



Mississippi River Parkway Commission
222 State Street, Suite 400
Madison, WI 53703



Public Service Commission of Wisconsin
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December 16, 2010

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RESOLUTION
CapX 2020 Project
PSC Docket 5-CE-136

OPPOSING THE CAPX2020 ROUTE PROPOSAL TO LOCATE A 345 KILOVOLT TRANSMISSION LINE ALONG THE WISCONSIN GREAT RIVER ROAD NATIONAL SCENIC BYWAY AND THE CAPX2020 ROUTE PROPOSAL TO LOCATE A 345 KILOVOLT TRANSMISSION LINE ALONG THE MINNESOTA GREAT RIVER ROAD NATIONAL SCENIC BYWAY.

WHEREAS the 10-state Mississippi River Parkway Commission (MRPC) has been duly informed of the CapX2020 ongoing project regarding the proposed future location of a 345kV high tower transmission line extending from near Hampton, Minnesota to near La Crosse, Wisconsin, and

WHEREAS the ten Mississippi River states established the Mississippi River Parkway Commission in 1938, and Congress began authorizing funds for advancing the parkway concept in the 1940's and 1950's, initiating a heritage of national significance, and

WHEREAS the Minnesota Mississippi River Parkway Commission was legislatively established in 1963- with the stated purposes as expressed (in part) in the current Minnesota Statute 161.1419: "it is declared to be the policy of the state and to be in the best public interest for the promotion of public safety, recreation, travel, trade, and the general welfare of the people to cooperate with the federal government and with the interstate Mississippi River Parkway Planning Commission... to carry out such policy and to aid in the promotion and securement of a scenic parkway and ...work toward the planning, construction, maintenance, and improvement of the Great River Road", and

WHEREAS the Wisconsin Mississippi River Parkway Commission was legislatively established in 1961- with the stated purposes as expressed (in part) in the current Wisconsin Statute 14.85: "assist in coordinating the development and preservation of the great river road in Wisconsin and its embellishments, such as scenic easements, roadside parks, and scenic overlooks..."assist in promoting as an attractive traveler designation the Great River Road in Wisconsin and its unique historical, cultural, aesthetic and recreational features along the route..." , and

WHEREAS the National, Minnesota and Wisconsin Mississippi River Parkway Commissions continue to fulfill their responsibilities to the best of their abilities, and

WHEREAS scenic easements along the Wisconsin Great River Road were purchased (beginning in the 1950's) by the State Transportation Agency for the specific purpose of preserving the unique scenic qualities of the Route---and their enforcement has been continuous, and

WHEREAS the Wisconsin and Minnesota Great River Roads were designated as National Scenic Byway's in 2000 together with Illinois and Iowa and since that time all 10 States have attained National Scenic Byway status, and

WHEREAS the Great River Road National Scenic Byway in Minnesota and Wisconsin allows travelers to follow the Mississippi River corridor from its source at Lake Itasca in Minnesota through the majestic bluffs along the Minnesota/Wisconsin border and on to the Gulf of Mexico enjoying the scenic, historical, archeological, cultural, natural and recreational intrinsic qualities of the river and its amenities, and

Mission Statement: Preserving, promoting and enhancing the Mississippi River Parkway for communities and travelers

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WHEREAS the Mississippi River, its valley corridor and its intrinsic qualities are unique in the world and a national asset, and

WHEREAS one of the alternative routes in Minnesota follows the Great River Road from Watopa Township north to approximately Wabasha County Road 18, and

WHEREAS one of the 2 alternate routes in Wisconsin follows the Great River Road National Scenic Byway from Alma to La Crosse, and

WHEREAS the construction and maintenance of the 345kV lines could include up to 150' high towers with a 150' wide right of way and within that right of way require all woody vegetation higher than 20' to be permanently removed, and

WHEREAS the location, construction and maintenance of the 345KV lines will negatively impact the scenic, historical, archeological, cultural, natural and recreational intrinsic qualities of the river and its amenities, and

WHEREAS the cumulative investment by local, State, Federal, non-profit and private entities of properties, including Wildlife Management Areas, Scientific and Natural Areas, forests, preserves, parks, scenic easements, rest areas, trails, historic markers, geological markers, museums, interpretive centers, historic properties, etc., that offer the public access to and enjoyment of the Mississippi River and river valley intrinsic resources will be compromised by the location, construction and maintenance impacts of the 345KV lines, and

WHEREAS the current and future economic impact from tourism will be compromised by the location, construction and maintenance of the 345kV lines, and

WHEREAS the cumulative impacts of the location, construction and maintenance of the 345KV lines from Bemidji to Grand Rapids, and from St. Cloud to Monticello and from Hampton to La Crosse are greater to the byway, its travelers and its resources than each segment individually, and

WHEREAS degradation of the Byway intrinsic qualities jeopardizes future Federal Highway Administration program grants, and

WHEREAS alignments are presented by the CapX2020 study that avoid following the Great River Road National Scenic Byway in Minnesota and Wisconsin, therefore

BE IT RESOLVED that the Mississippi River Parkway Commission strongly supports the Minnesota and Wisconsin Mississippi River Parkway Commissions in opposing the CapX2020 Hampton to La Crosse 345kV high tower transmission lines that follow the Great River Road and support the alignments that avoid this National Scenic Byway.

Bill Seratt
Pilot
Mississippi River Parkway Commission