jct of Cass CSAH 65 & 74 on CSAH 74 to Jct with CSAH 74 & 3	Road reconstruction			
CASS	GR 6570 (2)	11-603-05	From the Jct of Cass CSAH's 74 & 3 West & North on CSAH 3 to Itasca CSAH 18	Road reconstruction	1,716,510	1,317,250*	Aug. '84
	GR 7219 (3)	11-603-07					
CLEARWATER	GR 6631 ()	92-100-11	Itasca State Park	Sanitation Bldg	40,000	30,000	Aug. '84
CLEARWATER	GR 6631 ()	92-100-12	Itasca State Park	Forest Inn	83,825	64,327	Aug. '84
CLEARWATER	GR 6631 ()	92-100-09	Itasca State Park	Bike Trail	167,000	127,500	Aug. '84
CROW WING	BRF- GR 130-1()	1802-18001	T.H. 6, 4.8 Mi. N. of Crosby	(Approach only) for Bridge	457,790	351,983	Let 11-'83

CEO committed

GREAT RIVER ROAD PROGRAM - F.Y. 1984-85
SELECT PROJECTS

<u>County</u>	<u>Fed. No.</u>	<u>S.P.</u>	<u>Location</u>	<u>Work</u>	<u>Est. Total Cost</u>	<u>Federal Funds</u>	<u>Est. Obligation Date</u>
F-GR-HES 002-3 (44)							
CROW WING	1805-45	T.H. 210=2	Miss. River to N. 6th St.	Spot Improvement	1,096,990	841,830	Let 4-'84
	1805-47	T.H. 210=2					
	1806-45	T.H. 210=2	From 6th St. to 5th Ave.				
	1806-59	T.H. 210=2	N.E. At the intersection	Signals			
	1806-50	T.H. 210=2	of 4th; 6th and 8th N.				
	1806-51	T.H. 210=2	in Brainerd				
DAKOTA	GR 5418 ()	178-080-01	Inver Grove	Scenic Overlook	82,500	63,307	Jan. '85
HENNEPIN	GR 5220 (5)	141-080-02	Phase II LDSR Study	Central River Front	263,000	201,314	Oct. '84
HENNEPIN	GR 5220 (2)	93-141-05	West River Rd. Lake to Franklin	Road Resurfacing	611,000	468,750	Sept. '84
HENNEPIN	GR 5220 (3)	93-141-06	West River Rd. Lake to Godfrey	Road Resurfacing	1,850,000	1,406,250	Sept. '84
HENNEPIN	GR 5007 (2)	93-141-02	Gluek Park	Site Improvements	478,000	366,300	Aug. '84
HENNEPIN	GR 5007 (3)	93-141-03	Marshall Terrace Park	Site Improvements	239,000	183,150	Aug. '84
ITASCA	GR 5795 ()	31-603-09	Steamboat Access CSAH 3	Access, Day Use	87,100	66,825	Oct. '84
ITASCA	GR 7022 ()	31-639-02	CSAH 39 From TH 2 to TH 46	Road Resurfacing	1,350,000	1,026,000*	Sept. '84
ITASCA	GR 6631 ()	31-603-08	DNR Boat Access CSAH 3	Access, Site Improvement	60,400	46,360	Jan. '85
ITASCA	GR 6562 (16)	31-603-07	CSAH 3 Rest Area	Site Work Comfort Facilities Boat Launch	160,000	122,588	Jan. '85

GREAT RIVER ROAD PROGRAM - F.Y. 1984-85
SELECT PROJECTS

<u>County</u>	<u>Fed. No.</u>	<u>S.P.</u>	<u>Location</u>	<u>Work</u>	<u>Est. Total Cost</u>	<u>Federal Funds</u>	<u>Est. Obligation Date</u>
RAMSEY	GR 003-3 (91)	164-080-03	Adjacent to Warner Rd/TH 61	Indian Mounds Park	524,000	402,000	Aug. '84
RAMSEY	GR 003-3 ()	6220-50 (TH 61)	TH 494 to 1/4 Mi. So. of Warner Rd.	Reconstruction, Barrier & Bike Trail	5,280,000	4,051,872	July '85
RAMSEY	GR 003-3 ()	6220-52 (TH 61)	0.5 Mi. S. of Warner Rd. to Burns	Grade & Surface	960,400	737,000	Jan. '85
RAMSEY	GR 003-3 ()	6220-5542 (TH 61)	Over Battle Creek Park Road	Replace Br. 5542	220,000	168,828	July '85
STEARNS	GR 5824 (2)	73-678-03	CSAH 78	Bridge Approach	178,134	136,700	Let 11-'83
STEARNS	GR 5821 (2)	73-601-28	CSAH 1	Road Construction	138,580	106,344	Let 10-'83
WASHINGTON		82-010-01	Adjacent to CSAH 10	Point Douglas	272,710	209,278	
WASHINGTON	GR 003-5 (36)	82-010-02	Adjacent to CSAH 10	Point Douglas	496,560	381,060	July '84
WASHINGTON	GR 003-5 (36)	82-010-03	Adjacent to CSAH 10	Point Douglas	122,900	94,306	

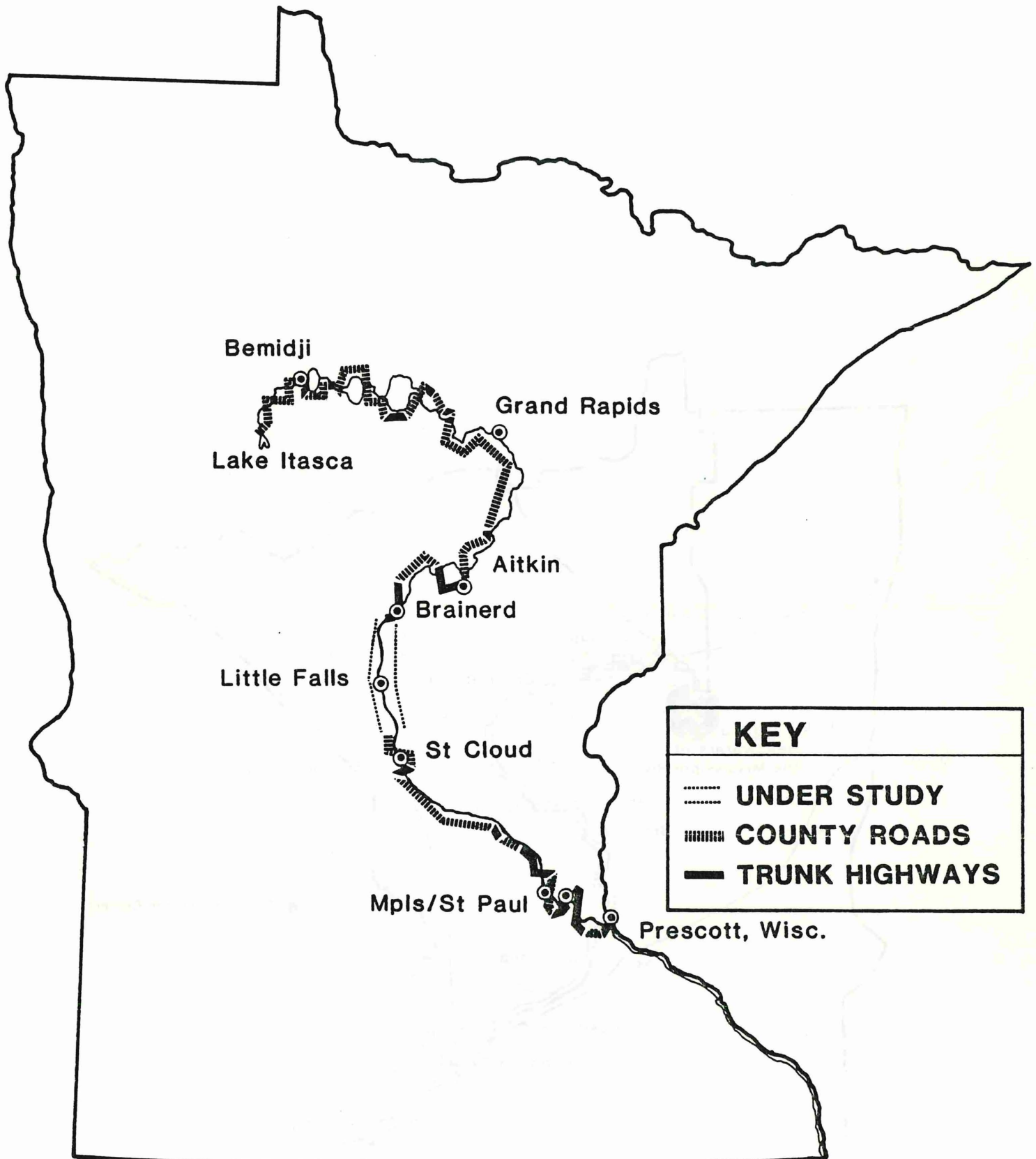
Totals

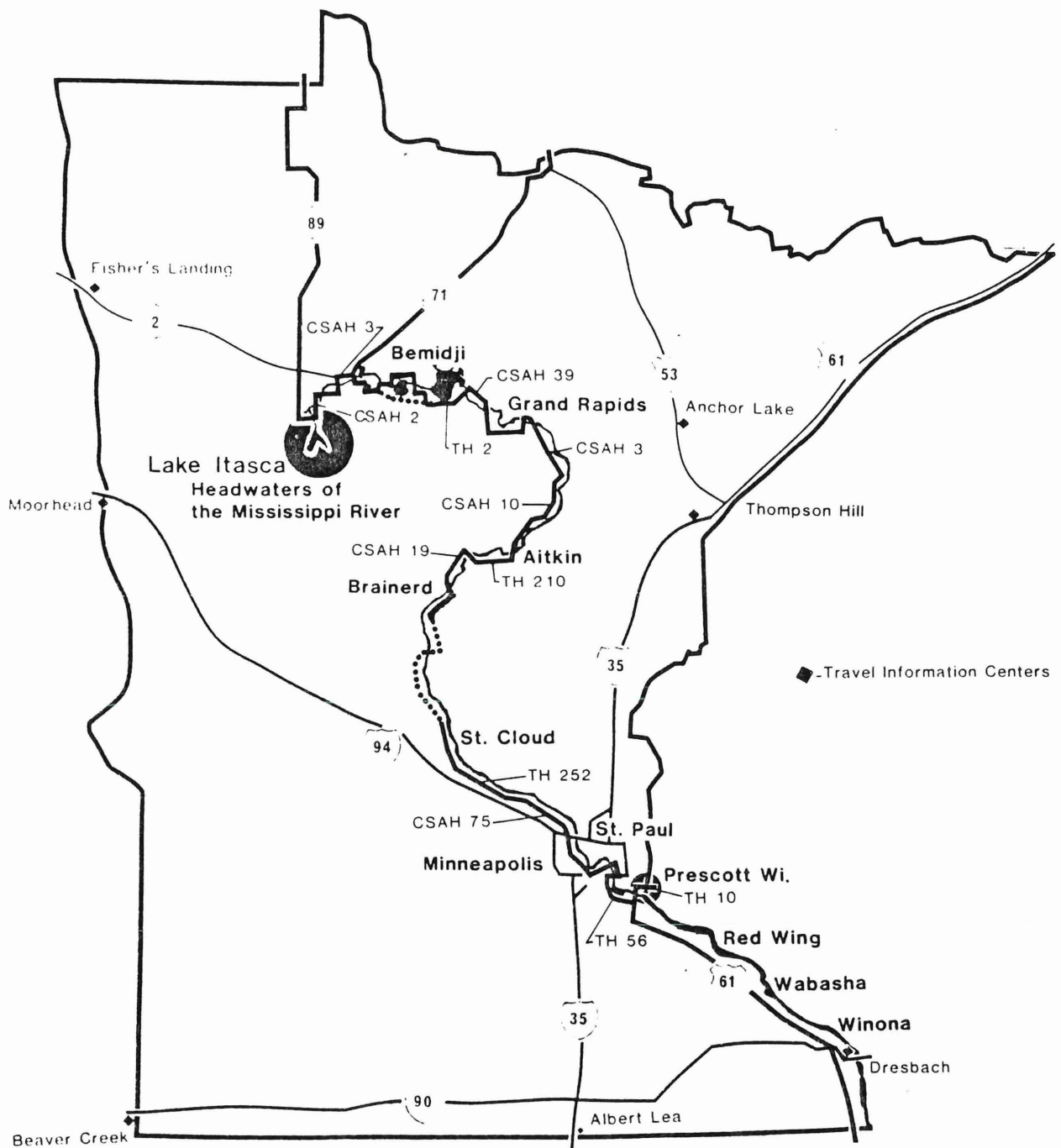
19,236,199 14,735,194

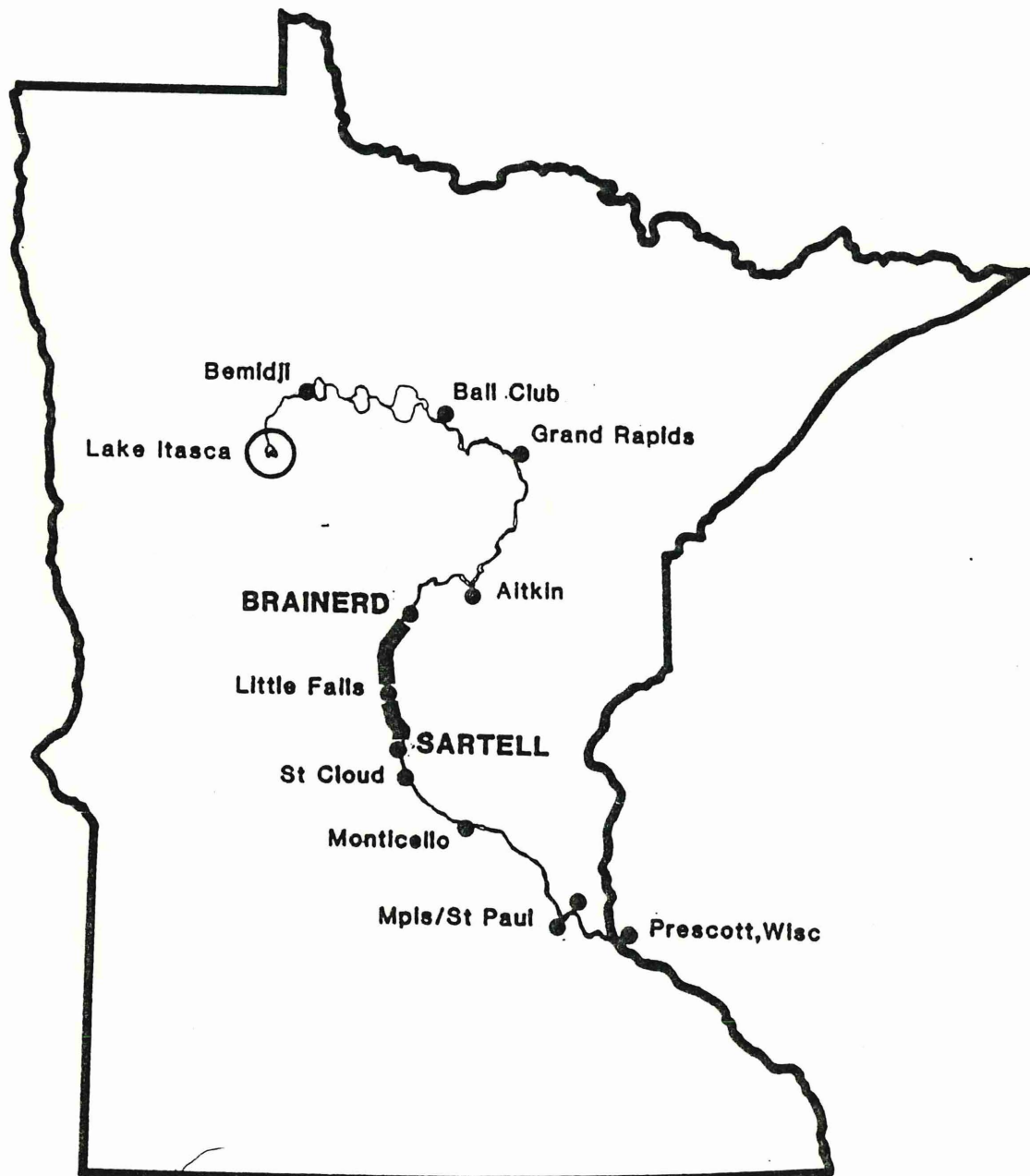
* State Aid Obligation Authority
Trunk Highway Obligation Authority

(3,470,741)
(11,264,453)

GREAT RIVER ROAD DESIGNATION







GREAT RIVER ROAD FUNDS
As of September 30, 1984

STATE -----	TOTAL ALLOCATION -----	OBLIGATIONS -----	UNOBLIGATED BALANCE -----
Arkansas	25,908,543	25,908,543	-----
Illinois	34,037,761	34,037,761	-----
Iowa	14,237,233	13,999,422	237,811
Kentucky	13,074,627	6,454,255	6,620,372
Louisiana	24,999,156	24,999,156	-----
Minnesota	43,729,074	41,616,322	2,112,752
Mississippi	31,753,197	28,322,341	3,430,856
Missouri	16,912,482	14,364,987	2,547,495
Tennessee	25,668,435	18,807,097	6,861,338
Wisconsin	21,165,109	20,976,616	188,493
TOTAL:	251,485,617	229,486,500	21,999,117

GREAT RIVER ROAD
Utilization of Funds
(\$000)

[illegible]

THE ECONOMIC IMPACT

OF TRAVEL ON

MINNESOTA COUNTIES

1982

A Study Prepared for the
Minnesota Office of Tourism
by the
U.S. Travel Data Center
December, 1983

Executive Summary

- . U. S. travelers spent over \$4.0 billion in Minnesota during 1982, 1% more than in 1981.
- . These expenditures directly generated more than 108,000 jobs within the state, 6.3% of the total employment in the state.
- . Minnesota's travel generated employment declined 1.7% in 1982, compared to a 3.0% decline in total state non-agricultural employment.
- . Employees in these jobs earned \$876 million in wage and salary income.
- . Travelers' spending also generated \$185.9 million in state tax revenue, approximately 4.9% of all state tax collections in 1982.
- . Travel expenditures averaged \$46 million per county in Minnesota, and all 87 counties benefited from this spending.
- . Hennepin County, including the city of Minneapolis, received over \$2.0 billion to lead all Minnesota counties.

IMPACT OF TRAVEL ON MINNESOTA COUNTIES, 1982
U.S. TRAVEL DATA CENTER
COUNTY TRAVEL ECONOMIC IMPACT MODEL
ALPHABETICAL BY COUNTY

COUNTY	TOTAL TRAVEL EXPENDITURES (000)	TRAVEL GENERATED PAYROLL (000)	TRAVEL GENERATED EMPLOYMENT (JOBS)	STATE TAX RECEIPTS (000)	LOCAL TAX RECEIPTS (000)
LINCOLN	\$ 1,991	\$ 347	41	\$ 60	\$ 10
LYON	14,556	3,033	500	853	91
MAHNOHEN	2,679	514	76	122	15
MARSHALL	2,464	394	35	41	11
MARTIN	5,853	1,170	177	311	35
MC LEOD	4,065	765	109	210	23
MEEKER	4,620	852	100	141	25
MILLE LACS	12,523	2,490	400	676	75
MORRISON	13,480	2,750	448	756	83
MOWER	12,314	2,510	394	681	75
MURRAY	4,156	710	73	82	21
NICOLLET	15,209	3,145	521	884	95
NOBLES	3,755	723	99	178	21
NORMAN	3,520	653	90	141	19
OLMSTED	279,657	59,992	9,434	16,103	2,545
OTTER TAIL	53,019	10,316	1,513	2,392	311
PENNINGTON	13,448	2,845	433	733	85
PINE	17,078	3,064	371	513	92
PIPESTONE	2,056	385	58	100	11
POLK	12,888	2,479	368	598	74
POPE	6,571	1,320	211	344	39
RAMSEY	242,386	52,168	8,115	14,008	2,170
RED LAKE	1,038	132	9	28	3
REDWOOD	4,303	797	114	195	24
RENVILLE	6,747	1,278	196	345	38
RICE	13,012	2,713	405	675	82
ROCK	5,362	1,093	176	300	33
ROSEAU	8,691	1,727	274	453	52
SCOTT	14,540	2,924	472	829	88
SHERBURNE	10,054	1,815	225	328	54
SIBLEY	2,411	469	74	126	14
STEARNS	64,490	12,973	2,134	3,679	392
STEELE	8,128	1,746	264	453	52
STEVENS	1,361	255	32	50	7
ST LOUIS	170,040	35,505	5,149	8,659	2,729
SWIFT	2,713	483	57	82	14
TODD	11,678	2,143	281	418	64
TRAVERSE	1,465	258	35	60	7
WABASHA	3,381	618	86	141	18
WADENA	4,885	900	116	181	27

IMPACT OF TRAVEL ON MINNESOTA COUNTIES, 1982
U.S. TRAVEL DATA CENTER
COUNTY TRAVEL ECONOMIC IMPACT MODEL
ALPHABETICAL BY COUNTY

COUNTY	TOTAL TRAVEL EXPENDITURES (000)	TRAVEL GENERATED PAYROLL (000)	TRAVEL GENERATED EMPLOYMENT (JOBS)	STATE TAX RECEIPTS (000)	LOCAL TAX RECEIPTS (000)
ADAMS	35,183	6,741	666	684	203
ANOKA	31,900	6,299	1,022	1,842	190
BECKER	47,419	9,350	1,397	2,204	282
BELTRAMI	32,674	6,644	960	1,576	200
BENTON	14,887	3,448	545	885	104
BIG STONE	2,315	434	63	102	13
BLUE EARTH	10,208	2,084	303	570	62
BROWN	18,856	3,932	654	1,121	118
CARLTON	11,900	2,269	328	543	68
CARVER	4,736	951	137	246	28
CASS	105,751	21,584	3,238	5,067	652
CHIPPEWA	5,951	1,203	191	321	36
CHISAGO	5,234	962	140	245	29
CLAY	16,212	3,268	497	834	98
CLAYTON	1,520	516	77	19	9
COOK	40,798	8,321	1,354	2,226	251
COTTONWOOD	2,254	381	50	94	11
CROW WING	121,943	24,414	3,722	5,993	732
DAKOTA	27,674	5,554	812	1,485	167
DODGE	656	85	6	16	2
DOUGLAS	59,183	12,293	2,062	3,478	371
FARIBAUT	2,428	378	39	70	11
FILLMORE	2,832	468	59	113	14
FREEBORN	12,930	2,612	413	736	78
GOODHUE	27,735	5,718	948	1,629	172
GRANT	1,560	282	41	68	8
HENNEPIN	2,029,843	475,148	47,295	83,880	17,517
HOUSTON	3,439	660	97	149	19
HUBBARD	26,768	5,306	823	1,330	160
ISANTI	2,523	441	60	107	13
ITASCA	40,143	7,958	1,213	1,961	240
JACKSON	9,637	1,955	320	541	59
KANABEC	1,962	337	43	72	10
KANDIYOHI	25,777	5,153	777	1,253	155
KITTSO	1,298	201	15	14	6
✓KOOCHICHING	22,352	4,668	705	1,191	141
LAC QUI PARLE	3,662	686	96	149	20
LAKE	16,973	3,377	534	883	102
LAKE OF THE WOODS	17,699	3,458	511	788	104
LE SUEUR	7,017	1,353	207	348	40

IMPACT OF TRAVEL ON MINNESOTA COUNTIES, 1982
 U.S. TRAVEL DATA CENTER
 COUNTY TRAVEL ECONOMIC IMPACT MODEL
 ALPHABETICAL BY COUNTY

COUNTY	TOTAL TRAVEL EXPENDITURES (000)	TRAVEL GENERATED PAYROLL (000)	TRAVEL GENERATED EMPLOYMENT (JOBS)	STATE TAX RECEIPTS (000)	LOCAL TAX RECEIPTS (000)
WASECA	\$ 1,374	\$ 268	32	\$ 56	\$ 8
WASHINGTON	43,157	8,832	1,425	2,456	266
WATONWAN	1,803	300	35	64	9
WILKIN	777	132	16	23	3
WINONA	19,871	4,074	655	1,121	123
WRIGHT	8,801	1,544	203	376	46
YELLOW MEDICINE	1,095	173	19	31	5
STATE TOTALS	\$4,001,724	\$ 876,469	108,422	\$185,901	\$ 32,604

 NOTE: DETAILS MAY NOT ADD TO TOTALS DUE TO ROUNDING.

Travel in Minnesota during 1982 generated demand for many different goods and services, and produced receipts for a number of different industries. As indicated in Table A, spending on auto transportation was the largest expenditure category, totaling nearly \$979 million, about 24.5 percent of the state total. Foodservice garnered nearly 24 percent of total expenditures in the state to rank second.

<u>Expenditure Category</u>	<u>Expenditures (\$ millions)</u>	<u>Percent of State Total</u>
Public transportation	\$ 884.9	22.1%
Auto transportation	978.9	24.5
Lodging	616.8	15.4
Foodservice	948.6	23.7
Entertainment/recreation	319.3	8.0
Incidentals	<u>253.2</u>	<u>6.3</u>
Totals	\$ 4,001.7	100.0%

Travel-Generated Payroll

Payroll (wages and salaries) paid by Minnesota travel-related firms and directly attributable to traveler spending totaled \$876 million in 1982. This represents an increase of 2.9 percent over the 1981 travel-generated payroll of \$852 million.

Travel Expenditures

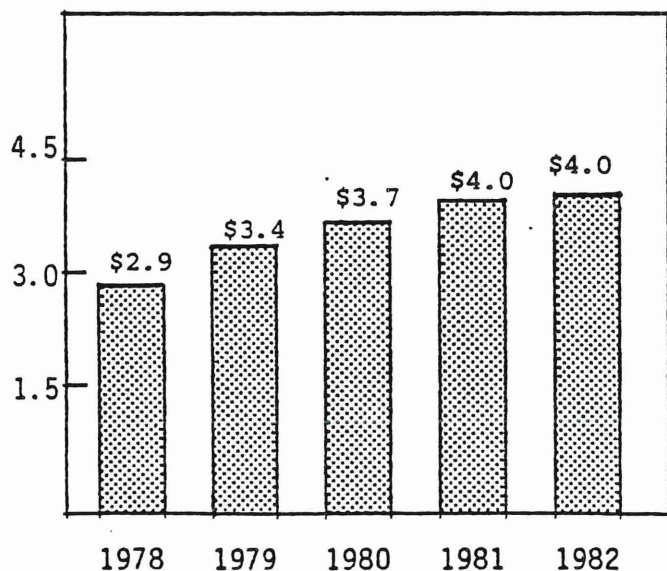
U.S. resident travelers in Minnesota spent over \$4.0 billion on transportation, lodging, food, entertainment, recreation and incidentals during 1982 while traveling away from home overnight, or on day trips to places 100 miles or more away from home. This represents an increase of 1.0 percent over the amount spent in Minnesota during 1981, and a 39.3 percent increase since 1978.

Figures 1A and 1B illustrate the travel expenditures in Minnesota over a period of five years 1978-1982. Figure 1A shows the total travel spending in Minnesota for each of the last five years, while Figure 1B denotes the percent changes in each year from the previous year.

Figures 1A & 1B: U.S. Travel Spending In Minnesota 1978-1982

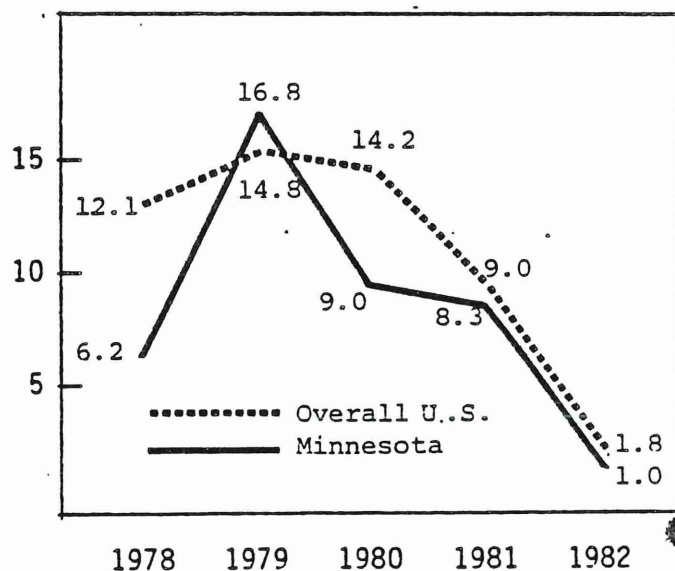
Expenditures
(\$ billions)

FIGURE 1A



% Change from
Previous Year

FIGURE 1B



Source: U.S. Travel Data Center

Minnesota

Lakes. And a whole lot more.

MINNESOTA TOURISM DIVISION

240 Bremer Building, 419 N. Robert Street
St. Paul, Minnesota 55101

May 6, 1983

Mr. John F. Edman, Executive Secretary
Mississippi River Parkway Commission
Suite 205 Victoria Crossing
867 Grand Avenue
St. Paul, Minnesota 55105

Dear Mr. Edman:

With the receipt of employment data from the Department of Economic Security, I was able to complete the study which you requested about a month and a half ago.

There was no reliable information available on the impact of tourism by county and my interest in this stemmed from the fact that it could be developed using the methodology adopted for statistics at the state level. This makes use of the many industry classifications which are directly impacted by the travel industry.

The impact of tourism by the 23 Minnesota counties bordering the Mississippi River and the Great River Road is attached. In terms of state totals, the impact by these counties is substantial-accounting for 65% of direct travel expenditures, 72% of travel-related jobs and 63% of State taxes.

The only measure I was unable to come up with was that for local taxes. Revenue here would be primarily from property taxes and these are not documented by industry classification.

Employment figures should be considered a minimum for several reasons. First, none of the figures include part-time help (those working less than 20 weeks per year). Secondly, it does not include the many family-owned businesses that are involved in tourism. And lastly, it does not include the numerous workers in state and local government directly involved in tourism resource and recreation management, planning, marketing and other activities. These could add from 12,000 - 15,000 jobs.

I am unaware if the results of my study might be used to obtain any federal grants, etc. If this be the case, you should be apprised that some states may use travel expenditures developed by the U.S. Travel Data Center (USTDC).

The USTDC is a nonprofit organization devoted entirely to research and publication on the domestic travel industry. It is the only agency that publishes on the "Impact of Travel on State Economies" for the 50 states. Among other research studies, the USTDC will estimate the economic impact of travel on counties within a state.

Compared to estimated state travel expenditures by former research staff of the Minnesota Department of Economic Development and myself, the USTDC come up with much higher figures. For example, for 1980 MDED estimated state travel expenditures at

\$2.0 billion while the USTDC figure came to \$3.66 billion - a figure which is 1.8 times higher. In their methodology, they prorate the fixed costs of owning an automobile, camper, RV, etc., such as insurance, license fees, tax, and depreciation costs in addition to gas, oil, tires and repairs while on a vacation trip. Car rental costs are also included. In the lodging industry, they add costs by the building contractors and operative builders for facilities related to the travel industry. This explains, in part, the higher estimates derived for states by the USTDC. Iowa had the USTDC do a county impact study for the year 1978.

I was pleased with the outcome of my analysis and I hope you find the data useful.

Kindly feel free to call me if you have any questions on this matter.

Sincerely,



Ingmar Sollin
Industrial Economist

IS:io

Attach.

cc: Hank Todd, Assistant Commissioner, Tourism
Ginger Sisco, Director, Tourism Marketing
Andrew Golfis, Coordinator, Environmental Affairs, DOT

Impact of Tourism by 23 Minnesota Counties Bordering the Mississippi River
and the Great River Road - 1981

<u>County</u>	<u>Direct Travel Expenditures</u> (\$000)	<u>Tourism Related Jobs</u>	<u>Partial State Tax Receipts*</u> (\$000)
Aitkin	6,308	273	371
Anoka	58,749	2,547	2,693
Beltrami	20,538	890	1,122
Benton	11,968	519	838
Cass	19,186	832	818
Clearwater	2,970	129	204
Crow Wing	38,191	1,656	1,953
Dakota	93,678	4,061	3,350
Goodhue	17,707	768	959
Hennepin	817,624	35,446	31,784
Houston	7,226	313	330
Hubbard	9,897	429	589
Itasca	24,755	1,073	1,364
Koochiching	12,321	534	514
Marshall	3,800	165	291
Morrison	11,031	478	572
Ramsey	273,286	11,848	13,328
Roseau	5,791	251	331
Stearns	58,150	2,521	2,629
Wabasha	6,123	265	307
Washington	40,438	1,753	1,899
Winona	21,389	927	994
Wright	<u>23,581</u>	<u>1,022</u>	<u>1,042</u>
23 County Total	\$1,584,707	68,700	\$68,282
Other State taxes apportioned to 23 counties**			<u>39,418</u>
Total State taxes for 23 counties			\$107,700
 TOTAL STATE	 \$2,431,117	 95,800	 \$171,167

*Includes Sales and Use taxes and gasoline tax only.

**Includes alcoholic beverage, individual and corporate income taxes.

Source: Analysis by Minnesota Tourism Division from Department of Revenue and
Economic Security Data Sources

MISSISSIPPI RIVER PARKWAY COMMISSION

PILOT'S REPORT

AUGUST, 1984

PORTER YOUNG, PILOT

The Mississippi River Parkway Commission is at the threshold of a new awakening. A new awakening that if carefully planned, can generate many economic benefits for communities, states, and the region as a whole. The challenges we face continue to be many, but the opportunities and resources within our reach are too great for us not to succeed.

The Great River Road Day celebration at the World's Fair marks a new coming out. The event was our most ambitious effort to date to increase the public awareness of the Mississippi River and the Great River Road. We must now come to grips with our future path to capture the tremendous momentum this celebration has brought forth.

The theme for this year's Annual Meeting is the Great River Corridor: A Resource for Cooperative Growth. We will attempt to create a new awareness of the vast resources along the Great River Road in each of our states and provinces. This new awareness will allow us to explore many new programs and activities for our individual state and province gain.

Since last year's Annual Meeting in Minaki, the Mississippi River Parkway Commission has been very active in the pursuit of program goals. We have worked hard to guide Great River Road development activities, to increase coordination with

other interests and groups, and to work toward greater promotion and public awareness efforts.

Despite decreasing funds, Great River Road development in 1983 continued at a rapid pace. The ten states obligated over \$25 million in categorical funds on Great River Road projects. These funds were used for a wide variety of road and amenity improvements. There now exists an unobligated balance of \$34 million available for future development.

Most all remaining federal Great River Road funds must be utilized by the states by September 30, 1985. If one state is not able to use all funds allocated to it, we will encourage the Federal Highway Administration to redistribute them to states that can. After these funds are obligated, it will be up to each state to develop the program as they see fit.

As you may know, the current Congress and the Administration in Washington are opposed to funding categorical programs such as the Great River Road. Although the prospects for immediate federal highway funds are not good, I would like to go on record as saying we will not give up. The Mississippi River Parkway Commission will continue to explore this and other avenues to complete our program goals.

Our Future Program Committee has defined and clarified the Commission's program charge this past year. The Committee

concluded that state and province commissions, local members, and the National Office must seek out new methods to fund roadway and amenity projects. Working through state legislature, Congress and private industry sources, this will be our direction.

In traveling this path, we should be careful not to forget that the Great River Road is more than just a highway. The Great River Road stretches through the heart of North America and encompasses some of the most scenic areas in the north and south. It is a network of roads, but exists to focus attention on this historical, natural, recreational, and cultural resources of the Mississippi River Valley.

Perhaps we do not truly realize it, but the Great River Road is one of the largest and most ambitious scenic parkways in the world. Articles about the Great River Road are appearing in increasing numbers in many different national publications. Officials from other countries are even looking at our program as a model for future projects. The pride we have for the Great River Road must be shared.

The single most important message I would like to leave with you today, is that we must increase our collective promotion efforts. The ten states and two provinces have made an enormous investment in developing the Great River Road since the concept was first born in 1938. We now need to capitalize on this investment through increased

awareness of the accomplishments and resource opportunities found throughout the corridor.

The future program efforts we develop must be designed to give emphasis to the many diverse resources found along the Great River Road. The Mississippi River is the third longest river in the world and one of the greatest scenic waterways anywhere, yet the region has been relatively ignored in national marketing efforts. It is now time for us to stand up and be known.

The economic benefits of Mississippi River and Great River Road tourism efforts are substantial. For instance, recent studies have shown that the 126 counties along the Mississippi River benefited from over \$7.4 million in tourism expenditures in 1982. In addition, tourism travel has produced over 188,000 jobs with a total payroll of \$1.6 billion, and generated over \$375 million in state and local tax receipts.

The results of studies such as these is all the justification we need to initiate an aggressive promotion effort in the ten states and two provinces. The Mississippi River Parkway Commission and the Great River Road Association have actively pursued promotion goals, but have been extremely limited by inadequate promotion budgets.

Imagine what we could do with a more concentrated collective campaign.

Collective promotion efforts will allow us to bring additional travelers into our state and provinces who might not otherwise consider the Great River Road. The promotion of the Mississippi River in foreign markets must not be overlooked. Although the foreign visitor may not know the exact location of the Mississippi itself, it is recognized as one of the most widely-known and desirable attractions in North America.

The new awakening of Mississippi River Parkway Commission promotion and development efforts has, to a certain extent, begun. During the past year, each of our committees have been working hard towards this common objective. While each Committee has been working on different projects or using a dissimilar approach, I am proud of their efforts and determination.

The activities of the Historical Committee involving the identification, development and promotion of the Corridor's historic resources are commendable. The Committee has been working closely with the historical preservation officers of the ten states. The Committee has also been working with local interest from Clarksville and Dubuque regarding the establishment

of a Great River Road Resource Library.

Even with limited means, the Promotion Committee has worked to encourage a wide variety of activities to promote the Great River Road. Working through the Great River Road Association, the Promotion Committee has assisted in the planning of our exhibit at the World's Fair. The Committee has also sought support for the development of a Great River Road postage stamp, applied for a copyright on the Great River Road logo, and begun planning for a 50th Anniversary celebration.

New ground was broken by the Environmental Committee last year in adopting a Mississippi River Parkway Commission Environmental Policy Statement. As drafted by the Committee, this statement seeks to encourage harmony between parkway development and the environment of the Great River Corridor. I encourage each of the states and provinces to work closely with the Committee in the future to ensure conformance with policy guidelines.

One of our more traditionally active groups, the Technical Committee, has continued its excellent work record. The Committee has documented both past and future Great River Road program developments for use in presentations to Congress and the states. The Committee has also begun to inventory

the scenic, historic, and natural areas throughout the Great River Corridor for future promotion and other program efforts. The results of this survey will be presented to you later today.

The National Office has been working with these and other Committees to help administer their efforts. Close liaison with the Federal Highway Administration has been maintained to assure that no funds authorized by Congress will be lost. Close coordination with other agencies, organizations and groups has been maintained and the National Office has provided daily administrative assistance to each of the individual state and province Commissions.

A change in the internal operations of the National Office has occurred this year. Our Executive Secretary has left the firm of Enright and Associates to carry out the responsibilities of his office full time. Although this change does not solve our lobbying needs, the Executive Committee feels it adequately meets our administrative requirements.

We have seen increased activities by the state and province Commissions during the past twelve months. Members of the individual Commissions are now beginning to become more involved with their legislatures, state agencies, and private groups in the pursuit of individual projects and plans. There are many new faces in the Commissions today, all filled with enthusiasm for the opportunities that await.

The highlight of last year's activities was marked by the increased involvement of the Offices of the Governors and Premiers. Last May we held a meeting of various delegated representatives of the ten Governors and two Premiers to explore opportunities for the promotion and economic development of the Corridor. Nine Governors and the Premier of Ontario were represented.

The unanimous recommendation of the designated personnel of the Governors and Premiers was that a specific program to capitalize on the resources of the Mississippi River and the Great River Road be developed. It was suggested that such a cooperative program would have the support of each of the Governors and Premiers but that corporate dollars are needed to augment state and federal efforts.

The staff representatives of the Governors and Premiers were also very much interested in the concept of designating the Mississippi River as a National Heritage Corridor. Such designation would require no new direct federal outlays but would give national recognition and a label to the resources of the region. We have not yet approved of this concept, but will learn more about it during a panel tomorrow.

The Commission's recent involvement with the Governors and Premiers has been accomplished through the work of the Legislative Committee. The Committee had planned a meeting of the Governors and Premiers last month in order to more clearly set forth our goals and plans. Unfortunately, scheduling conflicts brought about by election year activities postponed the meeting until a later date.

The Mississippi River Parkway Commission will be making an immediate request of the Governors and Premiers. A contribution from each state and province will be sought to initiate cooperative public/private promotion and to explore the viability of Heritage Corridor designation. These funds will be used for a Mississippi River market study and to finance future Commission lobbying efforts.

The proposed program to capitalize on the resource opportunities of the Great River Corridor will begin in the fall of 1984. The findings of initial studies on the market feasibility of River promotion along with specific recommendations for future action will be presented to the Governors and Premiers in the Spring of 1985. Each of the state and province Commissions will be asked to participate in these efforts to ensure our future success.

Cooperative promotion and recourse awareness efforts

are not the only opportunities we face. Increased attention to the revitalization of our urban and rural waterfronts must also not be overlooked. Clearly enthusiasm for community celebration along the water is running high. These activities must go hand in hand with national marketing efforts to realize the greatest economic benefits.

The use of private investment and seed capital to revitalize, re-use and re-build our waterfronts can solve problems and turn our waterfronts into exciting assets. These assets can be used to encourage additional investment and promote greater economic development in our region. Waterfronts are becoming a great source of community pride and opportunity as we shall hear from different speakers later in the program.

In pursuing our future goals, we must not lose sight of our most important resource of all, People. The Mississippi River Parkway Commission is made up of a diverse group of legislators, gubernatorial appointees, government officials, and private citizens. These individuals come from many different backgrounds and political perspectives, but are all joined by their dedication to the Mississippi River and the Great River Road.

In the past, we have heard much about the need for the

creation of some sort of umbrella group of Mississippi River interests. I submit to you that that organization exists within the Commission. We already have this vast network of transportation, tourism, historical, environmental, political and business representation in place. The challenge we now face is in mobilizing these interests toward a specific goal.

Just think of what we could accomplish if we only can agree to put all our energies to the pursuit of a specific goal. We can mobilize coalitions of mayors, legislators, Governors, Congressmen, Senators, and private industry to develop tremendous power of influence. The diversity of our network of individuals represents general constituent concerns that could be channeled into an activist group of almost unlimited potential.

The National Commission Office maintains important liaison with Executive branch agencies and professional lobbyists and can alert us to critical legislation and opportunities. The goals of the Commission, however, can only be achieved through maximum participation by each of the states and provinces involved. Designation of one member of your Commission to establish and maintain communication with each of your elected officials can be more effective than all other strategy combined.

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Cooperative promotion and recourse awareness efforts

During the remainder of this Convention, we will try to build upon the themes which we have developed. We will act on the Committee's recommendations as well as inputs in planning the new awakening for the Mississippi River Parkway Commission and the Great River Road. Although projects may differ and the actors may change, we must not lose sight of our need to build upon what we have accomplished and pursue Great River Road promotion and economic development goals.

The slide show developed by our National Office which you will see tomorrow concludes by noting that with the proper partnership commitment and assistance, the Mississippi River and the Great River Road can become one of the greatest assets in the world. As pointed out by a representative of the Wisconsin Commission, a correction should be made. The closing should be changed to read simply, the Great River Corridor is one of the greatest natural assets in the world.

MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

August 14, 1984

Baton Rouge, Louisiana

The meeting was called to order at 12:15 p.m. on Tuesday, August 14, 1984, by Vice-Chair Senator Eugene Waldorf. In addition to Senator Waldorf, the following members were present: Senator John Bernhagen, Representative Don Frerichs, Vic Jude, George Vogel, and Sonja Hayden-Berg.

Also present were Minnesota Department of Transportation official, Andrew Golfis, and National Mississippi River Parkway Commission Executive Secretary, John Edman.

Senator Waldorf called for consideration of the Minutes of the previous meeting held on March 30, 1984. Motion by Mr. Vogel, second by Senator Bernhagen to approve the Minutes as submitted. The motion was unanimously approved.

Representative Frerichs was then called on to provide the Treasurer's Report (see Exhibit A). Representative Frerichs reported that there exists a \$1,390.94 balance as of June 30, 1984, which will carry over until the next fiscal year. Representative Frerichs commented that the \$1,500 National Mississippi River Parkway Commission assessment for 1984 was not paid.

Motion by Senator Bernhagen, second by Ms. Berg, to approve the Treasurer's Report as submitted. The motion was unanimously approved.

Motion by Representative Frerichs, second by Senator Bernhagen, to pay the \$1,500 National Mississippi River Parkway Commission promotion assessment for 1985. The motion was unanimously approved.

Mr. Edman next reported on Minnesota's participation in the World's Fair exhibit. Mr. Edman reported that the state's \$30,000 contribution was raised from the Office of Tourism, the Department of Transportation, and through private contributions. Mr. Edman also reported that two groups of Minnesota performers will be performing at the Fair during the week of August 27, 1984.

Mr. Edman then spoke on the status of federal Great River Road funds. Mr. Edman reported that the ten states must obligate \$7.7 million this fiscal year to avoid a lapse of funds. Mr. Edman stated \$4.6 million has been obligated to date and that Minnesota is the only state planning additional obligations.

Mr. Golfis was next called on to review the status of Minnesota's Great River Road funds. Mr. Golfis stated that Minnesota has to date obligated

\$4.3 million in fiscal year 1985 and that five additional projects totaling \$4.4 million are planned. Mr. Golfis then distributed a list of Minnesota Department of Transportation and non-Minnesota Department of Transportation projects obligated in 1984.

Motion by Senator Bernhagen, second by Representative Frerichs, to approve a resolution to urge the Minnesota Department of Transportation to obligate available Great River Road funds (see Exhibit C). The motion was unanimously approved.

Mr. Golfis next addressed designation of the Great River Road section from Brainard to the northern limits of Morrison County. Mr. Golfis commented that this section is the next to last section of the Great River Road requiring designation and that such designation is needed to assure obligations. Mr. Golfis also commented that resolutions in support of this route has been received from the Little Falls City Council and the Morrison County Board of Commissioners.

Motion by Mr. Jude, second by Representative Frerichs, to approve the Minnesota Department of Transportation resolution approving designation of the Great River Road route from Brainard to the Crow Wing/Morrison County line (see Exhibit D). The motion was unanimously approved.

Mr. Golfis stated that there remains only 26 miles of undesignated Great River Road in Minnesota (see Exhibit E). Mr. Golfis also commented that the Environmental Impact Statement for the Great River Road through Minneapolis is now being reviewed. Mr. Golfis then reviewed projects contained in the 1984-1985 final Great River Road program (see Exhibit F).

Mr. Edman then reviewed plans for the Minnesota State Fair. Mr. Edman reported that the ten state display would be located in the Education Building and that Minnesota Department of Transportation volunteers have signed up to staff the exhibit. Mr. Golfis then presented the recently completed south-eastern Minnesota Great River Road segment brochure.

Motion by Representative Frerichs, second by Senator Bernhagen to approve a resolution in support of Minnesota Department of Transportation's Great River Road public information efforts. (see Exhibit G). The motion was unanimously approved.

Senator Bernhagen was then called on to review the May 18th meeting of the Governors and Premiers. Senator Bernhagen stated that the staff present urged the states to collectively promote tourism and economic development. Senator Bernhagen stated that the states and provinces have been asked for \$7,500 to initiate market research and increase Washington liaison efforts.

Representative Frerichs next presented a proposed budget for the 1986-1987 bienium. Representative Frerichs commented that this budget brings the

Commission back to a funding level of \$20,000 per year. Representative Frerichs commented that the budget reflects a \$2,500 increase in national dues effective in 1986.

Senator Bernhagen then commented that the increased budget does not reflect any staff costs which are now being provided by the National Office. Representative Frerichs also mentioned that the budget does not reflect the need for increased promotion activities. Representative Frerichs stated that the budget should more accurately reflect staff, promotion and printing costs.

Motion by Representative Frerichs, second by Senator Waldorf, to approve the proposed 1986-1987 budget at a level of \$25,000 per year (see Exhibit H). The motion was unanimously approved.

The Minnesota Mississippi River Parkway Commission meeting adjourned at 1:30 p.m.

MINUTES

Mississippi River Parkway Commission of Minnesota

March 30, 1984
St. Paul, Minnesota

Lt. Governor Marlene Johnson, Minnesota MRPC Chair, called the meeting to order at 2:00 p.m. on Friday, March 30, 1984. In addition to Lt. Governor Johnson, the following members were present: Senator John Bernhagen, Representative James Metzen, Representative Donald Frerichs, Representative Douglas St. Onge, George Vogel.

The following were also in attendance: Andy Golfis and Larry Foote (Minnesota Department of Transportation), Bill Karich (Lt. Governor's Office), Bob Wilson (Minnesota Office of Tourism), Roger Borg (Federal Highway Administration), Larry Long (Mississippi River Revival), and John F. Edman, National MRPC.

Lt. Governor Johnson called for consideration of the minutes of the Minnesota MRPC meeting held on August 16, 1983. Motion by Sen. Bernhagen, seconded by Rep. Frerichs to approve the minutes as submitted. The motion was unanimously approved.

Rep. Frerichs next provided the Minnesota MRPC Treasurer's Report. It was reported that the Commission has a balance of \$2,636.47 as of March 7, 1984. (See Exhibit A) Rep. Frerichs commented that the Commission's fiscal year 1985 budget was approved at a level of \$10,700. (See Exhibit B)

Motion by Mr. Vogel, seconded by Sen. Bernhagen to approve the Treasurer's Report as provided. The motion was unanimously approved.

Mr. Edman reviewed overall plans for the Great River Road World's Fair Exhibit. It was reported that the construction crew is now on location and that the exhibit is on schedule for completion by May 12th. Mr. Edman commented that the premier of the Freshwater Society film will take place on May 2, 1984, at the Lutheran Brotherhood in Minneapolis. It was also reported that financial contributions have been received from all Great River Road States and Provinces except Tennessee.

Mr. Karich reviewed Minnesota's involvement in the Great River Road Exhibit. It was reported that Minnesota Day at the World's Fair is tentatively scheduled

for August 27, 1984, and that the familiarization tour group will enter Minnesota on April 28, 1984. Mr. Karich distributed copies of Minnesota's mini-brochure and a sketch showing the design of each state's kiosk. (See Exhibits C and D)

Rep. Frerichs next reviewed Annual Meeting plans. It was estimated that the cost for each member to attend this year's Annual Meeting to be approximately \$964. Rep. Frerichs suggested that the legislative members explore the possibilities of sharing Annual Meeting expenses.

Mr. Golfis provided the MnDOT segment report. Mr. Golfis reported that 50 miles of the Great River Road currently remain undesignated. It was mentioned that analysis and route evaluation of the Little Falls segment has been completed and that MnDOT is now in the public forum stage. Mr. Golfis reported that Minnesota currently has unobligated balance of \$11.7 million in Great River Road funds, but that these funds should be completely obligated by the end of fiscal year 1985.

Mr. Edman commented that the ten Great River Road states currently have a remaining unobligated balance of \$37 million. It was reported that all Great River Road funds must be obligated by September 30, 1985. Mr. Edman commented that redistribution of unobligated funds is still a possibility but that no decision has been reached by the Federal Highway Administration.

Mr. Golfis next presented a proposed resolution to approve designation of the West Winnie Road segment. (See Exhibit E) Motion by Sen. Bernhagen, seconded by Rep. Frerichs to approve the resolution as submitted. Representative Frerichs requested that the resolution be amended to protect the Indian rights of the Leech Lake band. (See Exhibit F) The resolution as amended was unanimously approved.

Mr. Golfis next reviewed the availability of 95-5 matching funds. It was mentioned that Great River Road obligations account for 2.8% of all federal aid. (See Exhibit G) Illinois' efforts to set aside a specific percentage of 95-5 funds for the Great River Road were discussed.

Great River Road promotion activities were next reviewed. Draft copies of the MnDOT segment brochure for the section between Hastings and the Iowa border were distributed. Plans to bring the Great River Road booth back to the 1984 State Fair were also discussed.

Sen. Bernhagen next reviewed plans for a meeting of the Chiefs of Staff of the Governors and Premiers of the ten Mississippi River States and two Canadian Provinces of Ontario and Manitoba on May 18, 1984, in St. Louis. It was explained that the purpose of this meeting would be to explore the opportunities for implementing a program to preserve and enhance the scenic and historic characteristics of the Mississippi River Valley and to encourage and promote the economic development of our states and provinces. (Exhibit H)

Mr. Golfis commented that the MRPC Technical Committee is currently undertaking an inventory of the Mississippi River corridor for the possibility of a National Heritage designation. It was mentioned that the summary results of this inventory will be discussed at the May 18, 1984, governors' Chiefs of Staff meeting.

Rep. Frerichs commented that the National MRPC has requested each state's support for the issuance of a commemorative Great River Road 50th Anniversary

postage stamp. Rep. Frerichs submitted a proposed resolution in support of the proposed stamp. (See Exhibit I)

Motion by Rep. Frerichs, seconded by Mr. Vogel to approve the postage stamp resolution as proposed. The motion was unanimously approved.

Mr. Long next reviewed the history and purpose of the Mississippi River Revival. Mr. Long mentioned that the Revival is founded on the belief that through cultural diverse celebrations people will fall in love with the River and build a community of people actively working to promote and defend it. The schedule of river festivals planned for 1984 was distributed. (See Exhibit J) Mr. Long requested the support of organizations such as the Commission for the efforts of the Revival and an attempt to clean up and celebrate the Mississippi River.

Motion by Rep. St. Onge, seconded by Rep. Metzen to support the efforts of the Mississippi River Revival through individual and collective efforts. The motion was unanimously approved.

The Minnesota MRPC meeting adjourned at 3:45 p.m.

JFE:sd

Attachs.

MINUTES

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA

August 16, 1983

Kenora, Ontario

Lt. Governor Marlene Johnson, Minnesota MRPC Chair, called the meeting to order at 12:30 p.m. on Tuesday, August 16, 1983. In addition to Lt. Governor Johnson, the following members were present; Senator John Bernhagen, Senator Eugene Waldorf, Senator Lawrence Pogemiller, Victor Jude, George Vogel, and Sonja Hayden Berg.

The following were also in attendance, Richard Braun, and Andy Golfis, Minnesota Department of Transportation, Dorothy Dahlgren, Lieutenant Governor's Office, Charles Fullmer, Minnesota Opera Company, Christine Olsenius, Fresh-Water Society, David Spear, Padilla and Spear, John Edman, National MRPC, and Jerry Enright, Enright and Associates.

Lt. Governor Johnson called for consideration of the minutes of the Minnesota MRPC meeting held on June 7, 1983. Motion by Mr. Vogel, second by Mr. Jude, approved the minutes as submitted. The motion was unanimously approved.

Mr. Edman next provided the fiscal year 1983 financial report and indicated the Commission had a year-end balance of \$3.09. It was reported that the Commission is operating on an approved and fiscal year 1984 budget of \$10,700 and that to-date no fiscal year 1984 expenses have occurred. (See Exhibit A and B).

Mr. Jude commented that in an effort to keep out of state travel expenses down, he and Mr. Vogel would submit part of their Annual Meeting expenses to the National MRPC. Senator Waldorf and Senator Bernhagen indicated they would attempt to charge some of their expenses to the Minnesota Senate for possible reimbursement.

Mr. Golfis next reported on Great River Road designation of the proposed route between Bemidji and the Beltrami Cass County Line. It was noted the proposed route received support from Beltrami County, City of Bemidji and the U. S. Forest Service. (See Exhibit C) The position of the Leech Lake Reservation as presented by Edward Fairbanks, was discussed. (See Exhibit D)

Motion by Mr. Jude, second by Ms. Berg to approve designation of the Great River Road for the section between Pennington and Bemidji, as proposed by the Department of Transportation. The motion was unanimously approved.

Mr. Golfis reviewed possible designation of the Great River Road for the section between Bena to Pennington. It was mentioned that several local units of government supported this proposed designation but that concerns from the Leech Lake Indian Reservation have been expressed. Consideration of designation was tabled until the next meeting.

Designation of the Great River Road between Brainard and Little Falls was next discussed. Mr. Golfis reported that this section will be reviewed for a second time and that information meetings will be held in this region during the months of September and October.

Mr. Golfis reported on Minnesota Great River Road obligations for the fiscal year 1983. (See Exhibit E) It was stated that 1.7 million dollars should be taken out of this list and that total obligations will be approximately 6 million dollars. Mr. Golfis commented that despite competition with other departmental priorities, Minnesota has taken the lead in providing a balanced program of amenities and road improvements in their use of Great River Road funds.

Great River Road promotion activities were addressed. Mr. Golfis reported on the use of the Great River Road Information Panels and the development of Great River Road segment brochures. Mr. Edman reported that the ten state Great River Road booth has been shipped to St. Paul for use at the Minnesota State Fair.

Lt. Governor Johnson reviewed plans for Minnesota's participation in the 1984 World's Fair. Ms. Johnson stated that the Share in the Fair Breakfast, held in conjunction with the Freshwater Society, has to date raised \$22,000 which is to be used as Minnesota's contribution. It was suggested that the Mississippi River film be used as an in kind contribution for the balance of the participation fee.

Mr. Fullmer next discussed plans to send the Minnesota Opera Company to the 1984 World's Fair by way of a seven week barge ride down the Mississippi River. Mr. Fullmer commented his plans called for performances to be held every three days during the trip and would be culminated with a performance at the Great River Road exhibit at the 1984 World's Fair.

Motion made by Mr. Vogel, second by Mr. Jude to authorize payment of \$22,000 cash plus the in kind contribution of the Freshwater Society film as Minnesota's contribution to the Great River Road World's Fair exhibit. The motion was unanimously approved.

Senator Bernhagen addressed the issue of inter-agency coordination. Senator Bernhagen commented that the involvement of other agencies besides the Department of Transportation is necessary in order to expand the scope of the Great River Road program activities. It was concluded that an inter-agency session should be included as part of the next meeting of the Commission.

Senator Pogemiller addressed the issue of incorporating the Hennepin Avenue Bridge as a spur connected to the Great River Road. Senator Pogemiller commented that Nicollet Island is unique historically, culturally and geographically with regard to the Mississippi River and that the proposed Great River Road through the area would pass directly under the Hennepin Avenue Bridge.

Motion by Senator Pogemiller, second by Mr. Vogel to approve the Hennepin Avenue spur resolution as proposed. (See Exhibit F). The motion was unanimously approved.

Mr. Jude discussed the Great River Road Association membership activities. Mr. Jude mentioned that the Association needs the help of the Commission to increase its membership with support. Further discussion of this issue was tabled until the next meeting.

The Minnesota MRPC meeting adjourned at 2:00 p.m.

MINNESOTA MISSISSIPPI RIVER PARKWAY COMMISSION

St. Paul, Minnesota

June 7, 1983

MINUTES

Senator John Bernhagen, Minnesota MRPC Chairman, called the meeting to order at 10:00 a.m. on Tuesday, June 7, 1983. In addition to Senator Bernhagen, the following members were present: Senator Eugene Waldorf, Senator Larry Pogemiller, Representative Douglas St. Onge, Representative Don Frerichs, Lt. Governor Marlene Johnson, Vic Jude, Sonja Hayden Berg, and George Vogel.

The following were also in attendance: Andy Golfis and Len Isles, Minnesota Department of Transportation; Bill Karich, Lt. Governor's staff; Marcy Bergland, Metropolitan Airports Commission; Christine Olsenius, Fresh-water Society; Triva Kahl, Governor's DOT/Tourism Liaison; Holly Stoerker, Upper Mississippi River Basin Association; and Jerry Enright and John Edman, National MRPC staff.

Senator Bernhagen called on Vic Jude and Andy Golfis to provide an overview of the Great River Road program. Mr. Jude spoke on the history of the Mississippi River Parkway Commission and noted that Minnesota has traditionally been one of the most active states. Mr. Jude reviewed the federal funding of the Great River Road program and indicated that the ten states and two provinces have switched emphasis from road development to utilization and use.

Mr. Golfis next presented a Great River Road slide show. It was mentioned that the Commission must approve all Great River Road segment plans and that Minnesota has thus far designated 323 miles of the total 426 miles of Great River Road within the state. The slide show reflected the importance of tourism within the state by noting that the 23 Minnesota counties bordering the Mississippi River and the Great River Road account for 65 percent of all tourism expenditures, 72 percent of all tourism related jobs, and 63 percent of all state tax receipts. It was also reported that Minnesota has received federal Great River Road allocations of \$43.7 million, have obligated \$28.8 million and an unobligated balance of \$14.9 million exists for future development.

Mr. Edman asked if any of the \$28.8 million in obligated Great River Road funds have utilized the 95-5 match eligibility provided in the 1982 Federal Highway Act. Mr. Golfis commented that the 1973, 1976, and 1978 Federal Highway Acts authorized separate categorical Great River Road funds to be used on a 75-25 matching basis. The Federal Highway Act approved by Congress early this year, allows the Great River Road program to be eligible for 95-5 match, however, no separate categorical Great River Road funds have been included. Mr. Golfis reported that due to the competition for non-categorical federal aid funds, all obligated Great River Road funds have used the 75-25 match.

Senator Bernhagen asked for consideration of the minutes of the Minnesota MRPC meeting held on December 7, 1982. Motion by Senator Waldorf, seconded by Representative Frerichs to approve the minutes as submitted.

Senator Bernhagen called for a discussion of the financial report of the current biennium ending June 30, 1983, and the approved budget for the up-coming biennium. (See Exhibit A and B) Mr. Edman commented that the Commission currently has a balance of \$1,360.32, most of which will be paid towards members' per diem and travel expenses for this meeting. Mr. Edman reminded members that at the last Commission meeting it was agreed that \$1,000 would be paid toward the National Promotion Assessment of \$1500 and that the remaining \$500 would be paid at the end of the current biennium, provided available funds exist.

Senator Bernhagen next commented that the Commission's budget was reduced by half for the 1982-1983 biennium, but that the Commission was able to restructure its activities and carry out its functions under its charge. Mr. Edman commented that the Legislature approved \$21,000 for the Commission for the 1984-85 biennium (\$10,300 for 1984, and \$10,700 for 1985). Senator Bernhagen indicated that members have often paid their meeting expenses through other means and this continued practice should be encouraged.

Motion by Representative Frerichs, seconded by Vic Jude, to adopt the Commission financial report as submitted. The motion was unanimously approved.

Motion by Ms. Berg, seconded by Senator Waldorf, to use the balance of Commission funds at the end of the current biennium toward payment of the remainder of the National MRPC Promotion Assessment for 1983. The motion was unanimously approved.

Motion by Mr. Jude, seconded by Representative Frerichs to approve the 1985-86 biennium budget as proposed. The motion was unanimously approved.

Mr. Golfis next provided a report on MN DOT issues. Mr. Golfis presented a list of thirteen projects for which Great River Road funds will be obligated during fiscal year 1983. A list of all Great River Road projects since federal funds were first made available in 1976 was also presented. (Exhibits C & D) Discussion followed on the problems with the federal obligation ceiling and Great River Road matching requirements. Mr. Golfis then reported that the Great River Road segment from Bemidji to Bena is currently under study, which the Commission will have to take action on during their next meeting. (See Exhibit E)

Mr. Golfis presented a new Great River Road informational panel to be displayed at MN DOT information stops throughout the state. The basic format of the Great River Road panel will remain the same at all locations, with slight variations on the lower third portion. (See Exhibit F) Mr. Golfis further presented draft copy for a new Great River Road brochure for the segment from Hastings to the Iowa border. It was noted that this brochure is one of four Great River Road brochures to span the various segments of the Great River Road.

Mr. Edman commented on Great River Road plans for the 1984 World's Fair. Mr. Edman reported a Great River Road exhibit to showcase the ten states and two provinces has been approved for construction with Great River Road funds made available from the state of Mississippi. (See Exhibit G) It was noted that the Great River Road exhibit will be designed as a replica of a 19th century showboat, with a display area for each of the states and provinces, a stand-up theatre, and a large deck area to be utilized by each participating Great River Road state and province. Mr. Edman commented that the cost to participate for each state and province will be \$30,000, which will cover rental of the booth space, salaries, utilities and other miscellaneous expenses. It was reported that to date six Great River Road states and provinces have committed to some degree of involvement in this project.

Ms. Olsenius next spoke on the background of the Freshwater Society and their plans to develop a film on the Mississippi River. Ms. Olsenius stated that the purpose of the Freshwater Society was to translate and interpret freshwater issues and their implications to the people, organizations and agencies responsible for water management. The Freshwater Society has considered making a major film for several years but with the advent of the World's Fair they felt the appropriate focus and opportunity had finally arrived. The film would be a quality 35 mm film approximately 16 minutes in length and would give people a view of the River as a total entity, the national lifeline integral to American commerce, industry, agriculture, and municipalities. Ms. Olsenius commented that there is a tremendous potential for combining forces at the 1984 World's Fair that the inclusion of this film would make for a doubly attractive exhibit.

Senator Bernhagen then called upon Ms. Bergland to discuss her role at the Metropolitan Airports Commission and the potential of bringing international tourists through the Twin Cities and along the Great River Road. Ms. Bergland commented that the Twin Cities International Airport has the potential to attract numerous international travelers with direct flights to Minneapolis from England, the Netherlands and Germany. It was mentioned that a total

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of 33,588 international travelers came to the Minneapolis-St. Paul International Airport in 1982. (Exhibit H) Ms. Bergland said that the best way to attract international travelers to Minnesota is via the history link and that the Tour Managers Association is available to assist the MRPC with tours and promotion activities. It was further mentioned that the Tour Managers Association also may be able to sponsor partial participation in the 1984 World's Fair.

Senator Bernhagen then asked members to consider the degree of Minnesota's commitment to participation in the 1984 World's Fair. Ms. Johnson stated that the state tourism budget is extremely limited and that dollars for the next biennium may already be committed. Ms. Johnson commented that private industry sponsorship should also be explored. Senator Pogemiller added that Minnesota's involvement through the Freshwater Society and the development of the Mississippi River film could be considered as partial payment toward the satisfaction of Minnesota's contribution.

Motion by Representative Frerichs, seconded by Ms. Johnson, that Minnesota intends to participate in the Great River Road exhibit at the 1984 World's Fair at the \$30,000 level, either in cash or with an in kind contribution to the satisfaction of the parties involved. The motion was unanimously approved.

Senator Bernhagen called for the election of Commission officers. It was noted that it has been a tradition of the Commission to elect a new slate of officers every two years. Senator Bernhagen stated that it is the statutory responsibility of newly appointed members to elect a tenth member to serve as Secretary.

Motion by Representative Frerichs, seconded by Mr. Jude, to appoint George Vogel as the tenth member of the Commission to serve as Secretary. The motion was unanimously approved.

Mr. Jude nominated Marlene Johnson to serve as Chairman. Motion by Senator Waldorf, seconded by Representative St. Onge to accept the nomination and approve Marlene Johnson as Chairman. The motion was unanimously approved.

Mr. Vogel next nominated Senator Waldorf as Vice Chairman. Motion by Mr. Jude, seconded by Representative St. Onge to accept the nomination and approve Senator Eugene Waldorf as Vice Chairman.

Mr. Jude nominated Representative Frerichs to serve as Treasurer.

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Ms. Berg submitted her own name in nomination for Treasurer. A paper ballot was conducted and Representative Frerichs was elected as Treasurer.

Senator Bernhagen addressed the status of the Commission. He noted that the National MRPC office is located in St. Paul, and that staff, secretarial, telephone and photocopy services have been provided to the Minnesota Commission at no charge. Senator Bernhagen mentioned that the Minnesota Commission has in the past provided some funds for separate staff, but that as a result of the Commission's budget being reduced for the 1982-83 biennium, the Commission was unable to fund this expense.

Representative Frerichs commented on the status of the Great River Road Association. He mentioned that he serves on the Board of Directors of the Association, which is the grass-roots citizen's organization designed to increase the level of public awareness of the Mississippi River and the Great River Road. Representative Frerichs urged all new Commission members to join. Mr. Edman indicated he would have Association membership information sent to all new Commission members.

Senator Bernhagen indicated that the next meeting of the Minnesota Mississippi River Parkway Commission would be held in conjunction with the 1983 Annual Convention, August 13 - 17, 1983, at Minaki, Ontario.

The Minnesota MRPC meeting adjourned at 12:40 p.m.

Respectfully submitted,

John F. Edman
Executive Secretary
National MRPC

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 assesment, 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 attached 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

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 than 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.