

1971

REPORT OF THE

MISSISSIPPI RIVER PARKWAY COMMISSION OF MINNESOTA



Submitted to

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RECOMMENDATIONS

1. Land acquisition within the boundary of the Minnesota Hardwood Forest should continue to give first priority to scenic and recreational lands along the Great River Road.
2. The State Highway Department should be given the authority by the Legislature to set the alternate routes of the Mississippi River Parkway (Great River Road). (See Appendix "A")
3. The Mississippi River Parkway Commission recommends an appropriation of \$10,000 a year to the Department of Economic Development for the preparation and distribution of special promotional materials built around the Mississippi River Parkway in Minnesota.
4. The Commission's work program for the 1971-73 biennium should give top priority to review and coordination of the Great River Road development plans and the proposed Upper Mississippi National Recreation Area.
5. The Finance and Appropriation Committees should be officially notified that the Governor has committed the state to membership in the Upper Mississippi River Basin Commission so that the Legislature can provide the necessary funds for full participation in the planning work of the Commission.
6. The Commission recommends that the state and county give serious consideration to developing, with adequate protection, the road between LaCrescent and O. L. Kipp State Park, and acquisition of the Eagle Bluff area for park use.

CHAPTER I

THE ROAD

A. DESIGNATION

1. Introduction

The Great River Road is a proposed system of highways following the general course of the Mississippi River from the Gulf of Mexico, northward through ten states and into two provinces of Canada.

The Great River Road, which utilizes existing and proposed highways in each state, is designated by Public Law #350 in the Federal-aid Highway Act of 1954. It is over 2,000 miles long and is composed of inter-connecting highways on both sides of the river, except for that portion north of St. Paul and Minneapolis.

The Great River Road crosses the United States north and south, intersecting east-west interstate highways and Canadian Trans-continental Highway.

2. States and Provinces through which the Great River Road Passes

The Great River Road passes through Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee and Wisconsin. In Canada, it passes through Manitoba and Ontario.

3. Route Designation in Minnesota

The Great River Road of Minnesota is described in Minnesota Laws of 1967 - 161.142 through 161.147.

It enters Minnesota at two points. The route along the east bank of the river leaves Wisconsin at Prescott to merge with the west-bank route and continue northward along U.S. 61. Following the west bank, it enters Minnesota at the southeastern corner of Houston County, 24 miles south of La Crescent, following Minnesota T.H. 26 and U.S. 61 into and through the Twin Cities. From this point the designated route parallels the river, following on U.S. 169, State 101, and 152. At St. Cloud it follows the western bank on secondary roads crossing the river at Palisade to State 232 and 65, crossing the river again at Jacobson, then to Grand Rapids, and then the route follows U.S. 2 to State 46 where it again uses secondary roads to Bemidji.

At Bemidji, the Road divides into two separate legs, the Westerly Leg, and the Easterly Leg.

The Westerly Leg extends from Bemidji along the Mississippi River southwesterly to Itasca Park; then along trunk highways 31 and 92 to Clearbrook, and northeasterly to the southwest corner of Lower Red Lake. It then proceeds northerly along T.H. 89 to Fourtowns, Warroad and the Canadian border.

The Easterly Leg extends from Bemidji northeasterly through Beltrami, Itasca, and Koochiching counties on T.H. 71 to International Falls and the Canadian border.

In addition to this main route, there are three alternate routes:

The first alternate route begins at the junction of trunk highways No. 71 and 72, extends northerly on T.H. 72 to Baudette and then on T.H. 11 to Warroad.

The second alternate route begins on T.H. 10 at Little Falls, proceeds northwesterly on T.H. 10 through Motley to Wadena and then north on T.H. 71 to T.H. 31 and Itasca Park.

The final alternate route begins at Motley and extends northerly on trunk highways No. 64, 31, and 71 to Bemidji.

THE NATIONAL COMMISSION

1. History

An interstate commission, known as the Mississippi River Parkway Planning Commission, was formed in 1938 by representatives of the ten river states, including Minnesota, to initiate a cooperative planning and development program between the states for the establishment of the Great River Road. After the interruption of World War II, the commission finally secured federal attention which resulted in a Congressional Act (Public Law 262, 81st Congress) authorizing the Bureau of Public Roads and the National Park Service to make a feasibility study of the proposed route.

1951 Joint Report

The Bureau of Public Roads and the National Park Service under authority of the U.S. Congress on August 24, 1949 (Public Law 262, 81st Congress) completed an initial joint report in 1951 called, "Parkway for the Mississippi." A more comprehensive technical report entitled "Parkway for the Mississippi - Part II (Technical)" published in August 1952, acknowledged that an all-new route, like the federally-

built Blue Ridge Parkway (North Carolina and Virginia), and the Natchez Trace Parkway (Alabama, Mississippi and Tennessee) would not be practical, since cost of constructing more than 2,000 miles of new parkway would be prohibitive. Besides, it was the intent and purpose at the beginning that each state would be in complete control of each of its respective sections of roadway.

Therefore, the joint report recommended utilizing existing highway networks as much as possible, and reconstructing them to parkway-like standards.

1954 Study

In 1954 the Bureau of Public Roads and the National Park Service were authorized, under Sec. 14 of the 1954 Federal-Aid Highway Act, to expend up to \$250,000 for the purpose of expediting the interstate planning and coordinating of a continuous Great River Road, with the inclusions of adding a northern extension to the Canadian border at Lake of the Woods. (The previous name, Mississippi River Parkway, had been used up to 1954, but with the inclusion of extensions to Canada, the name was changed to Great River Road.)

Under this act, the Commissioner of Public Roads made available to the ten river states the services of a highway engineer and of a landscape architect in cooperation with the National Park Service for land planning and development for scenic, recreational and other parkway uses.

2. Organization

The National Commission, as it exists today, is an organization composed of the ten states bordering the Mississippi River -- Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee and Wisconsin, and the Provinces of Manitoba and Ontario. Its membership consists of ten members from each state or province.

3. Funding

Each of the member states or provinces is expected to pay annual membership dues of \$2,000.

4. Purpose

The purpose of the National Mississippi Parkway Commission is to coordinate at a national level the objectives and efforts of all the state commissions.

5. The Great River Road Association

The establishment of the Great River Road Association is authorized and described in Article IX of the By-laws of the National Mississippi River Parkway Commission. It is a public relations and promotional organization intended to coordinate the efforts of industry, transportation, agriculture and government in the development of our resources and to promote the two park-like highways, one along each side of the Mississippi, extending from the Gulf of Mexico northward to connect with the Canadian Transcontinental Highway.

The Great River Road Association also acts in a fund raising capacity. It operates an annual membership drive and publishes an annual tour guide, the proceeds from which finance its operation, promotional activities and subsidize the National Commission.

The Great River Road Association has secured nonprofit corporation status from the State of Missouri and is in the process of applying for the same in the other member states and provinces.

THE MINNESOTA MISSISSIPPI RIVER PARKWAY COMMISSION

1. Establishment

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

2. Function

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

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

3. Financing

1st biennial appropriation was in Laws of 1963. Laws of 1967, Extra Session Chapter 48, Section 2, Subdivision 8 authorize appropriations of \$5,000 each for fiscal years 1968 and 1969, to be transferred from the Trunk Highway Fund to the Mississippi River Parkway Legislative Commission of Minnesota.

4. Membership

The Commission is composed of three members appointed by the Governor, three state senators, and three state representatives, and a Secretary selected by the Commission. Ex-officio members are the commissioners of highways and conservation, and the director of the Minnesota Historical Society.

Current Membership

SENATORS

The Honorable George E. Grant
Milaca, Minnesota

The Honorable Victor N. Jude
Maple Lake, Minnesota

The Honorable A. O. Sundet
Faribault, Minnesota

GOVERNOR'S APPOINTEES

Mr. Oliver J. Latterell
Kelliher, Minnesota

Mr. John G. Laurian
Brainerd, Minnesota

Mr. Luther Rodvik
LaCrescent, Minnesota

REPRESENTATIVES

The Honorable Arnold D. Gruys
Buffalo, Minnesota

The Honorable Charles H. Miller
Wabasha, Minnesota

The Honorable Charles R. Weaver
Anoka, Minnesota

EX OFFICIO

Commissioner of Conservation

Commissioner of Highways

Director of Historical Society

EXECUTIVE SECRETARY

Mr. F. Robert Edman
St. Paul, Minnesota

OFFICERS

Charles R. Weaver - Chairman
Victor N. Jude - Vice Chairman
Charles H. Miller - Secretary
Arnold D. Gruys - Treasurer

CHAPTER II

LEGISLATION

A. STATE LEGISLATION

1. Location of Route *

(a) Authorization for Establishment - Laws of 1959, Chapter 411, Subdivision 1-3. No financing. Repealed in Laws of 1963, Subdivision 1-3.

The first authorization for the establishment, construction, maintenance and development of the Great River Road in Minnesota, and the acquisition and development of areas adjacent to and the appropriation of funds was made by the legislature in 1959. Included was the authorization for the commissioner of highways to establish and locate the route, to make it part of the state trunk highway system, to accept federal funds, and to cooperate with federal agencies as well as with all other state agencies. Also included were provisions for use of trunk highway funds, and the authorization for any political subdivision or public corporation adjacent to the route to acquire land necessary for the preservation of natural beauty including roadside facilities with the approval of the federal government and the Mississippi River Parkway Commission.

(b) Northwest Angle, Connecting Highway - Laws of 1959, Chapter 132, Subdivision 1-3.

Subdivision 1. The commissioner of highways was authorized to enter into agreements with the province of Manitoba, subject to Congressional approval, for the establishment, location, construction, maintenance and operation of a connecting road from the main part of Minnesota to the Northwest Angle and with an equitable division of cost and responsibility to be shared by both.

Subdivision 2. Congress must give approval to such agreement and appropriate a sum of money sufficient to pay Minnesota's share of the cost of the proposed highway.

* Laws of 1965, 161.141 through 161.145

Subdivision 3. Upon approval of Congress and appropriation of money by Congress as provided in Subd. 2 the Commissioner of Highways may then proceed to carry out the terms outlined in Subd. 1.

(c) Great River Road, Location of One of the Routes - Laws of 1961, Chapter 580, Subdivision 1.

The commissioner of highways was directed to locate, as one of the routes, the section from Itasca State Park to Red Lake to connect with the Western Leg as it exists today.

(d) Great River Road, Designation - Laws of 1963, Chapter 143, Subdivision 1-2.

The commissioner of highways was directed to designate, establish, and locate the official route of the Great River Road as authorized by Minnesota Statutes, Section 161.142. Under this chapter is also designated the Easterly and Westerly Legs to the Canadian border. Also, under Section 2, the commissioner of highways, in establishing the location of the route, could designate and mark not only trunk highways, but also other highways, streets, or roads included.

(e) Great River Road, Alternate Route - Laws of 1963, Chapter 168, Subdivision 1.

The commissioner of highways designated, established and located an alternate route of the Great River Road between the Easterly and Westerly Legs, from Blackduck to Warroad.

(f) Great River Road, Alternate Route - Laws of 1967, Chapter 326, Section 1-2.

The commissioner of highways designated, established and located two more alternate routes of the Great River Road: One from Little Falls to Itasca; and one from Motley to Bemidji.

2. Financial Assistance from Counties - Laws of 1963, Chapter 169

County boards of the 24 counties lying adjacent to the Great River Road were authorized to provide financial assistance to the Mississippi River Parkway Commission of Minnesota, the commissioner of highways, or the division of state parks in the construction, development and promotion of the Great River Road. A sum of not more than \$2,000 per year is authorized to come from county treasuries, or to be levied for the purpose of making such grants.

3. Control of Advertising

(a) Laws of 1965, Chapter 173

A law providing for zoning and other regulations for the control of the erection or maintenance of advertising devices on lands adjacent to certain highways.

The following routes coincidental with the Great River Road were declared "scenic", thus eliminating advertising devices within 660 feet of the right of way:

Trunk Highway No. 61 - From Red Wing to LaCrescent
Trunk Highway No. 26 - From LaCrescent to South State Line
Trunk Highway No. 11 - From Jct. T.H. 72 to Baudette

(b) 1967 Amendment to Laws of 1965, Chapter 173

Provided for the establishment of Trunk Highway 31 and Trunk Highway 92, from Itasca to Bagley as "scenic".

4. Authorization of State Commission - Laws of 1963, Chapter 875

This commission was established to be the official state agency to cooperate with the Interstate Mississippi Parkway Commission and the federal government to aid in promoting, planning, construction maintenance, and improvement of the Great River Road in Minnesota.

The commission is composed of three members appointed by the Governor, three state senators and three state representatives. Ex-officio members are the commissioners of highways and conservation, and the director of the Minnesota Historical Society.

B. FEDERAL LEGISLATION

1. Public Law 262, 81st Congress, August 24, 1949

Authorization for the Bureau of Public Roads and the National Park Service to make a feasibility study of the proposed route of the Mississippi River Parkway with an appropriation of \$250,000.

2. Federal-Aid Highway Act of 1954, Section 14

Authorization to expend \$250,000 from the administrative fund of the Bureau of Public Roads and National Park Service for the expedition of interstate planning and coordination of the Great River Road.

10 years later Public Law 88-660, amended this Act and authorized an increase from \$250,000 to \$500,000, and provided for these funds to be apportioned to the various river states on the basis of their relative needs.

3. Highway Beautification Act of 1965

Establishment of National System of Roads and Parkways and a program for scenic enhancements which includes the acquisition of interests in scenic strips adjacent to scenic highways, landscape planting, and construction of roadside rest areas.

Federal allotment to Minnesota under the Highway Beautification Act amounts to approximately \$1.5 million in fiscal 1966, and \$1.6 million in fiscal 1967, from federal general revenue funds. No further beautification funds have been made available.

NEW LEGISLATION

1. Highway Department Proposal (See Appendix "A")

The following is in response to the Minnesota Mississippi River Parkway Commission's letter dated September 28, 1970, whereby the Highway Department is requested to designate a "Specific Route" for the Great River Road in Minnesota.

Attached is a preliminary draft description of the "Specific Route" recommended by the Department, which is hereby submitted to the "Commission" for their review and approval prior to the preparation of proposed legislation.

From its southern extremity at the Minnesota-Iowa border to the City of Hastings, the route as recommended by the federal report of 1956 is retained as a part of the "Specific Route" with only minor variations in the description to reflect Trunk Highway renumbering.

From the City of Hastings northward to St. Paul the route established by Minnesota Statutes 1963 on Trunk Highway No. 61 to the junction with Warner Road in St. Paul is recommended for this segment. This route was selected because it permits the inclusion of the St. Paul Skyline View route, a river level route with many points of interest, leading to the twin east and west bank routes on existing boulevards in the Twin Cities. It also maintains route continuity to Fort Snelling and in addition provides convenient access to such other important places as Battle Creek and Indian Mounds Park. The west bank route, northward from Fort Snelling through Minneapolis, coincides with the route established by both 1963 State Law and the 1966 federal study. The east bank route in St. Paul is an addition following existing East Mississippi River Boulevard which parallels its west bank counterpart in Minneapolis.

Northward from Minneapolis to St. Cloud the proposed route follows the 1966 federal study recommendation. (St. Cloud is a terminus of both the 1962 and 1966 federal studies.) The route recommended by the 1962 federal study from St. Cloud to its northern terminus near Little Winnibigoshish Lake was selected for that portion of the specific route.

The route recommended in the forthcoming federal study for that portion of the route from the terminus near "Little Winnie" to Bemidji is retained as part of the specific route.

The route established by 1963 State Laws between Bemidji and Canada was selected since it provides a single route with a desirable sequence of travel and service to the two Canadian Provinces of Ontario and Manitoba without sacrificing significant scenic or historical values. The proposed international bridge at Baudette, spanning the Rainy River, will provide the point of entry to the Province of Ontario. This point of entry should be quite amenable to Ontario since it presents desirable traffic distribution pattern possibilities on the Canadian side.

Access to the Province of Manitoba is via Trunk Highway No. 11 from Baudette to Warroad and northerly on Trunk Highway No. 313 from Warroad to the point of entry at the Canadian border.

Adoption of this proposed route will require repeal of the following Sections of Minnesota Statutes:

1. Section 161.143 which locates that portion of the Westerly Leg from Itasca State Park to the junction of Trunk Highways No. 1 and 89 west of the Red Lakes.
2. Section 161.144 which is the description of the currently designated route of the Great River Road from the Iowa border to Canada, including the description of the Easterly Leg to International Falls and the northerly portion of the Westerly Leg from the junction of T.H.s No. 1 and 89 west of the Red Lakes; (described in Section 161.143 noted above.)
3. Section 161.145 which describes the location of the alternate route from the junction of Trunk Highways No. 71 and No. 72 in Blackduck to Baudette and then to Warroad. This location is preserved in the new proposal with the addition of the extension along Trunk Highway 313 from Warroad to the port of entry on the Canadian border.
4. Section 161.146 location description for alternate route from Little Falls to Motley, Wadena, Park Rapids and junction with Trunk Highway No. 31 north of Park Rapids.
5. Section 161.147 location description for alternate route from Motley on Trunk Highways No. 64, No. 31 and No. 71 to Bemidji.

2. LEGISLATIVE CHANGES RECOMMENDED BY MINNESOTA COMMISSION
(See Appendix "B")

The changes in the Minnesota statutes recommended by the Commission are for the most part corrective in nature to bring the membership and dues structure in line with the other states.

In addition, it should be noted that a new concept of legislative overview of the work of other interstate organizations funded with state funds is introduced in proposed new Subdivision 7. (See Appendix "B") It suggests that the Commission as part of its regular activities participate in, or audit the activities of the various planning and compact activities along the Mississippi River. The proposed new amendment adds a new reporting role to the legislature on all state-funded programs along the river in Minnesota.

CHAPTER III

AGENCY RESPONSIBILITY

1. River

12 Foot River Channel.

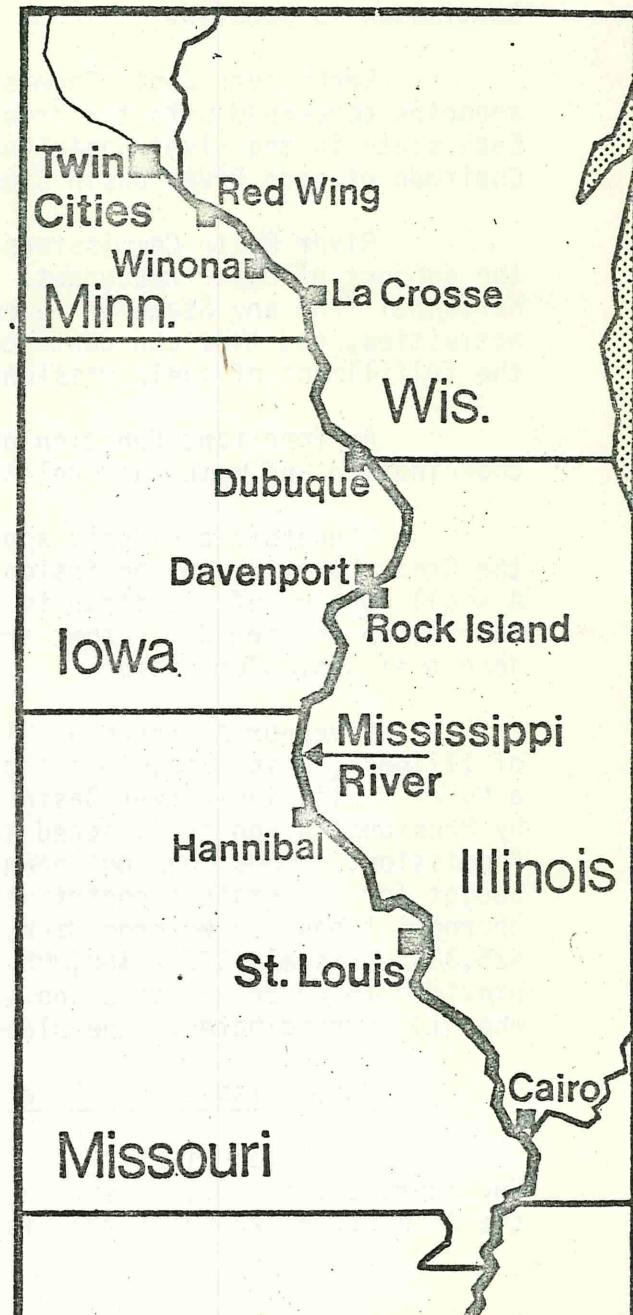
The U.S. Army Corps of Engineers has recently proposed a study to deepen the channel of the Upper Mississippi from its present 9 foot depth to 12 feet from Cairo, Ill., to Minneapolis-St. Paul.

Proponents of the deeper channel claim that the deeper channel is necessary to permit the most economic use of existing channels and to help the economic development along the river by providing cheaper barge freight.

At the same time ecologists, boaters and recreational groups have started to raise questions about the environmental impact of the project. Truck lines and railroads which are in competition with barge lines have also started raising questions about the use of federal funds to aid their competition.

The study is expected to complete its studies by mid-1975 and will then hold public hearings.

Effect of the proposed improvement has not been considered by the Bureau of Outdoor Recreation on their recent proposal for a National Recreation Area along the Upper Mississippi River.



Map reprinted from Mpls. Tribune

2. Planning

Upper Mississippi River Basin Commission

Title II of the Water Resources Planning Act (PL 89-80) provides for the establishment of River Basin Commissions when such a request is submitted by the Governors of the states in which a Commission is located.

Each River Basin Commission includes members from those Federal agencies concerned with the problems of water and related land resources. Each state in the River Basin Commission is likewise represented. The Chairman of each River Basin Commission is appointed by the President.

River Basin Commissions have the authority to hold hearings on the subject of water resources. They can request the services of personnel from any State or Federal agency in furtherance of their activities, and they can contract for technical services necessary to the fulfillment of their missions.

An important function of a River Basin Commission is that of coordination and water and related land use planning.

Minnesota currently appropriates funds for participation in the Great Lakes Basin Commission and the Red River Souris Basin Commission. A small portion of the state is also in the Missouri Basin, and if a Commission is formed for that area Minnesota will also be requested to join that Basin Commission.

Governor Anderson of Minnesota has recently joined the Governors of Illinois, Wisconsin, Iowa and Missouri in requesting the creation of a Upper Mississippi River Basin Commission. An executive order issued by President Nixon is expected to be forthcoming shortly creating the Commission. Funds have not been provided to date in the Governor's budget for the state's contribution to the Commission. Estimated appropriations needed from Minnesota are as follows: Fiscal 1972 - \$25,000. Fiscal 1973 - \$50,000. In addition, funds will have to be provided to cover the time and expenses of the employees of the state who will participate in the planning efforts of the Commission.

Upper Mississippi River Comprehensive Basin Study

The Upper Mississippi River Basin Study by the Army Corps of Engineers covers 189,000 square miles drainage area north of the mouth of the Ohio River excluding the Missouri River Basin including parts of the

seven states of Missouri, Illinois, Indiana, Iowa, Wisconsin, South Dakota, and Minnesota.

The final report consists of seventeen major appendixes and the Summary main report:

- (a) History of Investigation
- (b) Aesthetic and Cultural Values
- (c) Climate and Meteorology
- (d) Surface Water Hydrology
- (e) Groundwater and Geology
- (f) Mineral Resources
- (g) Fluvial Sediment
- (h) Water Supply and Quality Control
- (i) Flood Control
- (j) Navigation
- (k) Recreation
- (l) Fish and Wildlife
- (m) Power
- (n) Agriculture
- (o) State and Federal Water Laws, Policies and Procedures
- (p) Economic Base Study and Projections
- (q) Framework for Development

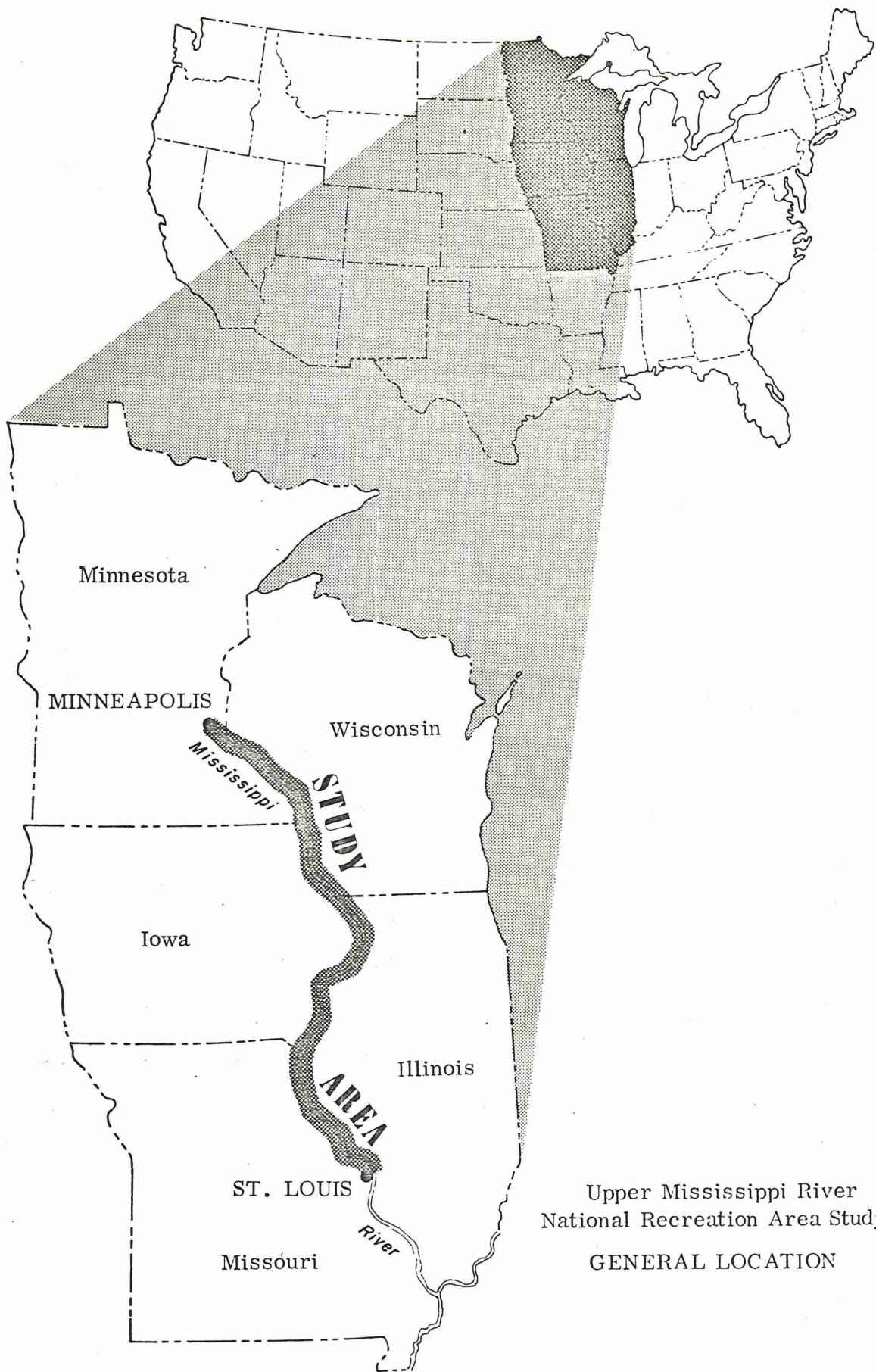
Data collection, applied research and administrative improvements are considered in the over-all report. Twenty-three Federal offices are taking part plus representation from numerous agencies in the seven states. The Federal budget for this study was \$4 Million. (Copies of the report are available in the office of the State Planning Agency.)

3. Recreation

Upper Mississippi Valley National Recreation Area

The Mississippi River Parkway Commission at its convention in August 1970 endorsed the concept of a National Recreation Area from St. Louis, Missouri to Minneapolis-St. Paul. The Minnesota Commission has not reviewed the specific recommendations for the Minnesota portion of the recreation area and has no recommendations at this time.

This proposed recreation area has been developed by a task force as a result of a two-year study by the Bureau of Outdoor Recreation, the Bureau of Sport Fisheries and Wildlife, the National Park Service, the Army Corps of Engineers and representatives of Missouri, Iowa, Minnesota, Illinois and Wisconsin.



Prepared by Bureau of Outdoor Recreation, Dept. of Interior

First estimates of the cost of the project is \$360,000,000. In Minnesota the total cost of land to be acquired is \$50,000,000, and \$13,600,000 for development. The formula for Federal participation, as well as approval of the project, will have to be decided by Congress.

*

NOTE:

A bill to authorize establishment of the Upper Mississippi National Recreation Area was introduced in Congress on March 3, 1971. Sponsors were as follows: Representatives John Kyl, Iowa; Joseph Karth, Minnesota; Melvin Price, Illinois; Fred Schwengel, Iowa; Joe Skubitz, Kansas; Roy Taylor, North Carolina; Vernon Thomson, Wisconsin, and Chairmen Wayne Aspinall, Colorado and John Saylor, Pennsylvania, of the House Interior Committee.

The task force has recommended a nine-member council with staff services to be provided by the Secretary of the Army. It is proposed that the Council include four representatives from the federal agencies and five from the states.

Minnesota's representation on the Task Force has raised many questions about the project which have not been completely resolved at this time. (A complete report on the project is available in the files of the Minnesota Resources Commission and the State Planning Agency.)

4. Minnesota-Wisconsin Boundary Area Commission

Program emphasis for the past two years has been on development of new cooperative joint planning and research efforts in such diverse fields as:

- 1) Creation of a St. Croix River Intergovernmental Planning Conference of the 40 local governments in the Lower St. Croix Valley to coordinate zoning, recreational use and conservation activities in the popular, rapidly-developing river corridor.
- 2) Stimulation of formulation of a master alert and mobilization plan by federal and state agencies and industry groups for effective response to accidental pollution spills in the Upper Mississippi waterway.

* Minneapolis Tribune, March 4, 1971.

- 3) Creation of an Interstate Ecological Research Council, as an outgrowth of the Commission's Conference in St. Paul in October of 1970, to draw together a cooperative program for ecological research to eliminate gaps in scientific knowledge on the unique resources of the Interstate region.

The Commission has played a key role in assisting its sponsor states on the federal study of the Lower St. Croix as a potential component of the National Wild and Scenic Rivers System, and conducted the first detailed study of boating traffic on the Lower St. Croix in anticipation of the need for developing better controls on river use to avoid over-crowding and deterioration of the recreational qualities of the area.

In the future, the Commission intends to seek Congressional consent to its Interstate Compact in order to effectively serve as a partner with its sponsor states in an Upper Mississippi River Basin Commission, should one be formed. It also plans to continue to serve as the clearinghouse for on-scene facts, information and coordination relative to the far-reaching proposals expected soon on the Lower St. Croix Wild and Scenic River plan and the Upper Mississippi River National Recreation Area.

PROPOSED LEGISLATIVE DESCRIPTION
OF GREAT RIVER ROAD IN MINNESOTA

161.143 Great River Road; Location of Route. Subd. 1

The commissioner of highways shall designate, establish and locate the Great River Road described in Laws 1959, Chapter 411 and authorized by Minnesota Statutes, Section 161.142 as follows:

Beginning at the boundary line between the states of Minnesota and Iowa on Trunk Highway No. 26; thence northerly on Trunk Highway No. 26 to junction with Trunk Highway No. 61 at La Crescent; thence northwesterly and northerly on Trunk Highway No. 61 to junction with Trunk Highway No. 316 in Red Wing; thence northerly on Trunk Highway No. 316 to junction with Trunk Highways No. 55, 316 and 61 at Hastings; thence northerly and northwesterly on Trunk Highway No. 61 to junction with Ramsey County State-Aid Highway No. 36 (Warner Road); thence westerly on State-Aid Highway No. 36 to junction with Shepard Road in St. Paul; thence southwesterly on Shepard Road to junction with Trunk Highway No. 5 and East Mississippi River Boulevard in St. Paul; (A terminus point for the west bank route in Minneapolis, the description of which follows subsequently.) thence northerly on East Mississippi River Boulevard to junction with Trunk Highway No. 12 in St. Paul; thence westerly on Trunk Highway No. 12 to junction with Interstate Route No. 35W in Minneapolis; (A point in common with the west bank route in Minneapolis).

The description of the west bank route in the City of Minneapolis is as follows: From the junction of Trunk Highway No. 5, East Mississippi River Boulevard and Shepard Road in St. Paul; thence southwesterly on Trunk Highway No. 5 to junction with Trunk Highway No. 55 at Fort Snelling; thence northwesterly on Trunk Highway No. 55 to junction with Godfrey Road in Minneapolis; thence northeasterly on Godfrey Road to junction with West Mississippi River Boulevard; thence northerly on West Mississippi River Boulevard to junction with Third Street in Minneapolis; thence

westerly on Third Street to junction with Cedar Avenue and Trunk Highway No. 12; thence westerly on Trunk Highway No. 12 to junction with Interstate Route 35W. At this point the east and west bank route joins and the Great River Road continues as follows: thence southwesterly and westerly on Interstate Route No. 35W to junction with Interstate Route No. 94 thence on Interstate Route No. 94 to junction ^{at} Trunk Highway No. 101 at the City of Rogers; thence northwesterly on Trunk Highway No. 101 to junction with Wright County, State-Aid Highway No. 39; thence northwesterly on State-Aid Highway No. 39 to junction with Interstate Route No. 94 at Monticello; thence northwesterly on Interstate Route No. 94 to junction with Trunk Highway No. 152 in St. Cloud; thence northerly on Trunk Highway No. 152 to junction with Stearns County State-Aid Highway No. 1; thence northwesterly on State-Aid Highway No. 1 to north Stearns County line; thence northwesterly on Morrison County State-Aid Highway No. 21 to junction with Morrison County State-Aid Highway No. 25; thence northerly on State-Aid ^{Highway} No. 25 to junction with Morrison County Road No. 224; thence northerly on County Road No. 224 bypassing the City of Little Falls to the west to junction with Morrison County Road No. 213; thence northerly on County Road No. 213 to junction of Trunk Highway No. 115 and the southern boundary of Camp Ripley; thence generally following along the westerly and northerly side of the Mississippi River or adjacent thereto, through Morrison, Cass and Crow Wing Counties to junction with Crow Wing County State-Aid Highway No. 11 at the east boundary of Crow Wing Forest in Perry Lake Township; thence northeasterly on State-Aid Highway No. 11 to east Crow Wing County Line; thence easterly on Aitkin County State-Aid Highway No. 24 to junction with Aitkin County State-Aid Highway No. 21; thence easterly and northeasterly on State-Aid Highway No. 21 to junction with Trunk Highway No. 169; thence generally following along the easterly and southerly side of the Mississippi River or adjacent thereto, to

junction with Trunk Highway No. 232 near the City of Pallisade; thence easterly on Trunk Highway No. 232 to junction with Trunk Highway No. 65 connecting to Aitkin County State-Aid Highway No. 10 in Section 2 Libby Township; thence northerly on State-Aid Highway No. 10 to north Aitkin County Line; thence northwesterly on Itasca County State-Aid Highway No. 3 to junction with Itasca County Road No. 448; thence generally following along the west side of the Mississippi River bypassing the Cities of Grand Rapids and Cohassent to the south to junction with Trunk Highway No. 2 at the west limits of Cohasset; thence northwesterly on Trunk Highway No. 2 to junction with Itasca County State-Aid Highway No. 11; thence northwesterly and bypassing Deer River to the north to junction with Trunk Highway No. 46 west of Deer River; thence on Trunk Highway No. 46 to junction with Itasca County State-Aid Highway No. 9 north of Little Winnibigoshish Lake; thence northwesterly and generally following the shoreline of Lake Winnibigoshish to the Mississippi River Inlet located on the west shore; thence generally following the north bank of the Mississippi River to Cass Lake; thence generally following the north shorelines of Cass Lake and east and south shorelines of Buck Lake to junction with Beltrami County State-Aid Highway No. 33; thence westerly and easterly on State-Aid Highway No. 33 to junction with Beltrami County State-Aid Highway No. 8; thence southwesterly passing between Wolf and Little Wolf Lakes to junction with Trunk Highway No. 2; thence westerly and northwesterly on Trunk Highway No. 2 to junction with Beltrami County Road No. 404; thence westerly on County Road No. 404 to junction with Trunk Highway No. 71. (A point common to the continuation of the route to the Canadian border and to "The Source" at Lake Itasca; the description of the route to "the Source" follows subsequently) thence northerly and northeasterly on Trunk Highway No. 71 to junction with Trunk Highway No. 72 in Blackduck; thence northerly on T.H. No. 72 to junction with T.H. 11 in Baudette; (point of connection to the Canadian Province of Ontario, across the Rainy River.) thence westerly on T.H. No. 11

to junction with T.H. No. 313 in Warroad; thence northerly on T.H. No. 313 to the port of entry to the Canadian Province of Manitoba and there terminating.

Route to "The Source"

Beginning at the junction of T.H. No. 2, T.H. No. 71 Beltrami County State-Aid Highway No. 11 and Beltrami County Road No. 404; thence westerly on State-Aid Highway No. 11 to the northwest of Lake Marquette; thence southwesterly passing to the north of Fern Lake and generally following the south and east bank of the Mississippi River in Beltrami, Hubbard and Clearwater Counties to Lake Itasca and there terminating.

A bill for an act

relating to the Mississippi river parkway commission; amending Minnesota Statutes 1969, Section 161.1419, Subdivisions 2, 3, 4, and 6.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

Section 1. Minnesota Statutes 1969, Section 161.1419, Subdivision 2, is amended to read:

Subd. 2. The commission shall be composed of nine 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 highways, the commissioner of conservation, and the director of the Minnesota historical society shall be ex officio members, and shall be in addition to the nine 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.

of the Sec. 2. Minnesota Statutes 1967, Section 161.1419,
Subdivision 3, is amended to read:

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.

may b Sec. 3. Minnesota Statutes 1967, Section 161.1419,
Subdivision 4, is amended to read:

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. The
~~commission shall use the available facilities and~~
~~personnel of the legislative research committee.~~
Reimbursement for expenses incurred shall be made
pursuant to the rules governing state employees.

Sect. 4. Minnesota Statutes 1967, Section 161.1419,
Subdivision 6, is amended to read:

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 of ~~not to exceed \$1,000~~
for its equal share of the planning program of the national
commission.

Subd. 7 is added to read:

Subd. 7. The Commission may review the programs of the various
interstate compacts and Commissions involved in water and land use
activities along the Mississippi River in Minnesota and report to the
Legislature biennially any duplication of programs and funding as well as
its recommendations for new legislation.

