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## Locating the upper Mississippi

by Molly MacGregor

The Mississippi River, from its headwaters down river, literally "wearing out," as a Washington, D.C.-based environmental group recently charged?

Is the Mississippi River "lucky" that a recent oil spill occurred during late winter and that the cleanup was indeed responsive?

And are environmental groups and governmental agencies neglecting to consider the impact of threats on the portion of the river above the Twin Cities, especially the headwaters portion from Lake Itasca to Little Falls?

The Mississippi has received special attention recently, due to real and perceived pollution problems. Observers discuss the "Upper Mississippi," but seem to define the river as if its headwaters were in Anoka and not 500 river-miles above there.

The recent oil spill in Grand Rapids demonstrates there is a potential for environmental disaster on the Mississippi River in northern Minnesota. Low-water conditions in 1988 reminded Twin Citians that living downstream isn't always pleasant. The river's fortunes

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## Public/private 'sales force' to seek state opportunities for job creation

by Stephen Alnes

For all its past state-promoted efforts at economic development, Minnesota has never had a sales and marketing force out on the road making calls and seeking opportunities, according to E. Peter Gillette Jr., the new commissioner of the Department of Trade and Economic Development.

He hopes to change that with a public-private program called Advantage Minnesota that was approved and funded for \$400,000 in the recent legislative session with the requirement that at least an equal amount be raised from the private sector.

"We do not have right now anything in state government but a

reactive response," Gillette said in an interview. "If somebody were to mention that XYZ Corp. in Montevideo is thinking about expanding, and somebody from the Montevideo Industrial Development Corp. would call our office, we would respond when the phone rings. But by that time, the decision may in large part already have been made and made adversely. They've already decided to expand, but they've decided to move the expansion to South Dakota, or what have you."

Gillette wants to change the state's approach from reactive to active. "Advantage Minnesota... will have

people trained in the field utilizing and tapping into existing networks ...making calls, doing marketing research, building statistical bases on which we can measure what is taking place, using advertising."

Gillette contended the top 100 employers in Minnesota have "never been called upon in an active way by anybody in state government. I dread the day of waking up...and reading...a headline that Honeywell has decided to move 1,200 jobs from Golden Valley to Phoenix. Now that doesn't mean I'm presumptuous enough to think that we can totally reverse that kind of after-the-fact decision. But

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## Despite educational achievements, Catholic schools fight to survive

By Bernard Casserly

When I left daily newspapering for religious journalism a long time ago, I learned about a secret study commissioned by America's Catholic bishops to discern public attitudes about federal aid to education and other issues.

The bishop who told me about the private Gallup poll is gone now, so I feel free to talk about one finding that surprised my episcopal informant. It reported that the public at

large viewed very positively the word "parochial" as a label for Catholic parish schools.

Although "parochial" is often used in the sense of narrow or provincial, the term "parochial school" was widely viewed as positive and better liked than "nonpublic," "independent," "church" and other common terms for parish schools.

That study was made three decades ago, and the image of U.S. parochial schools is getting better every day—at least in the public view.

ITEM: *Wall Street Journal* reporter Gary Putka wrote (March 29) that studies citing the superiority of parochial over public schools "have become a torrent," and the evi-

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# How will University fare against new Megacollege?

If it makes sense to merge three of the state's four public higher-education systems into one, why wouldn't it also make sense to include the fourth system?

The Legislature, after years of rejecting proposals to merge various parts of the systems and only semi-successful attempts to clarify which system is supposed to do what for whom, suddenly this year ordered a merger in 1995 of the Community College System, the Technical College System and the State University System.

The only one of the four public systems left out of Megacollege is the University of Minnesota. The University has special constitutional status granting it a degree of autonomy; a constitutional amendment presumably would be necessary to include the University in the new structure.

It is way too early to worry seriously about the effect on the University of being left out of Megacollege. So I will worry just a little bit. It's early, because we can't be sure how the merger will play out or maybe even whether it will play out.

Ideally, what would emerge from the consolidation is a strong, effective, efficient, cohesive, rational

mechanism for delivering postsecondary education and training of the sort now provided by the three merging systems—ranging from remedial studies and nonbaccalaureate vocational education to master's degrees in the liberal arts and sciences.

But there is a long way to go from here to there over a road marked by parochial political obstacles, academic enclaves, jurisdictional lines of long standing and more than a few historical plaques. We might not finish the trip.

But should it happen, the new system could have—based on current numbers—something like 160,000 students and more than 50 campuses. The University, in contrast, could have somewhere around 50,000 students on its five campuses.

In the current system, the University is of roughly similar size to each of the other three systems in terms of students if not in numbers of campuses. It has been, unquestionably, the state's higher-education flagship. In the new order, what will its status be?

## Muddling Through

by Stephen Alnes

The Legislature took the time this year to set forth in the law, as well as it has ever been done, a succinct statement of the missions of each of the four systems. It said technical colleges should offer vocational training and education to prepare students for skilled occupations that do not require a baccalaureate degree.

It said community colleges should offer lower-division instruction in academic programs; in occupational programs in which credits earned will be accepted for transfer to a baccalaureate degree in the same field; and in remedial studies, for students transferring to baccalaureate institutions and seeking associate degrees.

It said state universities shall offer undergraduate and graduate instruction through the master's degree in the liberal arts and sciences and professional education. And it said the University of Minnesota shall offer undergraduate, graduate and professional instruction through the doctoral degree and should be the primary state-supported academic agency for research and extension services.

Question: Which of those four missions is most likely to be perceived by legislators and their constituents as elitist? The University already heard the elitist charge because it has said publicly that it needs to sharpen its focus in order to do what no other state institution is expected to do.

Second question: How has Minnesota dealt in the past with elitism, pretensions to same and perceptions of same? Third question: In competition for limited taxpayer dollars between Megacollege and the University in the future, which institution will be more likely to find favor in the Legislature?

My own answers to those questions lead me to worry—just a little, as noted above—about how the University will fare in the future in legislative tussles with Megacollege. I have the feeling, unsupported by anything other than hunch, that the University would be better off under the same board that will be overseeing the other three branches of higher education than in competition with it.

*The opinions above are those of the writer and not of the Citizens League.*

## One-tenth of vehicle trips in just one corridor

Doug Differt, chief transportation engineer for the Minnesota Department of Transportation, at Citizens League meeting May 21.

What's the profile of I-35W? The project limits are from south of the Minnesota River all the way up to where we are now (downtown Minneapolis), approximately 14-15 miles in length...Average daily traffic north of Lake Street: 173,000 vehicles a day...(There are) 12,000 bus passengers every weekday moving down this corridor...(We make) 7 million vehicle-trips a day in the seven-county metro area; one-tenth of them are on this corridor...

The draft environmental-impact statement (EIS) is expected to be completed by December of this year. (After some public hearings) a preferred alternate will be selected. There will be a completion of the final EIS, hopefully by the fall

of 1992.

Construction is difficult because we really don't know where the money is coming from at this point. At the federal level, in October of this year there will be a new federal highway transportation bill. It will be the first bill that doesn't have elements for interstate completion. For many years the federal programs were held together by interstate projects and funding. That will be over. We will move into new things.

There will be a system of (roads of) national significance...Of the 12,000 miles of trunk highway we've got in Minnesota, we will have about 3,500 or 4,000 miles left on a system of national significance...It will likely be the last part of the 90s before we get this (I-35W construction) going...

Six alternates are being evaluated

in the draft EIS...

- Diamond lanes: The diamond-lane concept has four continuous lanes and one continuous-access high-occupancy vehicle (HOV) lane in each direction...
- Light-rail transit: We'd have four continuous lanes in each direction plus the LRT concept, probably in the median.
- LRT on the Soo Line alignment: Four conventional lanes in each direction and an LRT line over on the Soo Line Railroad.

- Lane conversion: Three conventional lanes in each direction and one diamond lane in each direction. The diamond lane just means it's an exclusive lane for carpools, marked with diamonds.
- Lane conversion plus LRT: Three conventional lanes in each direction, one diamond lane in each direction, and LRT in the median. That's the one the neighborhood folks have been speaking about quite a bit.
- Then there's the clas-

sic that is in every one of these EISs, and that is: Do nothing...

How long before the new highway will have congestion problems? The design year for the proposed facility is the year 2010—only 19 years away. It will probably be the latter 90s before we get this thing built, so you've really got a 10-year horizon. The theoretical capacity is how many vehicles could go down the road (on a nice day). Then you've got a practical capacity and a maximum...Theoretical capacity is level of service "A"—it is very, very good...We'll be at (theoretical capacity) at about the time we open up...

We have to do something else instead of just having space. Then when we get into the system "management." As we dealt with roads in the past, we did them for vehicle designs; we're trying to do people designs now...



# Governor sets veto record; more in sight

New revenues totaling \$607 million were approved by the Legislature. Included are an income-tax increase for couples with taxable income above \$100,000, a sales-tax increase of half a percentage point subject to local-government approval, a 12-cent increase on cigarette taxes, a sales tax on kennel services and telephone paging services, a \$7.50 surtax on car rentals. Local governments that don't approve the half-point increase in the sales tax will lose state aids. The property-tax rate on the value of homesteads above \$100,000 will be lowered from 3 percent to 2 percent over two years, and tax rates on large businesses, rental housing and cabins were lowered.

Gov. Carlson set a new record for vetoes in a single year when he topped 15, the previous record held by Gov. Karl Rolvaag. More Carlson vetoes were expected. Among Carlson's vetoes: A measure cutting the cost of worker compensation to employers by an estimated 12 percent; the DFL-controlled Legislature's plan for redrawing the lines for legislative districts; a bill that would have prevented employers from hiring permanent replacement workers during a strike; a bill to extend by one year a ban on the use of bio-synthetic bovine somatotropin, an artificial hormone that increases milk production by dairy cows.

The first step in creation of a state health-insurance program for the uninsured was approved by the Legislature to begin in October 1992. It will be funded by a tax on cigarettes.

## The Minnesota Journal

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## Keeping Up

*A recap of events that occurred when you allowed your attention to wander for just a few moments there late in May.*

The Legislature approved a package of financial incentives totaling more than \$700 million to get Northwest Airlines to build high-tech maintenance bases in Duluth and Hibbing. The airline also seeks additional investment of \$200 million from the State Board of Investment.

Northwest Airlines Chief Executive John Dasburg said building a new Twin Cities metropolitan airport would be a financial mistake.

The state universities, the community colleges and the technical colleges would be merged into a single higher-education system with a single board by 1995 under a law passed by the Minnesota Legislature. Among the state's publicly supported higher-education institutions, only the University of Minnesota would not be included in the megastructure.

Terrence MacTaggart, head of the University of Wisconsin-Superior, was named chancellor of the Minnesota State University System. The State University System announced that in 1994 it will begin requiring entering freshmen to have completed a college-preparatory curriculum while in high school. Douglas Treadway, president of Southwest State University, Marshall, was named chancellor of the North Dakota university system.

The Legislature approved the concept of "chartered schools" under which licensed teachers could launch their own schools with approval of a school district. An increase in the school year over 10 years to 190 days was approved.

The Legislature abolished the State Planning Agency but created a state Office of Strategic and Long-Range Planning with a director appointed by the governor. The new office is charged with developing an integrated long-range plan for the state. It will perform some of the duties now performed by the State Planning Agency.

A law providing \$17.1 million to restore lost wetlands and to compensate landowners for not drain-

ing swamps was passed by the Legislature.

The Legislature approved appropriation of \$1 million to help finance staging of the 1992 Superbowl and the college basketball Final Four championship playoffs at the Metrodome. The money, promised under the administration of Gov. Perpich, was not identified as to purpose in the appropriations bill.

The Metropolitan Council approved an amendment to Chanhassen's comprehensive land-use plan that adds 2,780 acres to the Metropolitan Urban Service Area, meaning the area is eligible to receive urban services such as sewers and can have higher-density development than previously permitted.

The Board of Education approved an "outcome-based" plan by which all students by 2000 would have to demonstrate competency in various ways. The Board also approved a desegregation plan under which Twin Cities suburban school districts will have to help Minneapolis and St. Paul desegregate.

The Pipestone County Board voted to dissolve the Verdi School District at the end of the 1993 school year in response to a petition from residents of the district, which has only 48 students.

The Interstate Commerce Commission approved the proposal of Otter Tail Valley Railroad, Fergus Falls, to shut down 94 miles of track between Dalton and Avon. Soo Line Railroad sold a line from Hopkins to Appleton to the new Twin Cities and Western Railroad.

Four off-track, year-round horse-race-betting parlors can be opened by Canterbury Downs under terms of a new law. The measure is subject to a constitutional challenge. The Legislature also repealed a requirement for mandatory posting of winners of major pulltab prizes.

Washington County awarded a \$24 million contract for construction of a 150-bed jail.

Seventy professional and clerical employees of Aitkin County ended their 35-day strike.

The police departments of Vernon Center and Amboy in Blue Earth County will merge in June.

Red Wing School District voters rejected a \$12.5 million bond referendum by 176 votes. Clarkfield School District voters approved two bond issues for \$295,000 and \$395,000.

Mountain Lake's financially troubled city hospital suffered another setback as one of the town's two doctors resigned and the hospital administrator offered to resign.

Mankato State University faculty took a formal vote of no confidence in President Margaret Preska.

Blue Earth County Board approved a plan to make the county a candidate for a regional household hazardous-waste center.

Watkins City Council renewed Endeco Inc.'s permit for a proposed medical-waste burner at the same time it requested the state to require an environmental study of the project.

Minnesota Pollution Control Agency fined USX Corp. \$192,000 for installing equipment at its Minntac plant in Mountain Iron without air-pollution permits.

St. Cloud Township supervisors voted to ask the City of St. Cloud to extend sewer and water service in exchange for a portion of the property taxes generated by developing the land.

Minnesota Municipal Board set a July date for Island View residents to vote on the dissolution of their city.

Students from Wadena and Deer Creek staged a walkout to voice their support for a proposal to pair the schools.

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# Gillette

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I can tell you that if we had an active calling program on those 100 employers, we will be far better informed and know, ideally, what is going on in their minds, what their needs are..."

That's just the big employers, Gillette added. "We know for a fact that the real job growth occurs with the smaller and medium-sized businesses. Because they are so finely dispersed throughout Greater Minnesota, we come in after the fact or when some kind of rumor is picked up. We probably only capture in our office...one in 50 of those proposed considerations. With an active calling program, with an active involvement throughout the state, ideally we're going to be able to get at the front end and help those smaller and medium-sized companies as they make their decisions."

As an example, Gillette said, the Department of Trade and Economic Development (DTED) picked up "late in the game" a report that Wal-Mart Stores, Inc., was "browsing through southern Minnesota and, we were also told, western Wisconsin to locate a major warehouse facility."

The firm had identified two locations in southern Minnesota and a third prospective site in Wisconsin. "We learned about this so late that our ability to interact with the Wal-Mart people was almost lost," Gillette said. "We could easily have lost that facility to Wisconsin and never even known that we were in the running."

When DTED's "scouts" find an opportunity, Gillette said, "we will sit down with them (company managers) and help them go through the process of identifying their needs, what type facility or



*Helping business.*

facilities they are considering to meet those needs, how they expect to finance, the timing sequence ...and basically try to match those parameters with communities that are going to meet those needs. We'll try to do some marriage-brokering, as it were," he said.

Advantage Minnesota won't get involved in actual site location, "but we will give to a prospect the names of communities that we think more closely approximate their requirements and let them deal directly with those communities. We will also try to provide a knowledge base of other technical resources, either with us or with other organizations, that may require special handling.

Gillette said the only tool the department has right now "to directly influence the decision-making of the movement and creation of jobs" is the Economic Recovery Grant program—a \$5.5 million annual appropriation.

Although he said he could not predict the size of Advantage Minnesota, Gillette said, "I don't envision this being a huge extensive sales organization. The staff of this organization will work closely with our department. We have resources available so they don't have to reinvent the wheel. We've got a terrific analytical capability and research base...There's no sense of their having to go through that business."

The creation of the new organization does not mean DTED will be dropping any of its previous economic-development efforts, Gillette said. But Advantage Minnesota will have its own board of directors and its own executive di-

rector. Gillette will sit on the board, and although "I can't precisely define this right now...I would hope there would be a very tight working relationship between the executive director and the commissioner of DTED."

Another form of oversight lies in the fact that DTED also will have to report back to the Legislature on Advantage Minnesota's work and make its pitch for continuing state funding, Gillette said.

Edwin Theisen, president and chief operating officer of Northern States Power Co. who was involved in creating a similar Wisconsin initiative called Forward Wisconsin, is heading the private-sector effort for Advantage Minnesota, Gillette said.

He added that approximately \$200,000 in private funding already has been pledged. Initially, the companies most likely to be interested in the work of Advantage Minnesota are those Gillette described as "geographically landlocked." Those are companies like utilities, railroads and banks that have limited freedom to expand elsewhere and so are particularly interested in creating "a bigger pie in their own territory."

Wisconsin, he said, has some 300 to 350 members in its organization, "and I would hope that would be the case here."

Gillette said the difference between the role of Advantage Minnesota and that of Greater Minnesota Corp. (renamed Minnesota Technology Inc. by the recent Legislature) is one of "apples and ball bearings." The technology corporation's job lies primarily in provid-

ing for transfers and applications of technology to Minnesota enterprise. It also, said Gillette, will become the "science and technology arm of state government, not only with respect to specific applications and technological development, but (also) to develop the policies and priorities for the state."

When opportunities for job creation arise from the work of the technology corporation, "DTED will again have the opportunity to step in and assist and work with those smaller companies to help them realize the growth goals."

Gillette was a managing director at Piper Jaffray & Hopwood, Inc., for five years before Gov. Carlson named him DTED commissioner. Before that, he was vice chairman of Norwest Corp.

Of his new job, he said the agency "must become more outcome-biased. We have to...give each one of our divisions an ultimate bottom-line goal that we can measure... Everything has to be measured. I think the Legislature is demanding it. I think we owe it to the taxpayers."

He cited one of the first jobs the governor asked him to under involved a decision by Carlson Companies, Inc., regarding a company it had acquired in Dayton, Ohio. There were 650 jobs in Dayton and 650 jobs of a similar nature in Plymouth, Gillette said, "and the company was going to have to put the two together. What was at risk was not just getting 650 new jobs, but also the risk of losing the existing 650 jobs."

The company decided in favor of Plymouth. "We influenced that decision. I truly believe that," Gillette said. "We made a grant of \$500,000 to the City of Plymouth. We were criticized by some quarters that Carlson Companies didn't need the money. But that was irrelevant. We were competing against two other states. And in the process we got 650 jobs—high-paying jobs."

Moreover, he said, Carlson Companies is using a loan from Plymouth to train low- and medium-income people to take the jobs that are being created. "Now that to me is positive...And I would like to think that what we are doing get the Northwest Airlines maintenance base in Minnesota "is going to pay off. That's 800 jobs there, plus another 1,200 indirect jobs."

## Tick year

*Low Hudson in the Brainerd Dispatch, May 14.*

1991 is going to go down in history as the year of the woodtick... Things could, however, be a lot worse. Woodticks could be as numerous as ants. Ants could be as big as squirrels. Squirrels could be as big as horses. Horses could be as bloodthirsty as woodticks.



# Editorials take dim view of legislative record

**Pioneer Press** said (May 26) the 1991 Legislature's many failures outnumbered its successes. It said lawmakers failed their most important test—to devise a new state-local fiscal system that eliminates incentives for cities to increase spending.

**Red Wing Republican Eagle** said (May 21) the tax bill "contains little cheerful news" and the "most disappointing feature" is the local sales-tax option. It said Gov. Carlson appears to have confirmed the suspicion that he is a "Republican governor who raises taxes like a Democrat."

**St. Cloud Times** said (May 24) the tax package "doesn't fulfill what should be the ultimate goal of tax reform—reducing taxes somewhere."

**Hibbing Tribune** asked (May 24) why it is that a recession always means a tax hike and why legislators never cut taxes in good times.

**Brainerd Dispatch** suggested (May 13) a six-week period for political posturing before the legis-

## On Balance

*Minnesota editors exercise their judgment and typing skills simultaneously.*

lative session begins so that real work can begin when it starts.

**Worthington Globe** said (May 25) rural Minnesota suffered at the hands of the Legislature. It cited reduced tax rates on expensive homes that are mostly in urban areas, cuts in local-government aids and the prospect of rising property taxes, insufficient funding of rural schools and the possibility of losing some higher-education institutions in a merger.

**Republican Eagle** said (May 28) the 1991 legislative session "offers the perfect argument for constitutionally limiting lawmakers' terms." It said voters have no alternative "as long as legislators continue to largely ignore constituencies."

**Princeton Union-Eagle's Elmer L. Andersen** said (May 23) safety is the decisive factor in determining

whether the Twin Cities metropolitan area should have a new airport. There is "no way" the current airport can be expanded or modified to handle projected growth safely.

**Star Tribune** said (May 26) the plea of Oliver Wanglie that doctors not disconnect equipment keeping his 87-year-old comatose wife alive in Hennepin County Medical Center "falls outside the traditional boundaries of patient rights." It said the hospital's request to end life-support is "born of realism, not hubris."

**International Falls Journal** called (May 21) for negotiations between Ontario and Minnesota on a new treaty governing activities in the boundary waters. The "power and meaning" of existing treaties have been disputed recently "and created uncertainty about the future rights of both sides."

**Pioneer Press** said (June 2) the benefits to Minnesota from a healthy Northwest Airlines and the jobs that might be created make it worth the risk to provide financial assistance to the airline.

**Rochester Post-Bulletin** said (May 22) there are "many, many reasons not to offer a taxpayer handout to a major corporation, not the least of which is the corporate arrogance" it said a Northwest Airlines lawyer displayed in pushing for state financial assistance.

## Adapting

*George Rice in the Red Wing Republican Eagle, May 23, 1991.*

The loon was a shy bird...These days, tear past a swimming loon with your big outboard at full throttle—as I did last weekend—and it will not even turn its head...It was adapt or perish for the loon, which proved itself no "loony." It has adapted and it flourishes. It is a fitting symbol for the state lottery.

*Michael Christenson, administrator, Metropolitan Transit Commission (MTC), at Citizens League meeting May 14.*

The MTC is a crucial public utility...Last year we carried 70 million transit users...MnDOT's figures indicate that a traffic lane can safely accommodate about 2,200 cars per hour. The MTC represents in 35W every rush hour 4,700 vehicles...In essence, we save a lane of traffic in each direction for 35W every rush hour...Forty percent of Minneapolis's commuters ride the MTC bus and about 30 percent in St. Paul...

Ridership is up. January and February figures are good. March dropped, with the fare increase. We expected that...We expect some decline in April but some bounce-back from that fare increase...Our farebox-recovery rate last year was around 31 percent...We've climbed now to 37 percent by February...and with the revenue from the fare increase, we expect to move it higher...

A crucial part of transit planning, as I see it, in the next eight months is what we do with infrastructure

## If 394 sane lane works, how about other roads?

and particularly our older freeway corridors. We have proven on the Interstate 394 project that if we're involved up front we can make a corridor work from a transit perspective. I-394 will be a great success and will be the very foundation of transit growth along that corridor. We will make it work. We will meet or beat the car on I-394 within the year, I believe, in terms of time...

The question is can we do it for the older corridors. What can we do on 94 between Minneapolis and St. Paul? What can we do on 35W between Bloomington and Minneapolis? What can we do on 694? What can we do on 494? That's the key question. How can transit muscle its way into the debate about highways, particularly existing highways?...

I very much like the RTB's thinking on metropolitan parking policy, a parking tax...The Met Coun-

cil has informed us...(parking) is the single most influential factor in people's decisions to use a car or transit. We would love to build in disincentives...

We had another challenge in the accessibility issue...Lift-equipped buses (were) put on the streets beginning in April. The early report on that experiment I think is largely good. It's taking us about 6 minutes each pickup to move someone from the street onto our bus. We'd like to get that number down. And as you can imagine, it's a matter of some tension on the street, but we'll work through it. Increasingly, our buses will be accessible as required by federal law. Each new bus we buy will be lift-equipped...We have moved from 90 disabled boardings in March to 400 in April...

I don't see anything in what I've studied...that indicates that transit is a leader in any way in our devel-

opment decisions...People don't gear their residential decisions to transit. So we're not leading. The question is: Are we following? Or are we behind? I think we're...considerably behind that market. The demographics that I've heard about downtown commutes indicate that only 9 to 14 percent of the commutes now are traditional suburban-to-downtown commutes...So the question is where is the bus company going to be in 10 years if its entire fleet and its entire route structure is geared toward that downtown commute. Well, it does not take a genius to tell you we're going to be in times of declining ridership. That's something we're studying very carefully...

What's a little discouraging about it is that a lot of our crosstown routes are failing right now. We've had several...suburb-to-suburb routes that are simply not working. We have to understand that those suburban areas are geared toward that automobile...We have significant work to do, I think particularly on the 494 corridor. There is some reason to be encouraged...The Megamall represents a huge new opportunity for us. It represents a new anchor in Bloomington...



# River

Continued from Page 1

begin at its headwaters, and every river user from Lake Itasca to Lake Harriet to Lake Pepin is a stakeholder.

On March 3, the Lakehead Pipe Line Co. line, which carries oil from Alberta to Wisconsin, ruptured, spilling 1.7 million gallons into a wetland draining into the Prairie River, just above its confluence with the Mississippi at Grand Rapids. That's about 15 percent of the amount spilled off the Alaskan coast in 1989 and is Minnesota's largest spill to date.

The consensus seems to be that while the spill was unfortunate, the response of the pipeline company and government agency was more than adequate. Removed from the daily headlines, the crisis has slipped away.

Yet Lakehead isn't the only pipeline in the Mississippi Headwaters area, and Grand Rapids isn't the only place where Lakehead borders the river.

Minnesota Pipe Line Co. operates a 16-inch diameter crude oil line crossing the Mississippi River about 15 miles downstream of the headwaters in Clearwater County. The county requested and received a heavier gauge pipe during a recent upgrade because of concerns about potential spills.

The Lakehead pipeline actually meets the Mississippi River southeast of Bemidji and crosses the Mississippi River east of Lake Winnibigoshish near the borders of Cass and Itasca Counties. Great Lakes Transmission operates a natural gas pipeline that crosses the Mississippi River west of Bemidji and parallels the Lakehead line in western Itasca County.

Each of these pipelines has the same potential to rupture and spill. The seriousness of the potential problem is made plain in recent efforts of the City of Minneapolis, the Metropolitan Council and the U.S. Army Corps of Engineers to evaluate all risks to the metropolitan area's water supply.

Just as low-water conditions in 1988 triggered concerns about long-term water supply for the Twin Cities, water contamination on the Upper Mississippi River is considered a threat by Minneapo-



*"It would be so much easier to take care of the Mississippi River if we could change its starting point to the Twin Cities..."*

lis Water Works. Closing the waterworks' Fridley intake valve for more than 24 hours would result in an inability to meet the water demand for the City of Minneapolis and the suburbs it supplies: Crystal, Golden Valley, New Hope, Columbia Heights, Hilltop and a portion of Bloomington and Edina.

Yet when it conducted its own assessment of risks to the Mississippi River in its recent report, "Protecting the Mississippi River: A Blueprint for Spill Prevention and Preparedness," the Minnesota Pollution Control Agency listed no sites upstream of the Twin Cities. It discusses fixed facilities and pipelines crossing the Mississippi River in the Twin Cities, each downstream of the Minneapolis Water Works intake valve.

American Rivers, a Washington, D.C.-based river protection lobbying group, recently named the upper Mississippi River, from the Twin Cities to Cairo, Ill., as one of the nation's 10 most endangered rivers, due to the threat of oil spilled during transportation. This assessment concentrates on the

area of greatest risk, but neglects the impact of the first 500 river miles.

The idea that the Mississippi River starts in the Twin Cities most likely originated with the federal government, which names only the river from the Twin Cities downstream as navigable by its standards.

More than 100 years ago, it was the lakes of the Mississippi Headwaters that were dammed to make the river navigable throughout the year downstream of St. Anthony Falls. Minneapolis leaders, such as William Washburn, a miller and U.S. senator, wanted to protect St. Anthony Falls from the effect of heavy seasonal flows, which were producing serious cracks in the falls.

Construction of the system of six reservoirs on the Mississippi Headwaters was bitterly opposed by the area's Ojibwe Indians, whose agricultural lands were flooded by the dams. That dispute resulted in a large settlement in favor of the Indians in 1985, just

three years before the 1988 drought brought the issues to the fore again.

Environmental contamination should draw urban and rural interests together in defense of the river. While oil traces did reach bottom on the Mississippi River in the first weeks after the Grand Rapids spill, Lakehead officials say continued monitoring shows no oil traces at present.

Restoration of the spill area will proceed this year. Monitoring of groundwater and surface water will continue indefinitely. Area residents have organized and will conduct independent water testing.

The MPCA is cautiously optimistic about the result; the cleanup seems to have worked, but the agency reminds us in a recent publication that the "state can't continue to count on luck in escaping damage from spills." The alarm voiced by American Rivers may be an appropriate, if ironic, epitaph to the situation for the entire Mississippi River.

If history isn't enough, recent experiences should remind us that a river is a natural system that must be considered in an ecological context as well as from economic and political perspectives. The federal government 11 years ago deemed the Mississippi Headwaters eligible for inclusion in the National Wild and Scenic River system. It may be the first such river with a major oil spill.

*Molly MacGregor is director of the Mississippi Headwaters Board, Walker.*

## Less sought in nonprofits' fund drives

The 1991 Minnesota Council on Foundations survey of capital- and endowment-fund drives by nonprofit organizations showed the money sought decreased by \$64 million from the previous year—to \$812.4 million.

The survey, conducted for the Council by Melissa Morse and Marta Mersereau, showed capital-drive goals decreased by \$33 million (6 percent) to \$538.5 million from 1990 to 1991 and endowment goals dropped \$31 million (10 percent) to \$273.9 million. The survey findings are reported in the April issue of *Giving Forum*, the Council's publication.

Although total money sought declined, the number of organizations conducting drives increased by 16 to 204, according to the article.

The arts, culture and humanities organizations seek \$163.8 in their 1991 drives, an increase over the \$132 million sought in 1990. Health groups also are seeking more money this year than last—\$66.4 million as compared with \$52.1 million last year.

Education groups are seeking \$357.4 million this year, down from \$409.2 a year ago. Human-service groups are seeking \$85.6 million, down from \$106.7 mil-

lion. "Other" groups seek \$139 million, a drop from \$176.6 million a year ago.

The survey also asks nonprofit organizations about anticipated campaigns. The number of anticipated campaigns this year dropped to 46 from the 57 listed a year ago. The amount of money that would be sought in anticipated campaigns is \$74 million, considerably below the \$184 million listed in the 1990 anticipated campaigns. Of the 57 organizations reporting an anticipated campaign last year, only 37 percent actually undertook a drive this year, according to *Giving Forum*. —Stephen Alnes.



# School

Continued from Page 1

... of Catholic educational  
ity has become too consistent  
to ignore.

ITEM: Federal data show parochial school students beating those in public schools by 4.5 percent in math, 4.8 percent in science and 12.5 percent in reading.

ITEM: The liberal Brookings Institution found public schools so out-classed in a study released last June that it endorsed government funding for Catholic and other private schools.

ITEM: Catholic high school sophomores are four times less likely to drop out than their public school peers.

All these good things have been happening while the public schools have been getting additional funds on the local, state and federal level, public school teacher salaries have been climbing and school taxes paid by all continue to rise.

The most of Catholic schools has  
too, but they still cost less  
than half the price of public education. They are such a bargain and their performance so high that parochial schools are accepting increasing numbers of non-Catholics.

Ascension, the parochial school of my youth, was once almost an Irish Catholic ghetto. Today, in a changing neighborhood in north Minneapolis, white and Catholic kids are the new minorities.

## Big names

*Lew Hudson in the Brainerd Dispatch, May 12.*

We did it again. We created Brainerd/Staples Regional Technical College... With a name like that, it can take its rightful place alongside Brainerd-Crow Wing County Regional Airport and Walker-Hackensack-Akeley High School as monuments to uncreative thinking... Strainerd School, Braples Institute or plain old BS College would be better... Or something alliterative, such as Wood Tick Tech. Buying signs big enough for a name like (Brainerd/Staples Regional Technical College) will eat up whatever fiscal advantage accrues from the merger.



"On shaky ground."

You would think that, with their lower costs and higher "outcomes," parochial schools would be at the pinnacle of success, wouldn't you? Wrong.

What was once the largest independent education system in the world is collapsing. The bells are tolling for these remarkable schools, built with the pennies of poverty-stricken, first-generation Americans and made possible only through the dedication of devoted Catholic teaching sisters.

Let me spell out dedication and devoted.

When we five Casserly kids went to the Ascension in the 1920s, the tuition was 10 cents a month, roughly \$1 per year! The fee was lower after the first two! There were 52 kids in my January 1931 graduating class.

Everybody knows about the Great Depression, which came later, and inflation, which came much later, But \$52 a year for a teacher! Of course, some sisters taught piano, and others took in laundry.

The American parochial school system hit its peak in 1962, the year the Second Vatican Council began. More than 5.1 million students were enrolled in 10,000 grade schools, 2,400 high schools and 260 colleges and universities.

When school bells tolled last year, these numbers had fallen to 2.9 million boys and girls in 7,273

grade, 839 high and 232 schools of higher learning. Parochial grade schools merge and close around us without a bang or whimper in the public media, although when Archbishop Brady high school was closed this year in West St. Paul, parental protest "made the news."

So what's the problem? If Catholic education is so hot, why are Catholics running away? There are many explanations, but the primary one is cost. Parochial schools cost much less than public schools to operate, but the public schools are tuition-free!

Parents want their children educated in schools where the truths of their religion are taught along with the three Rs, but when the average tuition is \$700 for grade schools and \$3,000 for high schools, the decision is a tough one.

If these schools cost so much, and the public schools are free, why are increasing numbers of public school parents, minorities as well as majorities, choosing to send their kids to parochial and other nonpublic schools?

An ad hoc ecumenical group called Minnesota Choice in Education Foundation conducted an informal survey last year to get the answer to that question. The most important reason given was academic quality; 62 percent of respondents put it first.

Second, with 52 percent, was religious education. Tied at 52 per-

cent were motivation and discipline. In next place, with 21 percent, was traditional values.

The "Choice" foundation is seeking to find new ways to finance the education of children attending parochial and nonpublic schools at a time when the idea of freedom of choice in education is gaining public support.

Minnesota's "open-enrollment" law is winning nationwide attention. It permits transfers between public school districts without any payment. Such transfers were possible before the law went on the books, but students had to pay a fee based on education costs in the new district.

Catholic schools have always had their own form of open enrollment, but tuition had to be paid. Parochial schools often charge higher tuition to kids from other parishes; high school tuition usually has no link to where students live.

The idea of parental choice in education continues to surface as parents and taxpayers are caught between ever-rising costs of education and ever-declining achievement scores. Most solutions offered avoid schools where religion is taught because of fears over court challenges. The "chartered-school" concept approved by the 1991 Minnesota Legislature does not extend to sectarian schools.

Parents and grandparents who look at the troublesome educational outcomes of their expensive public schools must wonder why smaller, cheaper and plainer parochial schools continue to take the lead in most measures of achievement.

They must wonder, too, why U.S. courts have refused to allow these schools to share in public tax monies—like most other nations in what we once called the Free World.

Once in a while, perhaps, they look at the new makeup of the U.S. Supreme Court. And they may be pardoned for hoping that the day when parents will no longer be penalized for seeking to have their moral and religious values taught in school may be as close as the next term of court.

*Bernard Casserly, a government reporter on the Minneapolis Star from 1947-57, is editor emeritus of the Catholic Bulletin.*



# New school levies to treat all property equally

The 1991 Legislature took one giant step away from Minnesota's property-tax classifications and their attendant problems. The property tax includes five classes and many tiers of property, with a total of about 25 different groupings of property, each with its own rate for taxation purposes.

Classifying property into different groups, e.g., agricultural, residential, has been the state's way of making some property, such as commercial-industrial (C-I), bear a larger share of the property-tax burden than other property. Classification of property has problems though: Tax increases are borne largely by some property classes to the advantage of other classes. Those that benefit, homeowners for instance, represent a significant voting bloc; those who bear the larger burden, such as C-I property owners, don't have that electoral power.

The 1991 bill requires tax increases approved in school referenda for general education and other local-government referenda to be levied against the *market value* of the property in a community. The various class rates won't apply.

Thus a \$100,000 home, for instance, will pay the same referendum tax as a \$100,000 farm or a \$100,000 business. Theoretically, this will serve as leverage against tax increases because the voting taxpayers will feel as much of the tax bite as others. The various property classes remain in place for the majority of property taxation, that is, the non-referenda taxes — *Jody A. Hauer*.

During the last, hectic week of the 1991 legislative session, the Rev. James Habiger, executive director of the Minnesota Catholic Confer-

## Take Note

*Scavenging on the fringes of the public-policy clearing.*

ence, brought an unusual guest to the joint House-Senate conference committee on the tax bill.

DFL Rep. Paul Ogren, the chair, welcomed him with the question, "Msgr. Habiger, is anyone joining you tonight at the witness table?" The priest, obviously alone, responded dryly, "Only God." He then made a pitch for tax money for food shelves, as opposed to a voluntary checkoff on state income-tax forms, which the bill contained. "Voluntary giving" (in competition with the existing non-game wildlife checkoff) is no way to deal with hunger, Habiger said.

The committee didn't change the bill that evening, but Habiger did make one instant convert. DFL Sen. Larry Pogemiller promptly suggested that the committee provide "\$1 million for hunger," declaring that he would not support "one dime for commercial-industrial property-tax relief if we don't take care of the hungry first."

And later, Msgr. Habiger—and his guest?—prevailed; the committee dropped the checkoff provision and found \$800,000 to appropriate for food shelves. —*Pete Vanderpol*.

The Minnesota Lottery marked its first anniversary in April and celebrated a year of high sales. With instant ticket sales at approximately \$275 million, Minnesota ranks second in the nation for per capita instant ticket sales, surpassed only by Massachusetts. An estimated 70 percent of adult Minnesotans have sampled lottery games.

About \$174 million was distributed in prizes during the first year. Some winners, however, didn't get to touch their prizes. About \$80,000 was intercepted through the state's revenue-recapture program. For prizes of \$1,000 or more, the lottery checks with the Department of Revenue to see whether state taxes or other debts of the winner, such as child support, are delinquent. If so, the lottery forwards the delinquent part of the winnings to the Department of Revenue. —*Allan Baumgarten*.

Almost all of the metropolitan

transit lobbying, discussion and debate in the 1991 Legislature was over a big, expensive new system of light-rail transit (LRT) pushed by the Regional Transit Board (RTB). Meanwhile, the Metropolitan Transit Commission was largely a voice in the wilderness, pleading for adequate funding of today's transit, the bus system it operates. The MTC situation is not a happy one—less operating support from the Legislature, given the state's budget crunch; increased fares; declining ridership.

Despite these problems, the RTB proposal made no attempt to estimate, or consider in any way, the additional operating subsidies that LRT would require. But, taking a cue from the MTC's current difficulties, the Legislature required that:

- Any applicant (such as the transit board or a county) for federal aid to build an LRT line must first estimate for the Metropolitan Council the operating subsidy the line would require in each of its first 10 years.
- The Council must then "evaluate" the effect of such a subsidy on the "current mechanisms" for financing transit and report to eight separate legislative committees.
- And, finally, the federal-aid application may not be submitted to Washington until the Council has approved it, after specifically "considering" the size of the anticipated operating subsidy. —*P.V.*

Voters could be voting by mail for school-district referenda by 1993

under the omnibus tax bill. Last year the Legislature required school districts to hold general education referenda on the same day in November as the general election. This year's change requires school referenda to be conducted by mail if they are not held on the day of the general election. —*J.A.H.*

The Legislature did not approve balloting by mail for the 1992 presidential primary, as Secretary of State Joan Growe had urged (*Minnesota Journal*, April 9), but it did authorize Ramsey and Kittson Counties to hold mail elections with the approval of the secretary of state's office. —*Stephen Alnes*.

If the written word can have a slip of the tongue, it certainly did in one section of the tax bill passed by the Legislature. In the part of the bill dealing with the fiscal disparities law, one paragraph says cities shall be excluded from sharing in the regionwide tax base if their zoning policies *conscientiously* exclude commercial-industrial development.

We can only assume lawmakers don't really care whether cities are scrupulous about zoning out C-I development, and are actually more interested in whether cities *consciously* or intentionally zone out C-I. —*J.A.H.*

A pilot project intended to reward work for people on welfare and to help their families stay together—called the Minnesota Family Investment Plan—received planning money from the Legislature but implementation was delayed for a year. The plan was described by Human Services Commissioner Natalie Haas Steffen in the *Minnesota Journal* May 7. —*S.A.*

## Correction

The amount by which taxpayers would need to subsidize recycling under the proposal of the Select Committee on Packaging and the Environment, assuming a 25 percent reduction in packaging discards, was misstated in the May 21 *Minnesota Journal* (Toxics bigger problem in packaging than bulk). The correct estimate is approximately \$17 million a year by 1994.

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## News for Citizens League Members

## Legislators pass bills supporting League positions

*Education, transportation, tax and fiscal policies enacted*

Publication of the League's *Minnesota Managed Care Review 1991*, originally scheduled for May, will be delayed until mid-July. Because of changes in reporting deadlines for health maintenance organizations, important data on hospital utilization are not available until July 1. If you want to order a copy or have questions about the new publication, please call the League office at 338-0791.



## Board approves new study

### *Research to begin this summer*

At its May meeting the Board of Directors approved a charge for a research committee to study obstacles to seeking elective office in Minnesota. The study will assume that broad participation in public service by well-qualified citizens from diverse backgrounds is desirable. It will examine whether

Current financing for the *Minnesota Journal* expires at the end of this fiscal year (August 31). As part of these recommendations, the Eklund committee will meet over the summer to determine the most feasible financing arrangement. It will conduct some member research on the desirability of the various financing options,

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*League prepares for summer study.  
Watch your mail for further details.*

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structural barriers, such as how campaigns are financed, prevent otherwise qualified people from running for public office.

A committee will be established this summer to look at these issues. Later this month, the League will send to all members the committee charge and an application form to serve on the committee.

The Board acted on two other items. First, it accepted the interim report of the *Minnesota Journal* committee, chaired by **Kent Eklund**, recommending short- and long-term financing approaches for the *Journal*.

and report back to the Board this fall.

Second, the Board approved the recommendation of the Marketing and Communications committee, chaired by **Carol Thacher**, to offer a range of special activities for League members in conjunction with the new research committee.

A second recommendation of the Marketing and Communications committee, to mail the League's organizational newsletter, the *Matters*, separately from the *Minnesota Journal*, was tabled pending the completion of the Eklund committee's work.

## An apology -- in advance

To expand its membership base the Citizens League sent mailings in June to many people, asking them to join. Unfortunately, even though we made every effort to purge the names of people who already are League members, some current members will receive a written invitation to join. Duplication occurs because a name on the League's membership rolls might not be spelled exactly as the name on the mailing list, even though they belong to the same person.

We understand how annoying, confusing, and sometimes just plain insulting it is to get a letter asking you to join an organization in which you've been an active member, sometimes for a long time. If you receive a letter inviting you to join the Citizens League, please accept our apologies. Be assured that we know you are a member -- and greatly value your support. Please pass the letter along to a friend you think would enjoy being a member.

## Legislation

*(Continued from front)*

The Legislature partly adopted a novel approach to the state-local fiscal relationship that Rep. Ogren initiated. It aims to reduce city and county dependence on state subsidies to provide services and hold down local property taxes. A 1990 League study chaired by **Jay Kiedrowski** recommended severance of this local dependence on state money. Legislators also reduced property-tax classes and shrunk classification disparities among classes; both changes are steps toward a 1987 League recommendation from a study chaired by **Allen Saeks**.

Finally, a law mandating a single board to govern the community college, technical college and state university systems by 1995 mirrors several League recommendations. The bill, initiated and championed by **Sen. Roger Moe**, DFL-Erskine, would change the technical colleges from local to state institutions, proposed in 1986 by a League committee chaired by **Jessica Shaten**. It could lead to merger of the technical and community colleges, as the League has long advocated.

## Ballots mailed for board election

Citizens League members will receive ballots in the mail to vote for eight directors to serve on the 1991-92 Board. You must return the anonymous ballot

so that the League office receives it before election day June 28. A Board-appointed election committee will count the ballots on that day.

## Mulligan is one of the best

Congratulations to **Allan E. 'Pat' Mulligan**, a lawyer with Larkin Hoffman Daly & Lindgren, and a past member of the League's Board of Directors, who was named one of the best lawyers in real estate law in the state by his peers.

Besides serving on the League's board, he served on the Program Committee in the 1980s and chaired it in 1987. Mulligan has also served on several research committees including studies on the caucus and the University of Minnesota.