

M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09b Project Abstract

For the Period Ending June 30, 2022

PROJECT TITLE: Develop Mesabi Trail Segment From County Road 88 to Ely

PROJECT MANAGER: Robert Manzoline

AFFILIATION: St. Louis and Lake Counties Regional Railroad Authority

MAILING ADDRESS: 111 Station 44 Road

CITY/STATE/ZIP: Eveleth / MN / 55734

PHONE: 218-744-2653

E-MAIL: bmanzoline@rrauth.com

WEBSITE: mesabitrail.com

FUNDING SOURCE: Environment and Natural Resources Trust Fund

LEGAL CITATION: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09b

APPROPRIATION AMOUNT: \$600,000

AMOUNT SPENT: \$600,000

AMOUNT REMAINING: \$0

Sound bite of Project Outcomes and Results

The Mesabi Trail is a project to build a paved trail from Grand Rapids to Ely. At the conclusion of this phase of the project, approximately 150 miles of the trail are complete. With this appropriation, permitting and engineering was completed, and construction began for this segment of the trail from County Road 88 to the City of Ely.

Overall Project Outcome and Results

The funds for this project have been spent toward the development of Mesabi Trail segment from County Road 88 to Ely. Engineering design, specifications, environmental and permitting have all been completed. Construction has started. We will now use the funds from our M.L. 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (\$1,650,000) to complete the Construction Engineering Management and Construction for this 3.0 mile trail segment.

Project Results Use and Dissemination

The Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com. The following are some of the groups & organizations that disseminate Mesabi Trail information and typically include updates of newly completed trail segments and activities:

- Club Mesabi (10,000 maps & web site)
- Iron Range Tourism (30,000 brochures & web site)
- MN Office of Tourism
- amperes radio
- Parks & Trails, Home & Away, other private magazines
- Over 240,000 trail users per year
- Great River Energy/Mesabi Trail annual tour
- Named by the Star Tribune as “Best of Minnesota” in year 2013
- Named by Bicycle Magazine as “top 10 in the country”
- Information distributed at over 70 locations including Chambers of Commerce, visitor centers, businesses
- MN DOT/Pedal MN bikeways map
- “Second best trail in Midwest USA” Dubuque Iowa, 2017

ENRTF Acknowledgement is provided in these dissemination activities per the Acknowledgement Requirements.



Environment and Natural Resources Trust Fund (ENRTF)

M.L. 2018 ENRTF Work Plan Final Report (Main Document)

Today's Date: August 5, 2022

Final Report

Date of Work Plan Approval: 06/05/2018

Project Completion Date: June 30, 2022

Does this submission include an amendment request? No

PROJECT TITLE: Develop Mesabi Trail Segment From County Road 88 to Ely

Project Manager: Robert Manzoline

Organization: St. Louis and Lake Counties Regional Railroad Authority

College/Department/Division:

Mailing Address: 111 Station 44 Road

City/State/Zip Code: Eveleth, MN 55734

Telephone Number: 218-744-2653

Email Address: bmanzoline@rrauth.com

Web Address: mesabitrail.com

Location: The project is located within Morse Township located westerly of the City of Ely. The project is part of the larger Mesabi Trail located in Northeast MN extending 155 miles from Grand Rapids to Ely.

Total Project Budget: \$600,000

Amount Spent: \$600,000

Balance: \$ 0

Legal Citation: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09b

Appropriation Language: \$600,000 the second year is from the trust fund to the commissioner of natural resources for an agreement with the St. Louis and Lake Counties Regional Railroad Authority for environmental assessment, permitting, right-of-way easements or other acquisition as needed, engineering, and construction of an approximately three-mile-long bituminous surface section of the Mesabi Trail between Ely and the intersection of Highway 169 and County Road 88. This appropriation is available until June 30, 2022, by which time the project must be completed and final products delivered.

I. PROJECT STATEMENT:

General: Running from the Mississippi to the Boundary Waters, the Mesabi Trail is a planned 10' wide, 155 mile-long paved trail that serves as an alternate transportation corridor and recreational facility for non-motorized use namely pedestrian, bike, ski, and horses and in designated areas, winter snowmobile use. The trail will connect twenty-eight (28) communities across two counties starting in Grand Rapids and ending in Ely. Approximately 126 miles of the trail has been constructed since its inception in 1996. See the attached map for locations of the completed trail, trail under construction and those areas yet to be built. The Mesabi Trail is owned and maintained by the St. Louis and Lake Counties Regional Railroad Authority (RRA). The annual trail maintenance budget is \$395,000. The trail has been constructed in cooperation with local landowners, local governments and State and Federal lands with no eminent domain proceedings.

The Mesabi Trail is constructed in accordance with the MN Dot Bikeway Facility Design Manual. The trail connects communities, provides a transportation corridor, promotes healthy lifestyles and is ADA compliant. The trail traverses multiple landscapes, natural settings, state parks, state and county and federal forests, lakes and streams. The trail travels through many cultural settings that are interpreted including Native American, European settlers, logging era, former iron mining era and current iron mining operations. The trail currently connects 24 communities with yearly users exceeding 200,000 per year of which, 34% arrive from outside of the northeast MN region. The trail is designated non-motorized with the exception of certain trail segments designated for winter snowmobiling. Thirty (30) miles of the trail are designated for snowmobile use.

Trail is constructed through a variety of natural settings and is carefully located to avoid or minimize adverse impacts to waters, wetlands and wildlife. The trail does pass through wildlife areas designated as critical habitat for threatened or endangered species such as the Northern Long Eared Bat and Canadian Lynx, however; proposed trail corridors are vigorously reviewed by the U.S. Fish & Wildlife Service, MN DNR Fish & Wildlife, MN DNR Waters, Army Corps of Engineers, U.S. Environmental Protection Agency and local agencies. In addition, designated land use, property ownership, cultural resources, farmlands, recreational areas and other elements are reviewed, changed or approved by the National Environmental Protection Agency, Minnesota Environmental Protection Agency, MN State Historic Preservation Office and local agencies.

Locally, meaning from the City of Tower to the City of Ely, the only existing public transportation corridor is Hwy 1/169 used by vehicular traffic and for the most part, the road shoulders are gravel, narrow and not conducive to pedestrian or bicycle travel. This project will create an off-road, non-motorized transportation corridor in keeping with existing transportation plans and systems. There is also a high tourism potential making connections to the International Wolf Center, North American Bear Center, Bearhead State Park, Vermilion State Park, Lake Vermillion, Soudan State Park and the Boundary Waters Canoe Area Wilderness.

Specific: The County Road 88 toward Ely Segment (hereafter known as the "Project") is a planned 3.5 mile long, 10 feet wide bituminous paved surface with 2 foot gravel shoulders. The Project will begin at the intersection of St. Louis County Road (SLC) 88 and State Highway 1/169 and then traverse easterly approximately 3.5 miles terminating and connecting to the existing Mesabi Trail in Ely. (termination point is approximately 2 blocks west of 3rd Ave & Sheridan Street seen in yellow on attached map) Part of the Project will likely be located within the existing Highway 1/169 road right-of-way; however, we continue to seek an off-road alignment using an abandon railroad grade or other location. The Project will connect to the forthcoming Mesabi Trail at County Road 88.

II. OVERALL PROJECT STATUS UPDATES:

First Update January 31, 2019

Right-of-way acquisition has continued along with environmental documentation and engineering work.

Second Update June 30, 2019

Right-of-way acquisition has continued along with environmental documentation and engineering work.

Third Update Submitted (Submitted January 3, 2020)

Environmental work is completed.

Right-of-Way Acquisition is completed.

Engineering survey, design, plans & construction management – Work continues for the survey, engineering design and plans.

Trail Construction: No activity.

Fourth Update June 30, 2020 (Submitted July 16, 2020)

Environmental work is completed.

Right-of-Way Acquisition is completed.

Engineering survey, design, plans & construction management – The design was reviewed and the plan and was approved by MN DOT. Construction management continues with plans being further developed for trail construction.

Trail Construction: No Activity.

Fifth Update January 31, 2021 (Submitted February 8, 2021)

This segment of the trail is being coordinated with the new Ely Visitors Center trail entrance to the facility, along with the city of Ely and Morse Township. The wetlands impacts have changed from completing the initial design. Due to these revised wetland impacts, the wetlands permit will need to be updated with a wetlands permit amendment. Also, the Limited Use Permit along Highway 169 will need to be updated and revised as necessary. The design for the trail is 90% completed.

Sixth Update June 30, 2021 (Submitted July 9, 2021)

The approvals of the Limited Use Permitting continue for this project. The Limited Use Permit for the trail to be along 169 was submitted to MN Department of Transportation for review and approval. Once the Limited Use Permit is approved by MN DOT, engineering will finalize the design and then will be ready for bidding the construction of this segment.

Amendment Request July 9, 2021 (Amendment Approved by LCCMR 8/6/21)

Due to the extensive permitting to design and construct the trail within the Highway 169 right-of-way for the entire length of this segment, we would like to add \$24,000 to Engineering from the budget of \$126,000 to \$150,000. In turn, decrease the Construction budget by \$24,000 from \$420,000 to \$396,000. Because the majority of the trail will be within highway 169 right-of-way, the Right-of-Way budget can be reduced from by \$15,000 from \$18,000 to \$3,000. In turn, we would like to add \$15,000 back to the construction budget changing from \$396,000 to \$411,000.

Seventh Update January 31, 2022 (Submitted February 4, 2022)

The Limited Use Permit has been approved and issued by MN DOT as the trail design and specifications for this segment are completed. The next step is to purchase the wetland credits which will cost about \$99,500. We had budgeted for this in our ML 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (\$1,650,000) for this segment, however, the wetland credits are needed now to continue. The details will be further explained in the amendment request. With the completion of purchasing the wetland credits, we anticipate to advertise for construction bids later this month and approve in March. Construction will start in the spring of 2022. We will use the remaining funds on this ML 2018 grant by June 30, 2022, which we will be about 15% complete with this segment. We will then move to the ML 2021 grant for the additional funds to complete the entire segment.

Amendment Request February 4, 2022 (Amendment Approved by LCCMR 2/21/22)

With the environmental permitting mainly requiring to purchase the required wetland credits now, we are requesting to revise our budget. We are looking at more engineering and environmental costs due to purchasing the credits which we budgeted in our ML 2021 grant for this segment. The wetland credits will cost \$99,500 and are required to be purchased now. We are requesting to transfer \$70,000 from our construction budget to the environmental budget to allow for the purchase of the wetland credits. Also, we would need to transfer \$50,000 from the construction budget to the engineering budget as we are anticipating more engineering costs to manage the start of construction. As shown on the budget sheet, the Revised Budget for Environmental will go from \$36,000 to \$106,000; for Engineering from \$150,000 to \$200,000; finally for Construction from \$411,000 to \$291,000. After the funds are used from this grant, we will focus on completing the remainder of the project with the ML 2021 grant.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

The funds for this project have been spent toward the development of Mesabi Trail segment from County Road 88 to Ely. Engineering design, specifications, environmental and permitting have all been completed. Construction has started. We will now use the funds from our ML 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (\$1,650,000) to complete the Construction Engineering Management and Construction for this 3.0 mile trail segment.

Amendment Request August 5, 2022

To finalize this project, we would like to request changes to our budget which are as follows: Decrease the Environmental budget by \$3,238 from \$106,000 to \$102,762; Decrease the Right-of-Way budget by \$3,000 from \$3,000 to \$0; Decrease the Engineering budget by \$5,286 from \$200,000 to \$194,714; and Increase the Construction budget by \$11,524 from \$291,000 to \$302,524. The budget has changed from the original plan due to private landowners not allowing us to utilize the railroad grade heading East to Ely. An alternative route was needed, which included added environmental, engineering and construction work that increased our budget. The environmental work to purchase wetland credits was originally budgeted in our ML 2021 project funding. We needed to purchase these wetland credits during this project to keep this project moving. These final changes to the budget are needed to finalize and complete the project which show the exact final amount spent for these activities.

Removed the \$300,000 Federal TA grant funds from the Other Funds chart as the original intent were to utilize these funds for obtaining easements from private landowners on the old railroad grade heading towards Ely. Once these private landowners did not want the trail going through their properties, the Federal TA grant was moved to another Mesabi Trail project.

III. PROJECT ACTIVITIES AND OUTCOMES:

ACTIVITY 1: Environmental and Permitting

Description: Environmental work needed to comply with the Federal National Environmental Policy Act (NEPA) and State of Minnesota Environmental Protection Act (MEPA) involving those compliance agencies namely the Federal Departments of Environmental Protection, Highway Administration & Fish & Wildlife and the Minnesota Departments of Natural Resources, Transportation & Historic Preservation.

Other oversight agencies that will become involved include the Federal Army Corps of Engineers, Minnesota Pollution Control Agency, Minnesota Board of Water and Soil Resources and the Local Board of Soil and Water Conservation.

The environmental work will be supported by engineering work to locate alternative trail routes, survey cultural resource locations, survey wetland boundary's, establish property lines and identify land ownership.

Geotechnical work may occur if unsuitable soils or ledge rock is encountered.

Work will be performed by a person or firm accredited by the Minnesota Board of Water and Soil Resources (BWSR) hereafter known as "Consultant". Consultant will perform work needed to comply with NEPA and MEPA documenting trail route alternatives, cultural resource identification, wetland delineation & mitigation, endangered species, social impacts, economic impacts, state waters impacts, land use (4f) and other. Consultant will further evaluate and assure compliance with local ordinances, planning, zoning and codes.

In the event wetlands or designated waters cannot be avoided and a disturbance takes place, impacted wetlands will be replaced at a ratio of 1.5:1 (1.5 = new wetlands created; 1 = wetlands impacted) Wetland replacement is overseen by BWSR and typically performed by purchasing wetland credits from the MN State Wetland Bank. Cost for wetland credits do vary, however; Mesabi Trail has acquired wetland credits ranging in cost from \$32,670 to \$43,560 per one acre.

Environmental costs are estimated to be 4% of the total project cost.

ENRTF Budget	\$102,762
Amount spent	102,762
Balance	0

Outcome	Completion Date
1. Agency approvals and permits from US Army Corp of Engineers, US Fish & Wildlife, MN State Historic Preservation Office, MN Department of Natural Resources, Others	June 2019

Activity 1 First Update January 31, 2019

Left blank per agreement with LCCMR on 10/10/19

Activity 1 Second Update June 30, 2019

Left blank per agreement with LCCMR on 10/10/19

Activity 1 Third Update January 3, 2020

The environmental work is complete. The wetland delineation, permitting, and replacement plan has been approved by the Army Corp. The wetland credits need to be purchased before beginning construction. The DNR Public Water Work permit has been approved. The plan is submitted for SHPO review.

Activity 1 Fourth Update June 30, 2020 (Submitted July 16, 2020)

Environmental and Permitting work along with SHPO review have been completed.

Activity 1 Fifth Update January 31, 2021 (Submitted February 8, 2021)

The design for this segment of the trail is being coordinated with the city of Ely’s new Visitor’s Center. Engineering completed additional topographical surveys last week. Engineering will be refining/finalizing the design over the next few weeks. Once this is complete, engineering will be working on the following:

1. Complete the wetlands permit amendment based on the revised wetland impacts
2. Update/revise the Limited Use Permit along Highway 169 as necessary.

Engineering is anticipating to be ready for the revised permit submittals in March 2021.

Activity 1 Sixth Update June 30, 2021 (Submitted July 9, 2021)

Engineering submitted the wetlands and Limited Use Permits to the MN Department of Transportation. MN DOT will need to review and approve the Limited Use Permit to allow for the trail to be designed and constructed along the Highway 169 right-of-way.

Activity 1 Seventh Update January 31, 2022 (Submitted February 4, 2022)

The Limited Use Permit has been approved and issued by MN DOT as the trail design and specifications for this segment are completed. The next step is to purchase the wetland credits which will cost about \$99,500. The wetland credits are required now to move forward with advertising for bids and trail construction.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

This Activity has been completed.

ACTIVITY 2: Right-of-Way Acquisition

Description: Acquire right-of-way in sufficient width for trail construction by way of easements, leases or purchase. The minimum right-of-way width is forty feet. Land purchase is not anticipated but if needed, will follow the LCCMR land procurement process. Right-of-way work includes land surveys, legal descriptions, title searches and recording. Majority of this work will be performed by a registered land surveyor and attorney. It is understood attorney and appraisal fees are not eligible for grant reimbursement.

Right-of-way acquisition costs are estimated to be 2% of the total project cost.

ENRTF Budget	\$0
Amount spent	0
Balance	0

Outcome	Completion Date
1. Acquire approximately 18,500 lineal feet by 40 feet wide or 17 acres of trail right-of-way from private and public landowners for trail construction.	June 2019

Activity 2 First Update January 31, 2019

Left blank per agreement with LCCMR on 10/10/19

Activity 2 Second Update June 30, 2019

Left blank per agreement with LCCMR on 10/10/19

Activity 2 Third Update January 3, 2020

The right of way acquisition is complete. Much of the trail is located in the State Highway 169 right of way. The Min. D.O.T. Limited Use permit to Construct this segment of the trail within the right of way has been approved.

Activity 2 Fourth Update June 30, 2020 (Submitted July 16, 2020)

This Activity has been completed.

Activity 2 Fifth Update January 31, 2021 (Submitted February 8, 2021)

Engineering will be updating and revising the Limited Use Permit along Highway 169 as all of the trail design will be within the Highway 169 right-of-way. They are looking to submit the revision in March 2021.

Activity 2 Sixth Update June 30, 2021 (Submitted July 9, 2021)

Engineering submitted the updated Limited Use Permit to the MN Department of Transportation. Once approved, engineering can finalize the design.

Activity 2 Seventh Update January 31, 2022 (Submitted February 4, 2022)

The Limited Use Permit was reviewed, approved and issued by MN DOT. The trail segment will be within the Highway 169 right-of-way from CSAH 88 to Ely. This activity is completed.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

The St. Louis and Lake Counties Regional Railroad Authority staff worked with the Minnesota Department of Transportation to obtain the limited use permit to allow this segment of the trail be constructed within the Highway 169 right-of-way. No ENRTF funds were used to complete this activity. This activity has been completed.

ACTIVITY 3: Engineering survey, design, plans & construction management

Description: Engineering will be done in accordance with the MN Dot Standards for Bicycle Trails. Engineering work begins with route(s) identification and support of environmental work and then to more specific survey work once a preferred trail route alternative is selected. The project engineer will design the trail in accordance with MN Dot, Federal Highway Administration (FHWA) and ASHTO standards while taking into account on-site conditions such as waterways, wetlands, hills, valleys and other features to determine the final trail location and design.

Engineer, working in cooperation with the environmental contractor, will provide a Federal Project Memorandum and construction plan and specification in accordance with and acceptable to the Federal Highway Administration (FHWA) and MN Dot, Office of State Aid. Bidding documents and contracts will be administered by MN Dot. Engineer will perform construction management, on-site inspections, testing oversight and other functions in accordance with FHWA standards.

Engineering costs are estimated to be 14% of the total project cost.

ENRTF Budget	\$194,714
Amount spent	194,714
Balance	0

Outcome	Completion Date
1. Support for Environmental work	June 2019
2. Plans & specifications	December 2019
3. Construction management	October 2020
3. Final inspection and project documentation	December 2020

Activity 3 First Update January 31, 2019

Left blank per agreement with LCCMR on 10/10/19

Activity 3 Second Update June 30, 2019

The design is 90% done and needs DOT review and approval

Activity 3 Third Update January 3, 2020

The previous plan update had \$7,943 charged to construction which was error. The \$7,943 was for soil testing to determine the permeability of the soil in the location of the storm water detention ponds. Attachment A has been changed to show this correction.

The plan has been reviewed by Min. D.O.T. The plan and Limited Use Permit for this segment of trail has been approved. The Limited Use permit has not been completed. Another segment of the trail between the Vermilion State Park and Trygg Road is also within the Highway 169 right of way. These two segments of the trail are within the same control section for Min. D.O.T. and Min. D.O.T. would like both trail segments covered under the same LUP. The VSP to Trygg Rd. has been submitted to Min. D.O.T. and approval is expected in January 2020.

Activity 3 Fourth Update June 30, 2020 (Submitted July 16, 2020)

The design was reviewed and the plan and was approved by MN DOT. Construction management continues with plans being further developed for trail construction.

Activity 3 Fifth Update January 31, 2021 (Submitted February 8, 2021)

With engineering completing the additional topographical surveys last week, they will be refining/finalizing the design over the next few weeks. Once this is complete, they will be working on the following:

1. Complete the wetlands permit amendment based on the revised wetland impacts
2. Update/revise the Limited Use Permit along Highway 169 as necessary.

Engineering is anticipating to be ready for the revised permit submittals in March 2021.

The design is 90% completed.

Activity 3 Sixth Update June 30, 2021 (Submitted July 9, 2021)

Engineering submitted the updated Limited Use Permit to MN Department of Transportation. Once approved by MN DOT, the final design will be complete by engineering and will be ready to bid for construction.

Activity 3 Seventh Update January 31, 2022 (Submitted February 4, 2022)

Additional budget for Engineering has been requested from our amendment in the Overall Project Status section above. Additional engineering budget includes further support for environmental work, advertising, bidding and construction management. Engineering plans and specifications are completed.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

For this project, all funds have been spent and the Activity has been completed. Engineering Management will continue on during our project ML 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (\$1,650,000).

ACTIVITY 4: Trail construction

Description: Construct a 10’ wide bituminous surfaced trail approximately 18,500 lineal feet in length built in accordance with the MN Dot and FHWA construction standards. Trail construction will include 2’ wide gravel shoulders, base preparation, grading, gravel base, ditch ways, slopes, culverts, fencing, signing, landscaping, seeding and all else necessary for a complete trail.

Construction will be performed by a licensed and bonded contractor. Public bidding, contractor selection and contracts will be performed by MN DOT with approval from FHWA. A Disadvantages Business Enterprise (DBE) goal will be established by MN DOT for DBE participation in the construction work. Federal prevailing wage and benefit rates will be paid to all persons working on this project.

ENRTF Budget	\$302,524
Amount spent	\$302,524
Balance	0

Outcome	Completion Date
1. Construct approximately 18,500 lineal feet (~3.5 miles) of bituminous surface trail.	October 2020

Activity 4 First Update January 31, 2019

No construction has taken place at this time. The scope of work has been engineering and right-of-way.

Activity 4 Second Update June 30, 2019

No construction has taken place at this time. The scope of work has been engineering and right-of-way.

Activity 4 Third Update January 31, 2020

No construction has taken place

Activity 4 Fourth Update June 30, 2020 (Submitted July 16, 2020)

No construction has taken place.

Activity 4 Fifth Update January 31, 2021 (Submitted February 8, 2021)

No construction has taken place.

Activity 4 Sixth Update June 30, 2021 (Submitted July 9, 2021)

No construction has taken place.

Activity 4 Seventh Update January 31, 2022 (Submitted February 4, 2022)

Advertising for construction bids will take place at the end of this month and acceptance in March. Also completed advertisement for bids and awarded to contractor to complete tree clearing in areas along the Highway 169 right-of-way. The tree clearing will need to be done soon in anticipation of the roosting season for the Northern long-eared bat. We are anticipating construction to start this spring and use up the remaining funds on this grant by June 30, 2022. To complete the entire project, we will then turn to our ML 2021 grant.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

Construction of the trail has started and have used up the rest of the funds from this grant. Construction will continue during our project ML 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (\$1,650,000).

IV. DISSEMINATION

Description: the Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com. The following are some of the groups & organizations that disseminate Mesabi Trail information and typically include updates of newly completed trail segments and activities:

- Club Mesabi (10,000 maps & web site)
- Iron Range Tourism (30,000 brochures & web site)
- MN Office of Tourism
- amperes radio
- Parks & Trails, Home & Away, other private magazines
- Over 200,000 trail users per year
- Great River Energy/Mesabi Trail annual tour
- Named by the Star Tribune as “Best of Minnesota” in year 2013
- Named by Bicycle Magazine as” top 10 in the country”
- Information distributed at over 70 locations including Chambers of Commerce, visitor centers, businesses
- MN DOT/Pedal MN bikeways map
- “Second best trail in Midwest USA” Dubuque Iowa, 2017

First Update January 31, 2019

No Activity

Second Update June 30, 2019

No Activity

Third Update January 3, 2020

No Activity

Fourth Update June 30, 2020 (Submitted July 16, 2020)

No Activity

Fifth Update January 31, 2021 (Submitted February 8, 2021)

No Activity

Sixth Update June 30, 2021 (Submitted July 9, 2021)

No Activity

Seventh Update January 31, 2022 (Submitted February 4, 2022)

The St. Louis and Lake Counties Regional Railroad Authority will be publicly advertising Request For Proposals for a marketing consultant or firm to start creating a marketing plan to get more people using the Mesabi Trail. The marketing efforts are set to begin in April 2022 and will be paid for with non-ENRTF funds.

Final Report between project end (June 30) and August 15, 2022 (Submitted August 5, 2022)

The Mesabi Trail news and updates are provided through a variety of media, marketing and publications. Web site is: Mesabitrail.com. The following are some of the groups & organizations that disseminate Mesabi Trail information and typically include updates of newly completed trail segments and activities:

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- Information distributed at over 70 locations including Chambers of Commerce, visitor centers, businesses
- MN DOT/Pedal MN bikeways map

ENRTF Acknowledgement is provided in these dissemination activities per the Acknowledgement Requirements.

V. PROJECT BUDGET SUMMARY:

A. Preliminary ENRTF Budget Overview: See attached budget spreadsheet

Explanation of Capital Expenditures Greater Than \$5,000: construction of approximately 18,500 LF bituminous surface trail.

Explanation of Use of Classified Staff:

Total Number of Full-time Equivalent (FTE) Directly Funded with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours: N/A	Divide by 2,080 = TOTAL FTE:
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Total Number of Full-time Equivalent (FTE) Estimated to Be Funded through Contracts with this ENRTF Appropriation:

Enter Total Estimated Personnel Hours: 8,000	Divide by 2,080 = TOTAL FTE: 3.9
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B. Other Funds:

SOURCE OF AND USE OF OTHER FUNDS	Amount Proposed	Amount Spent	Status and Timeframe
Other Non-State \$ To Be Applied To Project During Project Period:			
Other State \$ To Be Applied To Project During Project Period:			
ML 2021, First Special Session, Chp. 6, Art. 6, Sec. 2, Subd. 09b – Mesabi Trail: CSAH 88 to Ely (to complete the construction of this same segment funded with ML 2018 Subd. 9d)	\$1,650,000	\$ 0	Funded. Expires June 30, 2024
Past and Current ENRTF Appropriation:			
ML 2015 Chp. 76 Sec 2 Subd 09i	\$1,000,000	\$930,669.99	Funds remaining ML 2015, project completed
Other Funding History:			
none	\$	\$	

VI. PROJECT PARTNERS:

A. Partners receiving ENRTF funding

Name	Title	Affiliation	Role
None			

B. Partners NOT receiving ENRTF funding

Name	Title	Affiliation	Role
none			


VII. LONG-TERM- IMPLEMENTATION AND FUNDING: this is a stand-alone project not needing additional work. No results, findings or other unanswered questions will result from this project.

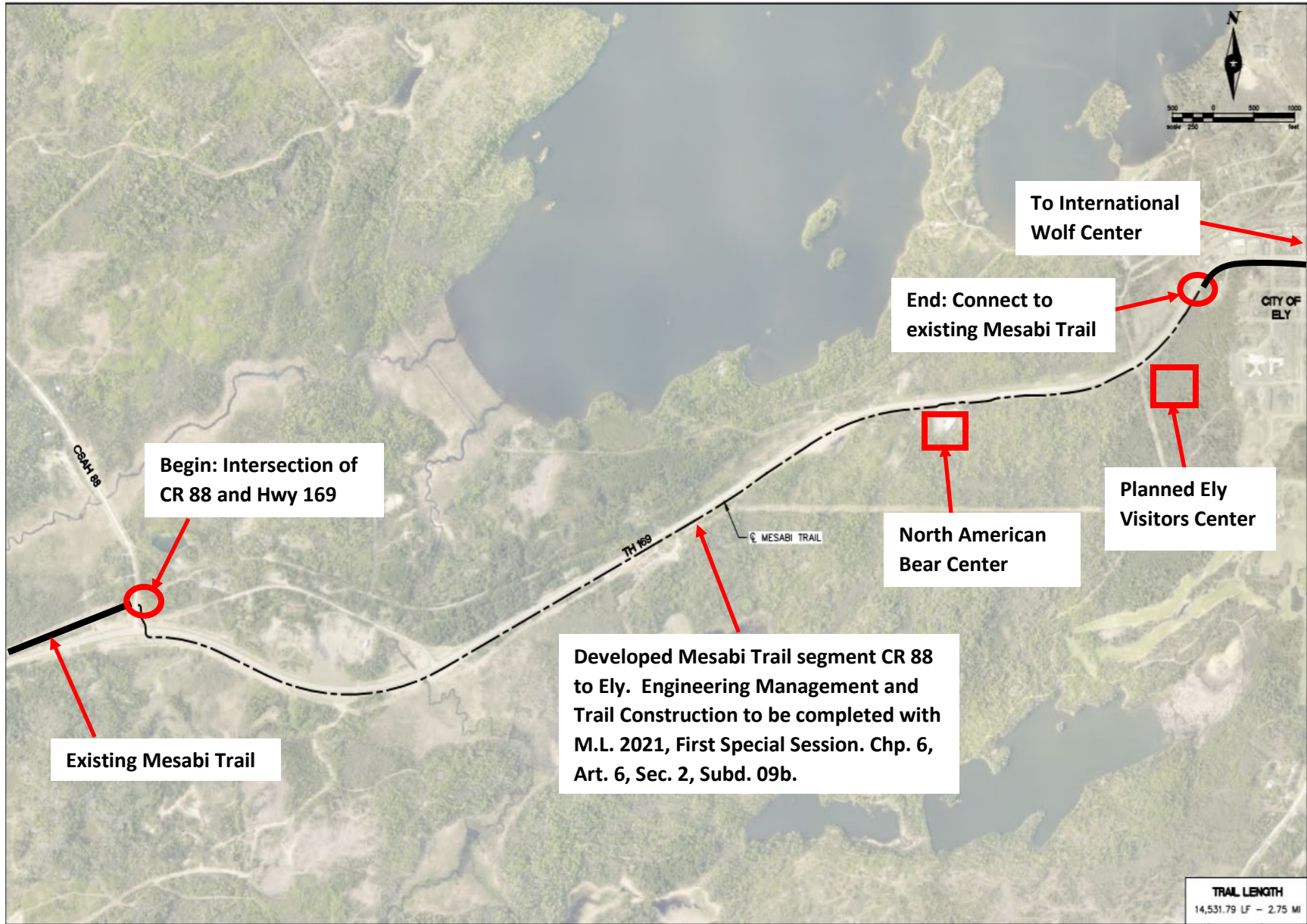
VIII. REPORTING REQUIREMENTS:

- The project is for 4 years, will begin on July 1, 2018, and end on June 30, 2022.
- Periodic project status update reports will be submitted January 31 and June 30 of each year.
- A final report and associated products will be submitted between June 30 and August 15, 2022.

IX. SEE ADDITIONAL WORK PLAN COMPONENTS:

- A. Budget Spreadsheet
- B. Visual Component or Map

Environment and Natural Resources Trust Fund				
M.L. 2018 Budget Spreadsheet - Final				
				
Project Title: Develop Mesabi Trail Segment From County Road 88 to Ely				
Legal Citation: M.L. 2018, Chp. 214, Art. 4, Sec. 02, Subd. 09b				
Project Manager: Robert Manzoline				
Organization: St. Louis and Lake Counties Regional Railroad Authority				
M.L. 2018 ENRTF Appropriation: \$600,000				
Project Length and Completion Date: 4 years, June 30, 2022				
Date of Report: August 5, 2022 Final Report				
ENVIRONMENT AND NATURAL RESOURCES TRUST FUND BUDGET	Budget	Ammendment - Final Budget 8/5/22 - Draft	Amount Spent	Balance
BUDGET ITEM				
Professional Service Contracts				
Environmental work and permitting prior to construction in accordance with Federal NEPA & EPA; and Minnesota MPCA, SHIPO, DNR; and Local jurisdictions	\$106,000	\$102,762	\$102,762	\$0
Right-of-way aquisition for trail easements, leases, fee ownership	\$3,000	\$0	\$0	\$0
Engineering for trail design, plans, specifications, bidding and construction administration	\$200,000	\$194,714	\$194,714	\$0
Capital Expenditures Over \$5,000				
Bituminous surface trail construction ~3.5 miles	\$291,000	\$302,524	\$302,524	\$0
COLUMN TOTAL	\$600,000	\$600,000	\$600,000	\$0



Begin: Intersection of CR 88 and Hwy 169

End: Connect to existing Mesabi Trail

To International Wolf Center

Existing Mesabi Trail

North American Bear Center

Planned Ely Visitors Center

Developed Mesabi Trail segment CR 88 to Ely. Engineering Management and Trail Construction to be completed with M.L. 2021, First Special Session. Chp. 6, Art. 6, Sec. 2, Subd. 09b.

TRAIL LENGTH
14,531.79 LF - 2.75 MI

DRAWN BY: --				
DESIGNER: --				
CHECKED BY: --				
DESIGN TEAM	NO.	BY	DATE	REVISIONS



**ELY,
MINNESOTA**

**MESABI TRAIL
CSAH 88 - ELY**

FILE NO. 145307
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