



Special Places

PARKS & TRAILS COUNCIL OF MINNESOTA NEWSLETTER



Bear Head Lake State Park © Brett Whaley via flickr creative commons

Inside this issue

FROM THE E.D.'S DESK..... PG 2
 DAY ON THE HILL..... PG 2
 STATE TRAILS REPORT..... PG 3
 SKI GROOMING PARTNERSHIP..... PG 4
 OUR LEGISLATIVE AGENDA..... PG 5-7
 LAKE SUPERIOR LAND PROJECT..... PG 8
 WHITEWATER STATE PARK..... PG 10
 MEET A FRIEND: WHITEWATER..... PG 11



Shoreline at Bear Head Lake State Park where a recent update to a MnDNR state trail plan suggests OHV use may be permissible

Upcoming Events



Wednesday, April 5, 2017
at Town & Country Club
St. Paul MN

Please join us for an evening of sharing in a meal with fellow members while celebrating our work, honoring our Reuel Harmon Awardee Rep. Alice Hausman and enjoying a photo journey across our state with award-winning photo-journalist Brian Peterson. Preview silent auction and register at www.ParksAndTrails.org

Issue Update

Keeping off-highway vehicles out of state parks

In our increasingly loud and fast-paced world, Minnesota State Parks stand out as special places where people can slow down and listen to the sounds of nature. So, when Parks & Trails Council of Minnesota learned of recent efforts to add off-highway vehicles (OHVs) into Minnesota State Parks we were alarmed. These efforts seem to be popping up in unexpected places where only the most attentive person would even know to look.

Taconite State Trail Master Plan, which was opened for public comment from Dec. 1 through Jan. 6, 2017, included language that suggests OHVs could be allowed on the trail as it crosses through Bear Head Lake and McCarthy Beach state parks. In fact, OHVs are prohibited from state parks according to state law, state park rules and by the DNR's guiding principles for sustainable trail development.

P&TC submitted comments detail-

Most recently, the final draft of the

>No OHVs in state parks | pg. 9

From the Executive Director

2017: The year we stood together on behalf of our parks



Since the November election I've been asked a lot about how I think the results will impact our state's parks and trails. While I don't have a cry-

stal ball, I do know that Minnesota's parks and trails have been, and will continue to be supported by Democrats and Republicans alike.

But, I also know that the squeaky wheel gets the oil. With so many issues competing for attention at the Capitol, the answer to just how well parks and trails will fare is in your hands: Are you willing to speak up for parks and trails by contacting your legislators and legislative leaders and telling them how much these special

places mean to you?

If our collective response to the first threat of this legislative session is any indication, I'm very encouraged. As soon as we learned that the Taconite State Trail Master Plan suggested introducing off-highway vehicles (OHVs), including all-terrain vehicles (ATVs) into McCarthy Beach and Bear Head Lake state parks, your response was swift and unanimous. We heard directly from at least 50 of you—and we expect there were many more—who took up our call to action and notified DNR staff and the governor that neither the law nor the rules prohibiting OHVs in state parks should be changed.

We promise we will be vigilant this session watching for bill introductions seeking to change the law. Ultimately,

however, the only way we can ensure that the recreational activities allowed within parks continue to be compatible with the natural resources and don't cause material disturbance to what we see and hear is with your help. Let's continue to work together in protecting our parks and trails.

Thanks to all of you who took a stand on the Taconite Trail Master Plan. We hope you and others reading this column stand ready to help again this session. If you would like to learn more about the OHV issue and what you can do to help, please visit our website at www.parksandtrails.org/advocacy/ohv-in-state-parks/. For more on our legislative priorities see Page 5-7.

Bett Feldman



Parks & Trails Day on the Hill

Wednesday, March 15, 2017

at Christ Lutheran Church on Capitol Hill
105 University Ave W, St. Paul MN

9:30 am - 1:00 pm

\$15/person - tickets at www.parksandtrails.org

Gather with us near the state capitol to learn about the top legislative issues for parks and trails. We'll have a panel of park and trail leaders, key legislators and more. Start with a light breakfast and end with a lunch. Consider scheduling a meeting with your legislators following our event to urge them to support parks and trails during this year's legislative session.

THANK YOU TO OUR BUSINESS SPONSORS





Sakatah Singing Hills Trail and Glacial Lakes Trail, and we'll be working to secure the needed funds to fix the others.

How data was collected

The *State of the Trails Report* is based on data we collected during the summer and fall of 2016. We collected three types of data. First, we took the "old fashioned" approach of giving every mile a subjective rating between poor and excellent. Second, we took photos (1,714 of them!). And third, we mounted iPhones on our bicycle handlebars to collect data on the force of vibration caused by riding over bumps and cracks on the trail. We then crunched the data collected by our iPhones to calculate a "Trail Roughness Index", which is a measure of how rough a trail is to ride on a bicycle.

Research

Announcing our first *State of the Trails Report*, identifying trails in need of repair

After months of collecting and analyzing data, Parks & Trails Council of Minnesota (P&TC) is proud to release the first-of-its-kind *State of the Trails Report*. We initiated the project in 2016 because of the limited data available on the condition of Minnesota's state trail system. Now, for the first time, we have an objective sense of how many trails need extensive rehabilitation, and where they are.

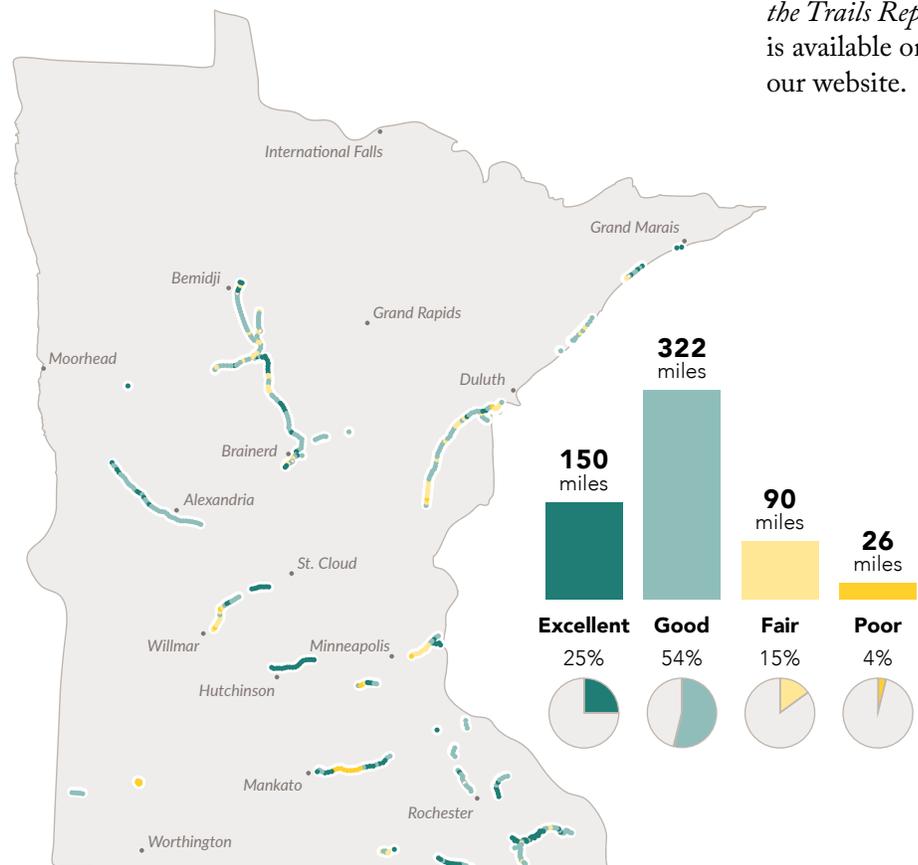
Overall, our inventory found Minnesota State Trails are in good condition. We collected data on 588 miles, of which nearly 80% were in either good or excellent condition. We defined "good" to mean a trail offers a comfortable ride for bicyclists.

Unfortunately, however, not all of Minnesota's state trails are in such good condition. We found 26 miles in poor condition (i.e., trail is uncomfortable to ride) and another 90 miles in fair condition (i.e., trail is tolerable to ride but has frequent bumps). Amongst the worst stretches of trail we found were the Casey Jones State Trail near Lake Shetek State Park, portions of the Willard Munger State Trail, the Sakatah Singing Hills State Trail between Madison Lake and Waterville, the Glacial Lakes State

Trail between Willmar and New London, and the Gateway State Trail between St. Paul and Highway 36.

With this information, we will be able to target our advocacy efforts to secure funding to fix the trails that need fixing. There are already plans to use Legacy Funds to rehabilitate the

The full *State of the Trails Report* is available on our website.





Volunteer Tom Heinrich grooming the trails at Zipple Bay State Park

We're partnering to re-open cross-country ski trails in four northern Minnesota state parks

After laying fallow last winter, cross-country ski trails are once again being groomed and welcoming skiers at Hayes Lakes, Lake Bronson, McCarthy Beach and Zipple Bay State Park in northern Minnesota, thanks to a partnership between Parks & Trails Council of Minnesota (P&TC) and the DNR.

Many people are taking advantage of opened ski trails. A couple of

the parks have hosted several well-attended candlelight ski/snowshoe events this season.

"We're happy to partner with the park to ensure this important winter activity remains available," says P&TC's executive director Brett Feldman. The grooming partnership is similar to how some cross-country ski trails are groomed outside of state parks using the state's grant-in-aid program. The

Thank you to our Ski Grooming Volunteers

David Dragon
Jeremy Folland
Neil Gardner
Tom Heinrich
Brian Moody
Shawn Olsen
Tom Rupp

difference is that P&TC and the volunteers receive no compensation for the grooming.

In previous years, these trails were maintained by the DNR, but as the department continued to implement its new strategic plan, the decision was made to stop grooming at several state parks in 2015.

Some Friends Group members were hopeful they could find another way to continue trail grooming. P&TC began working with the Friends Groups and the MnDNR to formalize a partnership. "We believe in the power of volunteers to enhance state parks, so when we saw that we could play the critical role in facilitating volunteers to perform this service we jumped at the opportunity," said Feldman.

>Grooming | pg. 10

Legislative

What to expect at the State Capitol in 2017

The 2017 legislative session convened on Jan. 3. This is the first session following the 2016 election that gave Minnesota Republicans control of both the House and Senate for the first time since 2012.

Minnesota lawmakers' primary job this year is to pass a two-year state budget, which will determine (among other things) how much money the DNR receives to manage and maintain state parks and trails. For years parks and trails have been short-changed and reliant on temporary budget fixes. Meanwhile, for the second consecutive biennium, Minnesota

has a projected budget surplus. We're asking lawmakers to use a small fraction of the overall budget to stabilize the state park and trail budget.

Our Legislative Agenda (see pages 5-7) also opposes any proposals that would open state parks to off-highway vehicles (OHVs) and encourages robust capital improvement funding for Minnesota's parks and trails. Last year, despite intensive work by legislators and Gov. Dayton, no bonding bill was passed, leaving many important park and trail acquisition and development projects unfunded.

This session, lawmakers have a long agenda of policy issues to address. In addition to passing the state budget and debating a bonding bill, lawmakers will be working on a long-term transportation plan, tax bills, and providing health insurance premium relief. There are long-standing divides on many of these key issues, which led to a legislative stalemate in 2016, and there was a prolonged government shutdown the last time Gov. Dayton was paired with a Republican-controlled legislature.

We will be at the Capitol every step of the way working hard on behalf of Minnesota's special places.

2017 BUDGET & POLICY PRIORITIES

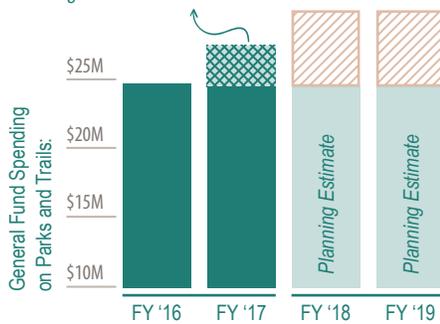
- Fully Fund Minnesota State Parks and Trails
- No New Taxes for State Trail Users
- Keep State Parks Free from the Noise and Undue Artificiality of OHVs



OPERATIONS BUDGET: FULLY FUND MINNESOTA STATE PARKS AND TRAILS

Minnesota State Parks and Trails are still recovering from drastic budget cuts they suffered in the late 2000s and early 2010s. Funding has rebounded in recent years, but much of that success has depended on temporary, one-time fixes to avoid staff layoffs and service cutbacks. The FY 2018-19 budget gives Minnesota a choice: Do we let the one-time budget fixes expire, leading to service reductions across Minnesota State Parks and Trails? Do we continue to tread water by including last year's one-time funds in the base budget, keeping services at the current levels which aren't meeting expectations? Or do we finally use a small fraction of the statewide budget surplus to fully fund State Parks and Trails? Gov. Dayton has recommended the latter choice, and we are too.

We avoided cutbacks last year thanks to a temporary funding solution. Now those funds are at risk.



WHICH PATH FORWARD FOR PARKS & TRAILS? It's an easy choice.

<p>BUDGET CUT? \$24.4 MILLION PER YEAR</p> <p><i>The baseline planning budget would cut current State Parks and Trails funding by \$3 million per year. If this happens, park and trail services will be reduced.</i></p>	<p>STATUS QUO? \$27.4 MILLION PER YEAR</p> <p><i>Legislators could choose to make the one-time funds appropriated in FY 2017 a part of base funding. This would avoid major cutbacks, but still leaves Parks and Trails stretched to a critical point, operating below expected levels.</i></p>	<p>FULL FUNDING? \$31 MILLION PER YEAR</p> <p><i>After years of chronic underfunding, is this the year Parks and Trails finally get the funding they need? A General Fund appropriation of \$31 million per year would make past one-time fixes permanent, cover increasing costs, fund new park units, and expand services at Minnesota's most-visited parks and trails. Gov. Dayton's budget meets these needs.</i></p>
--	--	--

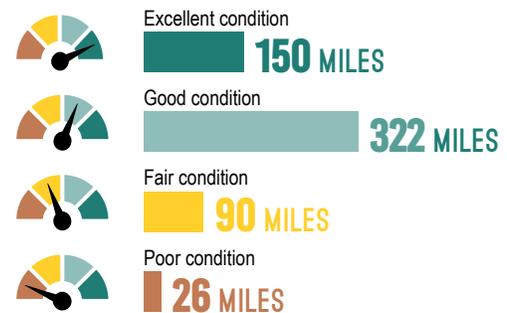


TRAILS POLICY: NO NEW TAXES FOR STATE TRAIL USERS

Charging a new fee to bike or hike on Minnesota's state trails doesn't make sense. For starters, such a policy would discourage beneficial activities (trails spur spending in Minnesota communities and promote healthy lifestyles). Such a tax would also be difficult, intrusive, and expensive to enforce. And finally, Minnesotans already agreed to pay increased taxes for parks and trails when they passed the Legacy Amendment in 2008. Revenues from the Legacy Amendment have been put to all types of good uses, including rehabilitating some of our state trails. In fact, a forthcoming study found state trails are in relatively good shape. While there are still trails needing repair, a new fee on biking and hiking is a bad and unneeded policy.

THE STATE OF OUR TRAILS:

Based on forthcoming study by Parks & Trails Council of Minnesota





PARKS POLICY: KEEP STATE PARKS FREE FROM THE NOISE AND UNDUE ARTIFICIALITY OF OHVs

State Parks are special places that were created to protect our state’s “unspoiled natural resources” for future generations. Parks & Trails Council opposes all efforts to introduce OHV recreation (Off-Highway Vehicles, including All-Terrain Vehicles, Off-Road Vehicles, and Off-Highway Motorcycles) into Minnesota State Parks. The introduction of OHVs into State Parks would be a change to current state policy that would compromise the State Park mission. Not only would the expansion of OHVs into State Parks violate state rules (MN 6100.1900), it also would violate the Outdoor Recreation Act. In addition, surveys conducted by the Minnesota Department of Natural Resources show this is an issue most state park visitors oppose.

WHY THIS IS SO IMPORTANT:



OUTDOOR RECREATION ACT (M.S. 86A, SUBD. 2)

“ [Only] Outdoor recreation activities... that can be accommodated **without material disturbance of the natural features of the park or the introduction of undue artificiality** into the natural scene may be permitted...

...[State] Park use shall be primarily for aesthetic, cultural, and educational purposes, and **shall not be designed to accommodate all forms or unlimited volumes** of recreational use.

VISITORS WANT QUIET, NATURAL STATE PARKS

72% ...of visitors say the **smells and sounds of nature** are “very important” for their visit.

60% ...of visitors oppose allowing OHVs in state parks. Only 12% support the idea.

57% ...of visitors say **silence and quiet** is “very important” for their visit.

PROTECTING OUR NATURAL RESOURCES

“ The effects of OHV activities on ecosystems are **diverse and potentially profound**... Studies have revealed a variety of effects on soil properties, watersheds, and vegetation resulting from one to multiple passes by OHV vehicles.

~ U.S. Geological Survey

OHVs ALREADY HAVE DISPROPORTIONATE ACCESS TO STATE LANDS



Expanding OHV opportunities doesn't need to come at the expense of State Parks

Where do the numbers we cite come from? Visit www.parksandtrails.org to learn more



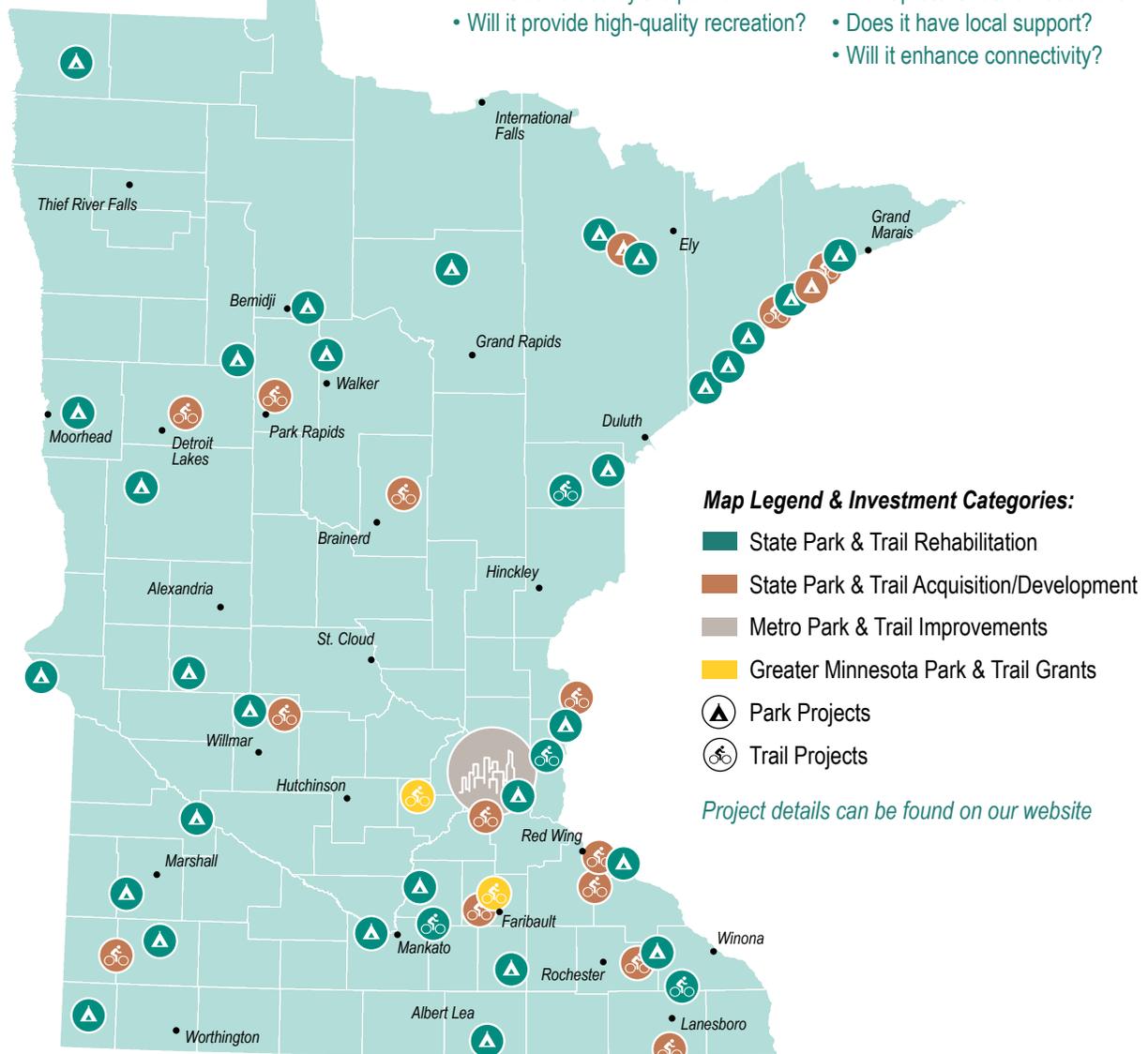
2017 CAPITAL INVESTMENT PRIORITIES

Minnesota's parks and trails have substantial unmet capital investment needs. Working with park agencies and local friends groups, **Parks & Trails Council has identified over \$100 million worth of park and trail projects ready for funding.** All of these projects have been in the works for years, and were put on hold following the failure to pass a bonding bill in 2016. Projects include grant programs for Greater Minnesota's regional parks and trails, rehabilitating historic state park structures, repairing park roads, replacing campground sewer systems, acquiring park in-holdings, building new trails and repaving existing ones, restoring native prairies, and renovating historic Itasca State Park.

WHERE PROJECTS ARE LOCATED:

Parks & Trails Council's legislative team reviews all projects based on five criteria:

- Will it be valued by the public?
- Will it provide high-quality recreation?
- Will it protect natural resources?
- Does it have local support?
- Will it enhance connectivity?



The breakdown of our recommended projects by investment category:





Kayakers in Lake Superior near Split Rock Lighthouse State Park (photo by Rudi Hargesheimer).

Land Project

Helping right a wrong for Lake Superior

*F*ew outcomes are more satisfying than when a big-time polluter is caught in its tracks. This summer, one such polluter was brought to justice by the U.S Attorney's Office when a whistleblower reported a ship was illegally dumping dirty bilge water into the Great Lakes. Part of the punishment included a \$200,000 criminal sanction against the company that will be used to protect Lake Superior and its watershed. This fall, Parks & Trails Council of Minnesota (P&TC), along with three other environmental nonprofits were awarded grants from this settlement.

The grant awardees were selected by Minnesota Environmental Fund

(MEF), a nonprofit that engages workplaces in fundraising on behalf of 21 environmental nonprofits. "When the US Attorney's Office needed an experienced partner to distribute these funds to strong environmental nonprofits working within the Lake Superior watershed, MEF was ready with effective member groups and great projects," said Cordelia Pierson, Executive Director of MEF.

Each of the four recipients, North American Water Office, Parks & Trails Council of Minnesota, The Nature Conservancy, and Trust for Public Land, will be working over the next year on their identified land restoration projects.

P&TC will soon receive \$50,000 that will be used to acquire and restore high priority land for Minnesota State Parks along the North Shore.

"We are grateful to MEF for helping to connect us with the great opportunity to continue building on our past successes in adding valuable land to State Parks along the North Shore," said Brett Feldman, P&TC executive director.

P&TC past successes include helping to establish Grand Portage State Park and acquiring half the land for Split Rock Lighthouse State Park.

"Our work here will hopefully result in a treasured place for generations to appreciate Lake Superior and protect its watershed that was so egregiously polluted in this case of illegal dumping," Feldman said.

P&TC has been a member of MEF for more than two decades.

"These grants showcase the power of our vision – working together to shape a sustainable and just future for Minnesota's environment," Christina Hausman, president of MEF.

To see if your workplace is one of the more than 100 businesses, nonprofits, schools, or government agencies that offers its employees the opportunity to donate to Minnesota Environmental Fund, visit www.MNEEnviroFund.org



We are a proud member of the Minnesota Environmental Fund, a workplace giving option comprised of 21 environmental nonprofits working to protect, conserve and restore Minnesota's environment. Visit the website to see if you can donate through your workplace or to find out how to add your workplace to the program.

www.mnenvirofund.org



A clear, calm lake at McCarthy Beach State Park (photo by Laura Nimmo).

OHVs

continued from page 1

ing our concerns about this plan (see our full comments at parksandtrails.org/advocacy/ohv-in-state-parks). Our comments made clear that we oppose any effort to allow OHVs into state parks and we were concerned that the plan causes unnecessary and avoidable confusion about the potential for OHV use in state parks.

Our members commented

We also encouraged our members to share their desire to keep state parks as places where the sounds of nature dominate and natural resources are protected. Many members did just that; we heard directly from 50 members who let us know they submitted comments to the planner and we believe others did as well. The principal planner for the Taconite State Trail Master Plan is currently reviewing these comments and will make a determination on changes to the plan in the coming months. We will update our webpage as information becomes available from the DNR.

Such a show of agreement from our members on this issue is encouraging (our executive director offers his appreciation on page 2). We know that our supporters are not the only ones who share this view. Opposition to

OHVs in state parks is reflected in the Minnesota DNR’s 2012 visitor survey, which reports: “Possible changes [to state park rules] that receive strong opposition are familiar from previous studies: elimination of park entrance fees, more hunting opportunities, and more OHV opportunities” (p. 31).

Other plans mentioning OHVs

Unfortunately, this recent update to the Taconite State Trail plan is not the only place where we have seen inexplicable allusions to opening state parks to OHV users. The master plan for the Lake Vermilion–Soudan Underground Mine State Park, which was finalized in 2010 and billed as designing a “next generation” state

park, includes a recommendation to create OHV trail connections to the park and another recommendation to allow OHV travel within the campground. There was strong opposition to this idea at that time too, which the plan acknowledges within the appendix that summarizes public input. It states: “Several consistent themes carried through responses about what would make people less likely to visit Lake Vermilion State Park: Motorized use - especially ATVs, was the most identified detractor,” (p. 87).

A regional OHV trail, named the Prospector’s Loop Trail is being planned by Lake County. Planning maps suggest using a portion of the Taconite State Trail that goes through Bear Head Lake State Park. They are seeking state funding during this legislative session.

We will continue to be vigilant in protecting Minnesota State Parks from OHVs by voicing our concerns when we see plans that suggest such use, which is prohibited by both the state park rules (MN Rules 6100.1900) and by Minnesota Outdoor Recreation Act. As the 2017 Minnesota Legislative session is underway, we are educating lawmakers (see our agenda on pages 6-7).

WHAT ARE OHVs?

OHV stands for Off-Highway Vehicle and is the umbrella term for a variety of vehicles designed for driving off road. OHVs come in all shapes and sizes with anywhere from 2 to 8 wheels, or even tracks. It includes vehicles known as ATVs (all-terrain vehicles), dirt bikes (also known as off-highway motorcycles), trucks such as Jeeps.





Mark Lissick



William H. Majoros



Aaron Kostko



Gary Alan Nelson

Top to Bottom: Trails wind up the bluffs to stunning views of the bluff P&TC helped to save for the park in 2005. The rare Louisiana Waterthrush bird can be found in the park in spring. A young milk snake finds refuge in the park. The Whitewater River is popular for trout fishing.

State Park Highlight Whitewater State Park



Tucked into the dramatic bluffs and sheer cliffs in southeastern Minnesota, Whitewater State Park is a place full of character.

Meandering through the park, is the Whitewater River and Trout Run Creek, both of which are spring-fed and cold year round. On hot summer days, many visitors don swimsuits at the beach and some even dunk themselves into the chilly, refreshing water. Trout meanwhile, swim year-round in these cold waters, which chatter with ripples thanks to the rocky bottom. With the trout come fly fishers, found standing along the shores hypnotically casting their lines through the air.

Visitors hike along 13 miles of trails that bring them up rocky cliffs to scenic overlooks, skipping over blocks across the river, and easily strolling along the wooded valley floor.

Campers and large group gatherers have made Whitewater one of the most popular Minnesota State Parks for overnight stays. Two campgrounds, a group center with bunkhouses accommodating 132 people, plus three primitive group sites and one camper cabin, make for plenty of options. Currently, one of campgrounds is in the midst of being relocated away from the Whitewater River, which has flooded the campground several times.

Grooming

continued from page 4

Grooming the nine miles of trail at Zippel Bay State Park takes volunteer Tom Heinrich anywhere from two to six hours, depending on snow conditions. Deeper snow requires a couple passes to pack down properly. "I enjoy doing it; it gives me the opportunity to feel like I'm accomplishing something for the community," Heinrich says. Without this partnership to groom trails at these three northwestern Minnesota State Parks, the closest place to offer groomed trails is two hours away in Bemidji.

Heinrich knows of about 25 to 30 people who regularly ski at Zippel Bay State Park. In addition to this core group of local skiers, the park is visited by travelers who come from miles away. In fact, on Dec. 28, as Heinrich finished grooming the trails for the first time this season, the park staff greeted a couple who had just traveled two hours by car for the sole purpose of cross-country skiing in the park. Needless to say, they were happy to have trails open and groomed.

As the MnDNR has begun refocusing their services to high-use times and places, P&TC expects that this could become an important service

for the nonprofit to provide. "We understand the MnDNR needs to think strategically about where they spend their resources; that's why, when we can, we're happy to partner with both the MnDNR and local volunteers to provide those services that the local community wants but that don't necessarily fit into the MnDNR plans and can't be done by the Friends Groups alone," Feldman said.

P&TC works with Friends Groups across Minnesota in various other ways from assistance in forming, to hosting advocacy workshops, providing insurance for special events and acting as the fiscal sponsors for groups.

Meet a Friends Group

Friends of Whitewater State Park

At a glance

Friends Group Started: 2013

Mission: Education, fundraising and other activities to sustain the organization's vision and goals for Whitewater State Park and sustaining the parks ecology, natural beauty and cultural history.

Websites: friendsofwhitewater.weebly.com



Since re-forming the Friends of Whitewater State Park a few years ago, this group of volunteers have found many ways to put their knowledge and appreciation for the park's natural resources to use.

- Fundraised for or supported programs and events:
 - Paid for transportation to bring school children on field trips to the park
 - Keeping the bird feeders filled near the visitor center
 - Providing meals for volunteers who spent the day pulling invasive and rash-inducing wild parsnip
- Promoted the park:
 - Coordinated a photo contest to highlight the plants, animals, people and landscape of the park
 - Created a traveling display board promoting the park at libraries, banks and city halls in the communities near the park.
- Provided public input and/or advocacy
 - Provided input on the Whitewater State Park Management Plan Amendment that recommended moving the flood-prone campground away from the Whitewater River.
 - Attended public meetings on a proposed hog facility nearby the park to learn more about potential impacts to the water quality and smell in the park.



Friends Group Partners

Friends Groups that are members of P&TC

Border Route Trail Association, Inc.

Cedar Lake Park Association

Central Lakes Trail Association

Cuyuna Lakes State Trail Association

Freeborn County Trail Association

Friends of Anderson Park

Friends of Bertram Chain of Lakes Regional Park

Friends of Cannon Valley Trail

Friends of Casey Jones Trail

Friends of Father Hennepin State Park

Friends of Fort Ridgely

Friends of Glacial Lakes State Park

Friends of Hayes State Park

Friends of Itasca State Park

Friends of Jackson County Trails

Friends of Lake Bemidji State Park

Friends of Lake Bronson State Park

Friends of Lake Maria State Park

Friends of Luce Line West

Friends of Maplewood State Park

Friends of Mill Towns State Trail

Friends of Nerstrand Big Woods

Friends of Scandia Parks and Trails

Friends of Whitewater State Park

Friends of Wild River State Park

Friends of Zippel Bay State Park

Frontenac State Park Association

Gateway-Brown's Creek Trail Association

Gitchi Gami Trail Association

Glacial Ridge Trail Association

Glendalough Park Partners

Lake Louise State Park Association

Minnesota Horse Council

MN Nordic Ski Association

North Star Ski Touring Club

Northstar Trail Travelers

Prairie Visions

Sibley State Park Improvement Association

Southeast MN Assoc. of Regional Trails (SMART)

BOARD OF DIRECTORS

Executive Committee

Julie Gugin, *President*
Bob Bierscheid, *Vice President*
Robert O. Erickson, *Treasurer*
Dorothy Anderson, *Secretary*
Verónica Jaralambides
Bruce Johnson
Ed Murphy

Directors

Richard "Dick" Brainerd
Anne Flueckiger
Jane Harper
Paul Karazija
Kellie Lowman
Emily Nesvold
Stacy Osmond
Tom Stoa

Honorary Directors

Rollis Bishop
Sen. David Durenberger
Thomas T. Dwight
Martin Kellogg
David Minge
Mike Prichard
Peter Seed

STAFF & CONSULTANTS

Brett Feldman
Executive Director

Lisa Filter
External Relations Director

Becky Hampton
Office Coordinator

Jen Lasar
Friends Group Coordinator

Ann Lenczewski
*Government Relations Consultant of
Lockridge Grindal Nauen*

Ian Marsh
*Government Relations Consultant of
Lockridge Grindal Nauen*

Andrew Oftedal
Research & Policy Specialist

Barb Simonson
Accountant Consultant

Steve Young
Land Acquisition Consultant

Parks & Trails Council of MN
275 E. 4th St., Suite #250
St. Paul, MN 55101-1626
(651) 726-2457 or (800) 944-0707
www.parksandtrails.org

Non-Profit Org
U.S. Postage
PAID
Twin Cities, MN
Permit #4936



Your membership anniversary is
XX/XX

Name

Address

City, State Zip



www.parksandtrails.org



facebook.com/parksandtrails

Special Places is
published three times a year by the
Parks & Trails Council of Minnesota
Lisa Filter, editor