

Final Abstract

Final Report Approved on January 28, 2026

M.L. 2020 Project Abstract

For the Period Ending June 30, 2025

Project Title: Mesabi Trail: New Trail and Additional Funding

Project Manager: Bill Dahl

Affiliation: St. Louis & Lake Counties Regional Railroad Authority

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City/State/Zip: Eveleth, MN 55734

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E-mail: bdahl@rrauth.com

Website:

Funding Source:

Fiscal Year:

Legal Citation: M.L. 2021, First Special Session, Chp. 6, Art. 5, Sec. 2, Subd. 09q

Appropriation Amount: \$1,000,000

Amount Spent: \$1,000,000

Amount Remaining: -

Sound bite of Project Outcomes and Results

The completion of the Mesabi Trail segment from McKinley to Biwabik opens new access to the Iron Range's natural beauty. This thoughtfully designed trail enhances the surrounding scenery, guiding visitors through mining-disturbed landscapes while highlighting the region's resilience, history, and outdoor appeal.

Overall Project Outcome and Results

The completion of the Mesabi Trail segment between McKinley and Biwabik represents a significant milestone in the long-term development of the Mesabi Trail, a 165-mile-long master planned paved bike trail extending from Grand Rapids to Ely. This 5.5-mile, 10-ft wide, paved trail segment successfully closed a critical gap in the trail system, improving connectivity between Iron Range communities while expanding safe, non-motorized access for residents and visitors alike. Amenities along the route include directional signage, a floating bridge through a wetland area, and gates to ensure trail user safety.

The new segment provides access to the region's distinctive natural and cultural landscapes, guiding users through forested corridors, reclaimed mining lands, and scenic overlooks that reflect the Iron Range's industrial heritage and

environmental resilience. Thoughtful trail design and alignment were key outcomes of the project, ensuring that the trail not only accommodates a wide range of users but also complements and enhances the surrounding scenery, even in areas shaped by historic mining activity.

As a result of the project, trail use has increased, contributing to greater outdoor recreation opportunities and improved quality of life for local residents. The expanded trail network has also strengthened the Mesabi Trail's role as an economic driver for the region. Visitors traveling the trail support local businesses, lodging facilities, restaurants, and attractions in nearby communities, reinforcing tourism growth and regional collaboration.

The project further demonstrates the value of long-term planning, inter-agency cooperation, and sustained investment in recreational infrastructure. The McKinley to Biwabik segment serves as both a functional transportation corridor and a destination experience, reinforcing the Mesabi Trail's identity as a nationally recognized trail system.

Overall, the project delivered lasting recreational, economic, and community benefits, strengthening connections across the Iron Range while preserving and showcasing the character of the landscape for future generations.

Project Results Use and Dissemination

Before the construction workers were even clear of the area, people were already out riding this segment of trail. We had a trail counter on the trail on May 13. By May 15, we already had over 2000 users who had been eagerly awaiting for this section. The trail opening was announced on our website and on social media. There is signage located at the gate where the trail turns toward Biwabik and another sign on the Biwabik kiosk. This section of trail will also be highlighted on the 2026 Great River Energy Mesabi Trail Tour.



Environment and Natural Resources Trust Fund

M.L. 2020 Approved Final Report

General Information

Date: January 30, 2026

ID Number: 2020-039

Staff Lead: Tom Dietrich

Project Title: Mesabi Trail: New Trail and Additional Funding

Project Budget: \$1,000,000

Project Manager Information

Name: Bill Dahl

Organization: St. Louis & Lake Counties Regional Railroad Authority

Office Telephone: (218) 744-6150

Email: bdahl@rrauth.com

Web Address:

Project Reporting

Final Report Approved: January 28, 2026

Reporting Status: Project Completed

Date of Last Action: January 28, 2026

Project Completion: June 30, 2025

Legal Information

Legal Citation: M.L. 2021, First Special Session, Chp. 6, Art. 5, Sec. 2, Subd. 09q

Appropriation Language: \$1,000,000 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 constructing the Mesabi Trail beginning at the intersection of County Road 20 and Minnesota State Highway 135 and terminating at 1st Avenue North and 1st Street North in the city of Biwabik in St. Louis County. This appropriation may not be spent until all Mesabi Trail projects funded with trust fund appropriations before fiscal year 2020, with the exception of the project funded under Laws 2017, chapter 96, section 2, subdivision 9, paragraph (g), are completed. Administrative extension of appropriation

until June 30, 2025 approved January 29, 2024 due to federal award per M.L. 2021, First Special Session, Chp. 6, Art. 5, Sec. 2, Subd. 12.

Appropriation End Date: June 30, 2024

Narrative

Project Summary: This project is for the construction of an approximately 5.5 mile-long segment of the Mesabi Trail beginning at the City of McKinley and ending at the City of Biwabik.

Describe the opportunity or problem your proposal seeks to address. Include any relevant background information.

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-nine (29) communities across two counties starting in Grand Rapids and ending in Ely. Approximately 126 miles of the trail has been constructed and 13.7 miles are currently under construction since its inception in 1996. The Mesabi Trail is owned and maintained by the St. Louis and Lake Counties Regional Railroad Authority (RRA). The annual trail maintenance budget is \$390,000. The trail has been constructed in cooperation with local landowners, local governments and State and Federal lands with no eminent domain proceedings.

What is your proposed solution to the problem or opportunity discussed above? Introduce us to the work you are seeking funding to do. You will be asked to expand on this proposed solution in Activities & Milestones.

The McKinley to Biwabik segment (hereafter known as the “Project”) is a planned approximately 5.5 mile-long, 10 foot wide bituminous paved surface with 2 foot gravel shoulders. The Project will begin at the City of McKinley and then traverse easterly approximately 5.5 miles to the City of Biwabik. This important segment will make connection to the existing trail from the City of Gilbert to McKinley from the East to the existing trail from Biwabik traversing to the West through the Giants Ridge Recreational Area to Embarrass. LCCMR Grant M.L. 2017, Chp. 96, Sec. 2, Subd. 09g is also contributing to the completion of this project.

What are the specific project outcomes as they relate to the public purpose of protection, conservation, preservation, and enhancement of the state’s natural resources?

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 29 communities with yearly users exceeding 220,000 per year of which, 34% arrive from outside of the Northeast MN region.

Project Location

What is the best scale for describing where your work will take place?

Region(s): NE

What is the best scale to describe the area impacted by your work?

Region(s): NE

When will the work impact occur?

During the Project

Activities and Milestones

Activity 1: McKinley to Biwabik

Activity Budget: \$1,000,000

Activity Description:

This approximate 5.5 mile-long segment of the trail will make connections to the existing Mesabi Trail in the City of McKinley and traverse easterly to the City of Biwabik. Due to right-of-way issues, part of the proposed trail has been relocated to a new location. The new trail location length is approximately 3,900 feet passing across the Cave Lake water inlet and adjoining wetlands. We are proposing to construct a 900 feet long floating bridge to cross the wetlands minimizing impacts to the wetland and water flowage. The new trail location has increased project costs primarily for the floating bridge, wetland mitigation and fencing along the trail of mining operations.

Activity Milestones:

Description	Approximate Completion Date
1. ML 2015 and ML 2018 funds spent	June 30, 2022
2. ML 2017 funds spent and projects completed	December 31, 2022
3. Engineering for Construction Management	June 30, 2025
4. Trail Construction	June 30, 2025

Dissemination

Describe your plans for dissemination, presentation, documentation, or sharing of data, results, samples, physical collections, and other products and how they will follow ENRTF Acknowledgement Requirements and Guidelines.

Mesabi Trail news and updates through a variety of media, marketing and publications. The website is Mesabitrail.com. The following are some of the groups and organizations that disseminate Mesabi Trail information and typically updates of newly completed trail segments: Club Mesabi (15,000 maps and website), Iron Range Tourism (30,000 brochures and website), MN Office of Tourism, MPR, Parks & Trails, Home & Away, other private magazines, 240,000 trail users per year, Named by the Star Tribune as "Best of Minnesota" in year 2013, and Top 3 Minnesota Trails in year 2021. The Minnesota Environment and Natural Resources Trust Fund will be acknowledged through the use of the fund logo or attribution language on project print and electronic media, publications, signage, and other communications per the ENRTF Acknowledgement Guidelines.

Long-Term Implementation and Funding

Describe how the results will be implemented and how any ongoing effort will be funded. If not already addressed as part of the project, how will findings, results, and products developed be implemented after project completion? If additional work is needed, how will this work be funded?

Long term strategy for the Mesabi Trail has not changed since 1995 which is to construct a trail from Grand Rapids to Ely connecting 29 communities along the way. Seeking eligible grants to complete the trail is an on-going process. A key component is to maintain the trail to last for a period of 20 years. The Regional Railroad Authority has committed to maintain the trail and currently budgets over \$390,000 per year for maintenance costs.

Other ENRTF Appropriations Awarded in the Last Six Years

Name	Appropriation	Amount Awarded
Mesabi Trail Development - Soudan to Ely Segment	M.L. 2014, Chp. 226, Sec. 2, Subd. 07c	\$1,000,000
Mesabi Trail Development Soudan to Ely - Phase II	M.L. 2015, Chp. 76, Sec. 2, Subd. 09i	\$1,000,000
Mesabi Trail Segment from Highway 135 to Town of Embarrass	M.L. 2016, Chp. 186, Sec. 2, Subd. 09e	\$1,200,000
Mesabi Trail Development	M.L. 2017, Chp. 96, Sec. 2, Subd. 09g	\$2,269,000
Develop Mesabi Trail Segment From County Road 88 to Ely	M.L. 2018, Chp. 214, Art. 4, Sec. 2, Subd. 09b	\$600,000
Mesabi Trail Extensions	M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09g	\$3,000,000
Historic Bruce Mine Park and Mesabi Trailhead	M.L. 2019, First Special Session, Chp. 4, Art. 2, Sec. 2, Subd. 09q	\$1,000,000

Budget Summary

Category / Name	Subcategory or Type	Description	Purpose	Gen. Ineligible	% Bene fits	# FTE	Classified Staff?	\$ Amount	\$ Amount Spent	\$ Amount Remaining
Personnel										
							Sub Total	-	-	-
Contracts and Services										
Northern Engineering, Inc.	Professional or Technical Service Contract	Engineering Management for trail construction				1.2		\$216,187	\$216,187	-
							Sub Total	\$216,187	\$216,187	-
Equipment, Tools, and Supplies										
	Capital Equipment	Construct bituminous surface trail	For trail construction	X				\$783,813	\$783,813	-
							Sub Total	\$783,813	\$783,813	-
Capital Expenditures										
							Sub Total	-	-	-
Acquisitions and Stewardship										
							Sub Total	-	-	-
Travel In Minnesota										
							Sub Total	-	-	-
Travel Outside Minnesota										
							Sub Total	-	-	-

Printing and Publication									
							Sub Total	-	-
Other Expenses									
							Sub Total	-	-
							Grand Total	\$1,000,000	\$1,000,000

Classified Staff or Generally Ineligible Expenses

Category/Name	Subcategory or Type	Description	Justification Ineligible Expense or Classified Staff Request
Equipment, Tools, and Supplies		Construct bituminous surface trail	See other grant funds Additional Explanation : Mesabi Trail construction is a capital improvement with a useful life of 25 years.

Non ENRTF Funds

Category	Specific Source	Use	Status	\$ Amount	\$ Amount Spent	\$ Amount Remaining
State						
Cash	State Bond Appropriation	For construction	Secured	\$286,115	\$286,000	\$115
Cash	Minnesota Legacy Grant L-034-12-2B	For construction	Secured	\$179,763	\$179,763	-
			State Sub Total	\$465,878	\$465,763	\$115
Non-State						
Cash	Federal HPPH Grant	For construction	Secured	\$1,497,430	\$1,497,430	-
Cash	IRRR	Trail Construction	Secured	\$500,000	\$500,000	-
			Non State Sub Total	\$1,997,430	\$1,997,430	-
			Funds Total	\$2,463,308	\$2,463,193	\$115

Attachments

Required Attachments

Visual Component

File: [aabb1949-a40.pdf](#)

Alternate Text for Visual Component

Mesabi Trail: segment map of McKinley to Biwabik...

Board Resolution or Letter

Title	File
Board Resolution	59cbf9a4-af1.pdf

Supplemental Attachments

Capital Project Questionnaire, Budget Supplements, Support Letter, Photos, Media, Other

Title	File
Overall Mesabi Trail Map: McKinley to Biwabik	ab30e526-beb.pdf
Background Check Certification Form	ea27c146-3d2.pdf
Federal Award Extension Letter	cc875cb3-75f.pdf
Progress Photos 10.15.24	31df2d92-3e0.docx
Progress 4/1/2025	ab6fe1c5-697.docx
Boardwalk install 4/1/25	98f26eb2-67f.docx
CR 20 toward Biwabik	74040f4e-6da.jpe
McKinley end of trail toward Biwabik	daf3aa39-af7.jpe
Mid Trail between McKinley and Biwabik	95cd4351-3ba.jpe
Floating bridge	0f831afc-053.jpe
Biwabik end of trail	42a052c7-1b0.jpe
Biwabik kiosk w ENRTF signage	acc2137d-1d0.jpe
McKinley end w ENRTF signage	622a8248-036.jpe
Media file	81dc5603-f97.png
media file 2	1e3f53e2-d49.png

Difference between Proposal and Work Plan

Describe changes from Proposal to Work Plan Stage

Reviewed and updated for the items described in 1. Introduction. Updated the dates for project completion to June 30, 2024.

7.13.21 Reviewed Comment ID 1061 and 1062 and added the comment in the Activity Description: "There are two (2) easements to be acquired with the city of Biwabik. The RRA negotiates and pays for the costs for recording, fee, easement, or other land interests." Added Milestone 1 further describing that ML 2017 funds will be used first prior to the ML 2020 funds for this project. Added Milestone 2 for easement acquisition.

7.26.21 Reviewed Comment ID 1179 and 1180. Removed land acquisition from activity/milestones and budget. These activities are being completed as part of the ML 2017 project - Biwabik to McKinley segment. Added a milestone for completion of ML 2015 and ML 2018 with date to be completed as part of the appropriation language for this project.

8.2.21 Reviewed work plan and added the Background Check Certification Form as an attachment.

Additional Acknowledgements and Conditions:

The following are acknowledgements and conditions beyond those already included in the above workplan:

Do you understand and acknowledge the ENRTF repayment requirements if the use of capital equipment changes?
N/A

Do you understand that travel expenses are only approved if they follow the "Commissioner's Plan" promulgated by the Commissioner of Management of Budget or, for University of Minnesota projects, the University of Minnesota plan?

N/A

Does your project have potential for royalties, copyrights, patents, sale of products and assets, or revenue generation?

No

Do you understand and acknowledge IP and revenue-return and sharing requirements in 116P.10?

N/A

Do you wish to request reinvestment of any revenues into your project instead of returning revenue to the ENRTF?

N/A

Does your project include original, hypothesis-driven research?

No

Does the organization have a fiscal agent for this project?

No

Work Plan Amendments

Amendment ID	Request Type	Changes made on the following pages	Explanation & justification for Amendment Request (word limit 75)	Date Submitted	Approved	Date of LCCMR Action
1	Amendment Request	• Budget - Non-ENRTF Funds Contributed	Since we started this project in 2017, costs of trail construction have gone up by as much as 20%. We have applied for and received a Recreational Trail Grant from the IRRR. Adding this information to the work plan.	October 3, 2023	Yes	October 9, 2023
2	Completion Date	Previous Completion Date: 06/30/2024 New Completion Date: 06/30/2025	MN Department of Transportation trail bridge design and review. Initial bidding issues which required a second bidding process. This project has a federal award: SP 069-090-108 (2022 to 2025) for the amount \$1,497,430.	January 29, 2024	Yes	January 29, 2024
3	Amendment Request	• Other • Activities and Milestones • Attachments	Updated the completion dates for the Engineering and Construction Milestones to 6/30/25 due to delays in the project. However a federal award is tied to the project. Added the Federal Funding award letter. Reviewed the Other Funds and were already correct.	January 29, 2024	Yes	February 1, 2024
4	Amendment Request	• Other • Budget - Professional / Technical Contracts • Budget - Capital, Equipment, Tools, and Supplies • Budget - Non-ENRTF Funds Contributed • Attachments	Due to the trail route going through areas where unexpected topography and terrain, engineering costs have been more than expected. As we are progressing through construction, the engineering management is increasing in costs as we navigate the trail route. Therefore, I would like to make a budget adjustment for the Engineering by increasing from \$100,000 to \$216,187 and in turn, decreasing the construction budget from \$900,000 to \$783,813.	October 15, 2024	Yes	October 23, 2024

Status Update Reporting

Final Status Update August 14, 2025

Date Submitted: December 15, 2025

Date Approved: December 15, 2025

Overall Update

The Mesabi Trail between McKinley and Biwabik has been completed and meets the overall project outcome listed in the narrative sections. This is the second phase of the McKinley to Biwabik project. The starting point is about 0.5 miles north of the intersection of CR 20 (Heritage Trail) and Hwy 135. It ends at West Annex Park in Biwabik, where the existing Mesabi Trail kiosk is located. Project ML 2017, Chp. 96, Sec. 2, Subd. 9g is completed also with the final report sent on 3/27/23. This is a 10-foot-wide bituminous surface approximately 5.5 mile-long bike trail that is part of the larger 165-mile trail that stretches from Grand Rapids to Ely. This section of trail has an aluminum floating bridge crossing a wetland area approximately one mile west of the Biwabik kiosk. Since this project received approval, the main elements described in the construction documents didn't change. Some sub base corrections were made in the field as the ground was dug up for the trail construction when clay or other unsuitable soils were discovered. Better materials were brought in to make sure the trail was built to specifications set by the engineers.

Activity 1

The Mesabi Trail between McKinley and Biwabik is complete. Pictures were added in the attachments section of this report which includes postings of the ENRTF logo signs. Work that has occurred since April 1, 2025 includes all the construction activities beyond the tree clearing. The trail alignment was defined and the subbase material placed, or corrected where needed. Class 5 was brought in, trail surfacing aggregate leveled the base. Bituminous asphalt was laid and shoulderings went in. Signs, fencing, striping, seeding, erosion control, and final punchlist actions were completed.
(This activity marked as complete as of this status update)

Dissemination

Trail users were out on the trail riding before the construction crews were even finished. The news was posted on the trail segment opening on the Mesabi Trail Facebook page and website and will be part of the Mesabi Trail tour in 2026. New maps for the trail will be printed in 2026 with this section clearly shown as finished. The Mesabi Trail was chosen as the Rails to Trails Conservancy October Trail of the Month in 2025 and the Star Tribune has had several articles this year about the trail that included comments on the newly completed segment.

Status Update Reporting

Status Update April 1, 2025

Date Submitted: April 7, 2025

Date Approved: May 29, 2025

Overall Update

Overall, we are making significant progress on the trail segment from McKinley to Biwabik. The trail is completed from McKinley to the boardwalk which is near Biwabik. The aluminum floating boardwalk was installed March 17, 18, 19, 2025 and can be seen in the uploaded pictures attachments. The project is about 85% completed with work to start up again as the weather allows to complete by June 30, 2025.

Activity 1

Engineering and construction continues as the overall project is about 85% completed. The trail is fully completed from McKinley to the boardwalk which was done in August / September 2024. Rough grading of the trail from the boardwalk to County Road 715 occurred in September / October 2024. The aluminum floating boardwalk was installed in March 17-19, 2025. The remaining work to be done includes: class 5 grading, paving, and shouldering to County Road 715. Rough grading, class 5 grading, paving and shouldering to the kiosk in Biwabik will be completed by June 30, 2025.

Dissemination

No updates at this time.

Status Update Reporting

Status Update October 1, 2024

Date Submitted: October 15, 2024

Date Approved: October 23, 2024

Overall Update

We are currently in construction of the trail along with engineering management of the construction. The project overall is about 65% completed. We are currently on hold with construction and engineering management until winter freeze-up where the contractor will install the floating bridge. We anticipate the floating bridge to be installed by 2/25/2025 and the remaining construction of the trail by the 6/30/2025.

Activity 1

Trail construction and engineering management had started this past summer and are about 65% completed. With the information conveyed in the overall project update, Engineering Management and trail construction are on hold until winter freeze-up. This is when the contractor will install the floating bridge to be completed by 2/25/2024. There were issues with the ground material found as the trail subbase was prepared. A lot of clay was mixed with good material, so there had to be some changes to ensure the material used for the base was solid. Not a major issue, and one that was expected given the area is mining overburden. We will need to overcome this issue with more engineering work, therefore the budget adjustment amendment.

Dissemination

Dissemination reported as a whole for the entire Mesabi Trail length from Grand Rapids, MN to Ely, MN.

Status Update Reporting

Status Update April 1, 2024

Date Submitted: April 2, 2024

Date Approved: June 4, 2024

Overall Update

We have started the construction of the trail route, which trail construction will continue through this spring, summer and fall. We are planning on the aluminum dock to be constructed near Biwabik during the winter of 2024-2025. The project is about 20% complete.

Activity 1

Engineering construction management and trail construction will continue this spring, summer and fall. Once the winter comes, the planned aluminum dock will be constructed during the upcoming winter as the ground and water is frozen more favorable to construct.

Dissemination

Nothing to report at this time.

Status Update Reporting

Status Update October 1, 2023

Date Submitted: October 3, 2023

Date Approved: October 9, 2023

Overall Update

The trail design, specification plans and environmental have been completed. These plans have been sent to the Minnesota Department of Transportation for their review for the highway 135 limited use permit, which they have since reviewed and approved. For the remainder of the construction used for these grant funds, the project went out for bids, which a contractor will be selected on October 4, 2023. Soon after, construction can begin. This project is approximately 16% completed.

Since this trail project started to develop in year 2017, costs have gone up by as much as 20%. We have applied for and awarded a Recreational Trails Grant from the IRRR on August 15, 2023 in the amount of \$500,000 to complete the trail construction for this segment.

Activity 1

The trail design, specification plans and environmental have been completed. These plans have been sent to the Minnesota Department of Transportation for their review for the highway 135 limited use permit, which they have since reviewed and approved. For the remainder of the construction used for these grant funds, the project went out for bids, which a contractor will be selected on October 4, 2023. Soon after, construction can begin. This project is approximately 16% completed.

Dissemination

No updates at this time.

Status Update Reporting

Status Update April 1, 2023

Date Submitted: April 6, 2023

Date Approved: April 24, 2023

Overall Update

With approval of the ML 2015 final report and the confirmation by email from Becca Nash on 1/08/23, the appropriation language contingency has been met. We were able to complete environmental, design and trail construction for approximately 1 mile of paved trail from the end of trail near Gilbert to McKinley using other funding sources (including the rest of our ML 2017 LCCMR grant and starting of this ML 2020 LCCMR grant. To continue with this project, approximately 4.5 miles remaining have been designed and specified. The design plans have been submitted to the State of MN for their review. We are targeting to go out for construction bids coming this May 2023 and anticipating construction to start this summer 2023.

Activity 1

We have completed LCCMR projects ML 2015, ML 2018 and ML 2017 final report currently under review by LCCMR. We were able to complete about 1 mile of paved trail using other funding sources and beginning to spend the funds from this grant. Continuing with this project the engineering design plans, specifications have been completed and submitted to the State of MN for review. The Limited Use Permit to allow a portion of the trail along the Highway 135 right-of-way has been reviewed and accepted by the MN Dept. of Transportation. Once the plans are approved by the State, we will be able to start the construction bidding process. We are anticipating May to complete the bidding and start construction this summer.

Dissemination

No updates at this time.

Status Update Reporting

Status Update October 1, 2022

Date Submitted: October 4, 2022

Date Approved: October 6, 2022

Overall Update

We are currently working towards completion of the grant M.L. 2017, Chp. 96, Sec. 2, Subd. 9g for this section of the Mesabi Trail. Construction has started on the McKinley section of the trail. M.L. 2017 is about 98% complete and should complete that project by December 31, 2022. The M.L. 2017 is the predecessor to this project and once the grant funds are used, we will begin with the grant funds for the remaining of the project.

Activity 1

No work has been completed using the funds from this grant. Trail construction has started and will be using the funds from our M.L. 2017 project before moving this project. In regards to our milestones, we are currently waiting on the final invoices to complete our M.L. 2015 project. For our M.L. 2018 project, the final work plan and budget have been submitted to LCCMR for review.

Dissemination

Nothing to report at this time.

Status Update Reporting

Status Update April 1, 2022

Date Submitted: April 1, 2022

Date Approved: April 8, 2022

Overall Update

We are currently spending down the funds that are also tied to this project from our M.L. 2017, Chp 96, Sec 2, Subd 9g project. These expenditures include environmental, engineering design and completing the final engineering plans. Once the funds from our M.L. 2017 are gone, we will move to using the funds from this project. We are also working on our Milestones 1 and 2 to complete the M.L. 2015 and M.L. 2018 Mesabi Trail projects. Our M.L. 2015 project is completed, but we are waiting on the final payments to be issued.

Activity 1

No work has been completed using the funds from this grant. We are working to complete and spend the remaining funds for our Mesabi Trail project M.L. 2017 that is the predecessor to this project. From our Milestones, we are currently working on completing our M.L. 2015 project and our M.L. 2018 project is in progress.

Dissemination

Nothing to report at this time.