



NORTHEAST REGIONAL JPB ATV MASTER PLAN

NORTHEASTERN REGIONAL ATV JOINT POWERS BOARD | DRAFT | MARCH 2025

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PREPARED BY:



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EXECUTIVE SUMMARY

The Northeast Regional Joint Powers Board ATV Master Plan (Plan) serves as a comprehensive guide for the planning, permitting, design, and construction of all-terrain vehicle (ATV) trail systems in the counties of St. Louis, Lake, and Koochiching in northeastern Minnesota. Developed by the Northeastern Regional ATV Joint Powers Board (JPB) in collaboration with 15 regional ATV clubs, state and federal agencies, and local government units, this plan aligns with key recommendations from the Minnesota All-Terrain Vehicle Strategic Master Plan and aims to improve trail connectivity, sustainability, and economic impact.

KEY OBJECTIVES

- **Stakeholder Collaboration:** Engaging local ATV clubs, government agencies, and community members to ensure coordinated trail planning, maintenance, and funding efforts.
- **Enhancing Trail Connectivity:** Expanding and improving the ATV trail network to better connect communities, key destinations, and existing trail networks.
- **Sustainable Trail Development:** Implementing environmentally responsible design and construction practices to minimize ecological impact.
- **Economic Impact:** Developing a trail system that recognizes the significance of existing economic activity and provides efficient connections between riding areas, service areas and communities.

The Plan includes an inventory of existing ATV trails, identifies priority connections, and outlines proposed expansions. Trail improvement proposals from 13 of the 15 active clubs in northeastern Minnesota have been reviewed for feasibility and environmental considerations to ensure compliance with regulations protecting wetlands, wildlife habitats, and water resources.

This Plan will help align conversations surrounding ATV trail expansion and provide ATV clubs and land managers a common understanding around the trail development process, potential costs, and funding mechanisms. This Plan will also support the continued enhancement of outdoor recreation opportunities, increase the economic impact of ATV recreation, and create a well-connected ATV trail system in northeastern Minnesota.

INTRODUCTION

The Northeastern Regional ATV Joint Powers Board (JPB) was formed in 2021 to coordinate the planning, permitting, design, and construction activities of the various all-terrain vehicle (ATV) trail systems in northeastern Minnesota. This Northeast Regional JPB ATV Master Plan (Plan) looks to align planning, permitting, design, and construction activities of the various ATV trail systems in St. Louis, Lake, and Koochiching Counties in northeastern Minnesota. To serve as a comprehensive planning tool for future ATV project development, this document provides an in-depth inventory of current ATV opportunities, maintenance and environmental considerations, and clear guidance on project funding and grant opportunities.

COLLABORATING PARTNERS

Collaborating partners who were engaged throughout the planning process included, but were not limited to:

- ATV Clubs and Trail Administrators
- JPB
- ATV Minnesota
- Community Members and the Public
- County, Municipal, and Town Representatives
- Minnesota Department of Transportation (MnDOT)
- Minnesota Department of Natural Resources (MNDNR)
- United States Department of Agriculture Forest Service (USFS) - Superior National Forest (SNF)
- United States Army Corps of Engineers (USACE)

The JPB consists of commissioners from St. Louis, Lake, and Koochiching Counties and the Advisory Committee consists of a committee of representatives from the 15 participating ATV Clubs in the region, which includes:

- Ridge Runners Snowmobile/ATV Club
- Finland Snowmobile/ATV Club
- Silver Trail Riders Snowmobile & ATV Club
- Babbitt Snowmobile/ATV Club
- Northern Traxx ATV Club
- Prospector ATV Club
- Quad Cities ATV Club
- Ranger Snowmobile & ATV Club
- Red Rock Riders ATV Club
- Voyageur Country ATV
- Wild Country ATV
- Twig Area ATV Club
- Alborn Dirt Devils
- Keewatin Trail Runners
- Head of the Lakes ATV Riders

PLANNING PROCESS

The planning process was divided into five primary phases:

1. Inventory
2. Engagement
3. Documentation - Geographic Information System (GIS) Data and Mapping
4. Master Plan Development
5. Environmental Considerations

The phases are not strictly defined. They all include activities that work towards the development of the Northeast Regional JPB ATV Master Plan. The activities of each phase are summarized below.

INVENTORY

The inventory phase included:

- Creating a GIS database of ATV trail alignments and attributes, including trail use, surface type, trail type, trail conditions, trail limitations, trail ownership, seasonal use, and trail difficulty.
- The procurement of data from trail administrators and land managers.
- The development of a complete trail inventory that is to be presented and shared in a GIS format.

ENGAGEMENT

The engagement phase included:

- A list of stakeholder contacts was developed who were asked to provide qualitative and quantitative information about trail connections and development, maintenance needs, and general land use considerations. These contacts were also invited to participate in at least one stakeholder meeting.
- A series of stakeholder meetings were held, facilitated by group discussions aimed at identifying key issues and opportunities concerning ATV use and trail development to guide the direction of the Northeast Regional JPB ATV Master Plan.
- A Regional ATV MN Summit where club presidents, trail administrators, relevant officers, board members, and interested club members convened for a guided discussion concerning desired trail connections, conditions, and experiences.
- Monthly updates to the JPB.
- A series of five bi-monthly project team meetings.

DOCUMENTATION - GIS DATA & MAPPING

Documentation through GIS data and mapping was integral throughout the planning process. During the inventory phase, data was reviewed to ensure trail data was consistent and in an appropriate electronic format. During the planning process, mapping facilitated conversations with stakeholders to understand local and regional desires for trail connections. Maps with additional data (e.g., wetlands, property ownership, etc.) were created to inform the potential regulatory implications of proposed trails.

NORTHEAST REGIONAL ATV MASTER PLAN DEVELOPMENT

The Plan development phase began when the trail inventory was completed. This process was highly interactive and iterative, informed by input from JPB, ATV clubs, and public landowners concerning trail development goals, landowner interests, and considerations for long-range operation and maintenance of the trail system.

This phase also included the development of the Capital Improvement Plan (CIP). Budget-level trail costs/per mile, bridge, and special feature costs were incorporated into the development of the CIP with cost data that can be relied upon for long-range project grant fund forecasting. An evaluation of environmental considerations was completed to ensure that environmental considerations were properly vetted prior to completing the list of projects to be included in the CIP.

This phase also included a review to ensure consistency with the Minnesota ATV Strategic Master Plan.

ENVIRONMENTAL CONSIDERATIONS AND ENVIRONMENTAL REVIEW

A critical phase in developing the Plan was to evaluate environmental considerations and, in doing so, outline a clear relationship between planning and environmental review timelines. Trail connections that are foreseeable in the next five years versus future planned connections (6-10+ years) were evaluated to determine whether projects meet near-term thresholds for mandatory environmental review [e.g., an Environmental Assessment Worksheet (EAW)].

EXISTING ATV SYSTEM

EXISTING ATV SYSTEM

ATV REGISTRATIONS

The Minnesota DNR requires annual registrations for ATVs. In 2022, approximately 346,987 recreational ATVs were registered, of which approximately 30,000 are registered in the northeastern region. Notably, Koochiching County has the most ATV registrations per capita out of any county in Minnesota, with approximately 120 registrations per 1,000 people. During the registration process, ATV owners indicate the county that they most use their ATV in, even if it is not the same as their county of registration. St. Louis County was the most selected option, with approximately 21,000 ATV owners indicating it was their most visited county for ATV riding. This registration data indicates that counties within the northeastern region have comparatively high ATV registrations per capita and are often seen as ATV riding destinations by those who live elsewhere.

ATV ORGANIZATIONS

State Organizations

The All-Terrain Vehicle Association of Minnesota (ATV MN) is the state association that represents ATV clubs and riders across Minnesota. The member clubs of ATV MN play a crucial role in trail development and maintenance. As of January 2025, there are 15 active clubs in the northeastern region who maintain over 1,600 miles of trails and designated ATV routes.

Throughout its history, ATV MN has helped shape foundational programs such as the ATV dedicated account, the grant-in-aid program, the youth safety training program, and the Trail Ambassador program. More recently, ATV MN members developed a Safety Committee to help establish clear protocol for ATV safety trainings and to better track and address common safety infractions such as seatbelt use, speeding, and helmet use. ATV MN also recently developed a Winter Riding Committee to help identify ATV-only winter trail riding opportunities and trail grooming funding.

National Organizations

On a national level, the National Off-Highway Vehicles Conservation Council (NOHVCC) partners with organizations and agencies around the country to promote resources for trail development and responsible OHV use.

NORTHEASTERN REGION ATV TRAIL OFFERINGS

The following table indicates the quantity and type of trails within the northeastern region. To note, these miles include both natural surface trails and designated on-road routes. Designated on-road routes are an essential component for the connectivity and experience of most ATV systems in the state. Overall, these routes make up over ten (10) percent of the overall designated system in the northeastern region although townships, counties, state forests or MnDOT may be responsible for their maintenance and upkeep. Many other public roads are open to ATV use and might provide additional connections for ATV travel. However, these are not part of formal ATV trail systems and are not mapped. These public roads are not maintained nor managed by trail administrators or ATV clubs.

Table 1: Northeastern Region ATV System Inventory Mileage

County	ATV Trails	Designated On-Road Routes	US Forest Service Trails
Koochiching County	202	13	0
Lake County	327	37	43
St. Louis County	826	120	55
TOTAL	1,355	170	98

ATV ECONOMIC IMPACT

An economic impact study was conducted as part of the Statewide ATV Strategic Master Plan. This statewide study estimates that spending associated with ATV trips, purchases, and vehicle maintenance generates \$1.2 billion in total economic output and \$225 million in federal, state, county, and sub-county tax revenue annually. As noted previously, the northeastern region receives many out-of-county trail users and has high per-capita rates of ATV registrations indicating that this area likely receives a greater percentage of total economic output generated by ATV-use than counties with fewer registrations and trail visitors.

In 2024, the Department of Community Development at the University of Minnesota Extension conducted an economic impact study in St. Louis, Lake, and Koochiching Counties. This study measured the economic contribution of ATV trails attracting visitors to these three counties. Through a visitor survey, this study determined the average group size, number of visits, visit durations, and spending patterns of ATV riders. Using IMPLAN, an input-output model that measures economic impacts, it was determined that ATV riders contribute an estimated \$36.1 million in annual economic activity to these three counties.

TRAIL DEVELOPMENT

STAKEHOLDER ENGAGEMENT

The identification of desired trail corridors and connections was led by the clubs and facilitated by SEH and members of SE Group. The purpose of each of these meetings was to develop an understanding of the existing trail system, what is currently working for users, and what users would like to see improved. ATV club representatives were asked to describe the existing trail system they oversee regarding mileage, difficulty level, trail type, and trail connectivity. Clubs were also asked about trail use, crowding, and maintenance issues. These discussions helped the project team understand more about the existing system and provided insight into many of the key issues and constraints that clubs face related to ATV trail connectivity, ATV project development, and interagency coordination.

A common desire stated by all club representatives was the desire for a better connected and cohesive trail system that provided opportunities for loops, connections to key destinations (restaurants, campgrounds, scenic viewpoints), and longer trail riding opportunities. While most clubs were interested in identifying new trail segments, some clubs were also prioritizing the formalization of on-road ATV route connections.

These findings were supported by the Economic Contribution of ATV Trails study, which found that most survey respondents would like to see additional trails and better trail connections to towns.

DESIRED CONNECTIONS

Figures 1, 2, 3, and 4 illustrate the location of both existing and proposed trails. It is important to note that these are not exact alignments, and the development of any trail will be informed by on-the-ground analysis and will comply with required permitting processes. As illustrated by the figures, many of the desired trail corridors provide connections between existing trails as well as connections to towns and cities in the northeastern region. Improved connectivity between riding areas can enhance the overall user experience and improve the efficiency of the trail system by connecting areas with different offerings in terms of ability level and type of experience. Trail connectivity can also reduce trail density in individual riding areas, disperse users effectively, and create economic development opportunities if trails are developed with connections to services (fuel, dining, lodging, etc.).

LAND MANAGER FEEDBACK SUMMARY

Once the initial mapping was completed, it was shared with DNR representatives for review. Given the scale of the mapping, there was initial concern with legibility and accuracy. However, DNR staff were able to provide helpful guidance and suggestions. An initial concern was that displaying a map that has proposed trails alongside existing trails could encourage ATV riders to explore proposed alignments and violate existing allowed uses. Other guidance included removing trail alignments that seemed to traverse through State Parks, and others that have already been reviewed and deemed infeasible. Feedback also included helpful comments on process, including engagement with Parks and Trails, Land and Minerals, snowmobile clubs, and ensuring management of existing motorized trails was well understood.

TRAIL CONSTRUCTION AND ROUTE DEVELOPMENT

Trails are designed with the goal of providing designated and safe routes for sustainable ATV use. Safe routes consider factors such as minimizing conflicts with other uses (e.g., highway vehicle traffic), accommodating maintenance activities, and providing adequate space for two-way traffic. Many routes would be multi-use trails and would therefore require signage consistent with other multi-use trails in the system, to alert other users (e.g., hikers, mountain bikers, and equestrians) of ATV use. Sustainable trails are those that follow the guiding principles of ecological sustainability as outlined in the MNDNR's 2007 *Trail Planning, Design, and Development Guidelines* manual as follows:

1. Avoid sensitive ecological areas and critical habitats.
2. Develop trails in areas already influenced by human activity.
3. Provide buffers to avoid/protect sensitive ecological and hydrologic systems.
4. Use natural infiltration and BMPs for Stormwater management.
5. Provide ongoing stewardship of the trails and adjoining natural systems.
6. Ensure that trails remain sustainable.
7. Formally decommission and restore unsustainable trail corridors.

Trail design for new trail construction would follow guidelines in the MNDNR's 2007 *Trail Planning, Design, and Development Guidelines* manual intended to construct and improve sustainable natural surface trails. Communication with local trail users may occur to ensure trail design is compatible with shared use, such as by snowmobile grooming equipment. ATV-only trails generally have a 12- to 14-foot-wide drivable top surface within a maximum 26-foot-wide cleared corridor. In contrast, for trails that are shared by ATVs and snowmobiles, a 16- to 20-foot-wide drivable top surface is constructed to accommodate snowmobile grooming equipment.

For all trail improvements, construction would follow standard practices. The construction sequence generally begins with clearing and grubbing, if necessary, followed by installation of stormwater perimeter and erosion/sedimentation controls, earthwork, structure construction (if needed), and ending with site stabilization.

Trail construction includes physical improvements to allow sustainable/non-erosive ATV travel, which could include, but is not limited to, clearing, grubbing, grading, installation of erosion/sedimentation controls, aggregate surfacing, fill/hardening, and seeding. Before ground-disturbing activities, the contractor would install downgradient stormwater Best Management Practices (BMPs) and would apply other BMPs throughout construction. Specific BMPs would be selected during final design and incorporated into the Stormwater Pollution Prevention Plan (SWPPP). BMPs would include erosion control blankets on steep slopes, bioroll/filter logs to capture mobilized sediment, and/or rock construction entrances.

Construction methods include earth moving with small excavators and/or skid steers. Where fill is needed, the trail would have geogrid placed as a base layer. Where needed, based on soil characteristics, the trail would be excavated to 12-inch depth, backfilled with gravel, and covered with geotextile. All fill sections would have 6 to 18 inches of fill placed above the ground surface, depending on existing ground conditions. The typical section generally has approximately 2% slopes away from the centerline for appropriate drainage.

Crossings of aquatic resources would be considered on a case-by-case basis during design, based on the size and flow of the aquatic resources. Culverts, bridges, and/or boardwalks may be proposed. All crossings would meet design requirements based on the classification of the aquatic resource (e.g., public water trout streams). New/improved stream crossings are opportunities to ensure proper culvert size and placement for fish passage and stream stability.

Construction timing must always comply with any permit requirements, including seasonal regulations (e.g., exclusion dates for the northern long-eared bat, trout, etc.).

TRAIL MAINTENANCE

Trail maintenance needs are generally monitored following the MNDNR's Off-highway Vehicle Trails Assistance Program, also known as the Grant-in-Aid (GIA) program, which involves collaboration between the DNR, the local government unit (LGU), and the ATV clubs to identify maintenance priorities and a monitoring schedule. Through the GIA process, the MNDNR reviews trail maintenance funding annually.

Once a trail is constructed, the MNDNR, along with the LGU and ATV clubs in the case of GIA, continues to monitor the trail to address any concerns. For designated trails, the MNDNR develops a schedule for monitoring prior to the start of the trail season to monitor the trail throughout the year. For GIA trails, the MNDNR works with the LGU and the clubs to identify maintenance priorities and a monitoring schedule. Prior to trail opening, the LGU must certify to the DNR that the trail is ready for use.

Trail maintenance also relies on the Trail Ambassador program, which establishes informational and educational contacts by enabling volunteer monitoring efforts to promote the safe, environmentally responsible operation of ATVs. Trail Ambassadors, who are volunteers, are trained on the rules and regulations of operating ATVs and guidelines and policies of proper trail use in the recreation area. They are also trained and certified to monitor trail conditions and identify invasive species. Trail Ambassadors report conditions back to the MNDNR Parks and Trails area office to address any substandard conditions.

Trail maintenance is primarily performed by the MNDNR Parks and Trails area crew for MNDNR designated trails and by the club for GIA trails. Additionally, Parks and Trails has an OHV roving crew that will assist with major trail projects. The roving crew consists of experienced trail builders with specialized equipment to perform major projects. Parks and Trails area supervisors will request the roving crew for specific projects. For GIA trails, most maintenance is performed by the club, with 90% of costs reimbursed through the GIA Program. The club may request MNDNR assistance, including the roving crew, for major projects or storm clean up.

STATEWIDE PLAN CONSISTENCY

The Minnesota ATV Strategic Master Plan (Statewide Plan) outlines a series of strategies to help guide future engagement, coordination, development, and maintenance activities. These strategies address key topics of trail maintenance, system connectivity, funding processes, user engagement, ATV policy, and user trends.

In the statewide plan, as well as in the Regional Economic Impact Study, survey respondents ranked trail connectivity as a top priority. The ability to connect between trail systems and to key destinations and service areas is an important component of a high-quality recreation experience.

The Northeast Regional ATV Master Plan process engaged clubs directly to better understand the existing ATV opportunities they utilize and manage, as well as the future needs for maintenance, connections, and trail enhancements. Figures 1, 2, 3, and 4 illustrate the outcome of these conversations, a series of proposed trails that provide connections between existing trail systems and enhance connectivity to key services and destinations. In many cases, these trail segments reduce the need for trailering and minimize travel on township roads or highway segments.

The statewide plan mentions the importance of communication and information sharing between clubs, LGUs, and the DNR. As these proposed trail segments are considered for official trail proposals, clubs should be in contact with their LGUs and the DNR to discuss costs, maintenance, and local environmental constraints.

The statewide plan also discusses information access and ATV trends. As northeastern Minnesota is a popular ATV riding destination, this area may be attracting newer users or users who may be less aware of safety regulations and rider etiquette. As new trail access points and trail segments are developed, careful consideration should be given to signage and wayfinding. Updating existing online map products and coordinating with motorized trail app providers will also increase awareness of new routes.

Finally, a primary concern highlighted in the statewide plan regarding trail development is the long-term financial implications of trail maintenance. The Northeast Regional ATV Master Plan provides a series of priority trail segments as well as trail segments that may be more aspirational. This phased approach to trail development will help clubs and LGUs adjust over time to these new maintenance costs and needs.

ENVIRONMENTAL CONSIDERATIONS AND ENVIRONMENTAL REVIEW

Thirteen (13) ATV clubs have plans for trail proposals to increase northeastern Minnesota's overall trail system connectivity. The locations of the proposed trails are shown in Figures 1, 2, 3, and 4. Specific environmental considerations are summarized below.

This section also discusses known or potential environmental review requirements under the Minnesota Environmental Policy Act (MEPA) and National Environmental Policy Act (NEPA).

AQUATIC RESOURCES

Aquatic resources including wetlands are common in the landscape of northeastern Minnesota, and protection of these resources is an important consideration in trail design and permitting. When planning trail systems, proposers must first seek to avoid impacts to aquatic resources. If complete avoidance is not practicable, trail design must minimize impacts. Minimization can include using existing corridors and crossings, locating crossings at narrow points of wetlands and waterways, or using bridges or boardwalk.

Wetlands

Wetlands are primarily regulated at the local and state levels through the MN Wetland Conservation Act (WCA) and may be regulated at the federal level by the U.S. Army Corps of Engineers (USACE) under the Federal Clean Water Act Section 404 Program. As part of the development of trails that support safe and sustainable ATV use, trail improvements could include construction activities - such as the placement of fill, grading, and the construction of boardwalks - in wetlands, thereby requiring permits under these programs.

Any proposed wetland loss, such as through the placement of permanent fill, would likely require a replacement plan, which would include compensatory mitigation for any proposed wetland impact at a minimum of a 1:1 replacement ratio. This would also involve the completion of an alternatives/sequencing analysis that demonstrates that the project cannot be reasonably achieved through avoidance as well as a demonstration of what reasonable steps were taken to minimize wetland impacts. Where avoidance cannot be reasonably achieved, compensatory mitigation would be required at a minimum of a 1:1 replacement ratio.

Coordination with the USACE would likely be required to determine if a given project requires a federal permit and, if so, qualifies for a Transportation Regional General Permit or a Standard Individual Permit.

Watercourses and Water Basins

The MNDNR, through the Public Waters Work Permit Program, regulates development and construction activities below the ordinary high-water level (OHWL) in public waters and public water wetlands. Many of the trail proposals include crossings of public waters watercourses. Any construction activities, such as new or replacement bridges, with work below the OHWL would require a Public Waters Work Permit from the MNDNR. In addition, new crossings of trout streams, even if work is above the OHWL, may require a Public Waters Work Permit. Permit conditions may include work date restrictions to protect spawning fish, additional sediment and erosion control requirements, or other conditions intended to protect sensitive aquatic resources.

SOILS AND TOPOGRAPHY

An important environmental consideration is soil suitability and potential erosion. Current and proposed ATV trails in northeastern Minnesota cover a wide area with many different soils. Erodibility varies greatly between different soil types. Existing routes on public and forest roads are generally minimally susceptible to erosion. An important consideration for new routes is the soil type present and trail design that is complementary to site conditions. Avoidance of some highly susceptible areas may be necessary. In some locations, shallow excavation, backfill, and shaping may be necessary to establish a sustainable trail surface not prone to erosion.

INVASIVE SPECIES

The spread of invasive species due to ATV traffic is an ongoing possibility and will require routine monitoring and maintenance of the trails to mitigate and manage. Trailheads and parking lots are the most likely sources of invasive species during ongoing trail use. Fill and aggregate brought in from off-site may be a source of invasive species for trail segments requiring construction or maintenance. Trail managers should work with partners such as the DNR Trail Ambassador program to monitor and reduce the spread of invasive species.

Potential mitigation measures to prevent the spread of invasive species during construction include working in non-infested areas first before moving to infested areas; thoroughly cleaning equipment after working in infested areas; and revegetating disturbed areas as soon as possible after construction is completed. Where infestations are identified, control methods can limit the spread and impact of noxious/invasive species.

NOISE

Generally, ATV noise is regulated by MN Rule 6102.0040, Subp. 4.B, which restricts noise emission from ATVs and ORVs,

"...so that overall noise emission does not exceed a sound level limitation of not more than 99 decibels on the A scale from a distance of 20 inches using test procedures and instrumentation as set forth in the Society of Automotive Engineers' Standard, SAE J1287, June 1988, or, if different procedures or instrumentation are used, a noise level equivalent to that level."

Sensitive receptors to noise include the public recreating near ATV trails and private landowners adjacent to trail segments. Most trail segments are distant from private residences, but this varies by each trail. Trail planning should consider the proximity to sensitive receptors when evaluating environmental effects of proposed projects.

Wildlife would also be exposed to noise near or along ATV trails. Increased background noise can affect wildlife behavior and physiology. Noise generated by trail use would be temporary and short in duration and not anticipated to increase overall background noise. The short and temporary increases in noise could temporarily dislocate wildlife not conditioned to noise generated by ATVs. Species present would have a varying level of tolerance to disturbance in general and noise in particular. Noise-sensitive species such as bats may be temporarily displaced or change roosting/foraging habits in vicinity of the trails.

MINNESOTA ENVIRONMENTAL POLICY ACT (MEPA)

The Environmental Assessment Worksheet (EAW) is a state form for environmental review under the Minnesota Environmental Policy Act (MEPA). It is designed to summarize the basic facts of a proposed project to help public agencies make informed permitting and approval decisions, provide an opportunity for public comment, and promote meaningful input into decision-making. The EAW process is also intended to determine whether a project has potential for significant environmental effects and requires an Environmental Impact Statement (EIS). The Environmental Quality Board (EQB) oversees the state of Minnesota's environmental review program. Per the EQB, an EAW is not meant to approve or deny a project but instead act as a source of information to guide other approvals and permitting decisions. Environmental review is conducted by a responsible governmental unit (RGU) such as a county, city, or state agency. The requirements for environmental review are based on the nature, size, and location of the proposed project and are described in Minnesota Rules 4410. Projects that meet requirements defined in Minnesota Rules 4410.4300 are mandated to complete an EAW.

Some previous Class I and II ATV projects have required an EAW per Minnesota Rule 4410.4300 Subp. 37 Items A and B as quoted below:

Subp. 37. Recreational trails. If a project listed in items A to F will be built on state-owned land or funded, in whole or part, by grant-in-aid funds administered by the DNR, the DNR is the RGU. For other projects, if a governmental unit is sponsoring the project, in whole or in part, that governmental unit is the RGU. If the project is not sponsored by a unit of government, the RGU is the local governmental unit. For purposes of this subpart, "existing trail" means an established corridor in current legal use.

A. Constructing a trail at least 25 miles long on forested or other naturally vegetated land for a recreational use, unless exempted by part 4410.4600, subpart 14, item D.

B. Designating at least 25 miles of an existing trail for a new motorized recreational use other than snowmobiling. When designating an existing motorized trail or existing corridor in current legal use by motor vehicles, the designation does not contribute to the 25-mile threshold under this item. When adding a new recreational use or seasonal recreational use to an existing motorized recreational trail, the

addition does not contribute to the 25-mile threshold if the treadway width is not expanded as a result of the added use. In applying items A and B, if a proposed trail will contain segments of newly constructed trail and segments that will follow an existing trail but be designated for a new motorized use, an EAW must be prepared if the total length of the newly constructed and newly designated segments is at least 25 miles.

Thirteen ATV clubs have plans or trail proposals that would increase the overall trail system connectivity in northeastern Minnesota. The anticipated environmental review requirements are summarized by club below. The final determination of need for an EAW or other environmental review document is made by the RGU for each trail proposal.

Future phased stages of ATV trail development may be identified in the Northeast Regional JPB ATV Master Plan but are not fully planned at this time. Future phases might include connections in St. Louis, Lake, and Koochiching Counties and would be composed of connections to other state forest, GIA, or other ATV trails where ATV use is an allowed activity. Some plans envision connections to trail systems in Carlton and Itasca counties. The priority order and timing of future connections will be determined as funding and connecting routes allow. The need for environmental review on any future stages would be assessed as specific projects are defined.

Many other public roads are open to ATV use and might provide additional connections for ATV travel. However, these are not part of formal ATV trail systems and will not be mapped or signed as such. These public roads are not maintained nor managed by trail administrators or ATV clubs and would not contribute to environmental review thresholds.

Anticipated Environmental Review Requirements by ATV Club

Alborn Dirt Devils

Approximately ten (10) miles of proposed trails are planned by the Alborn Dirt Devils. The proposal includes existing routes that need improvements. As currently planned, the proposed trails would not exceed the threshold for a mandatory EAW.

Head of the Lakes ATV Club

Future ATV trails are planned by the Head of the Lakes ATV Club in the vicinity of Duluth and connecting to Carlton County. Mileages are yet undefined based on coordination with City of Duluth and other land administrators. Trails in preliminary planning by Head of the Lakes are within and outside the municipal boundaries of the City of Duluth. For trail segments within Duluth, the City will be fiscal agent and RGU for environmental review, if needed. For trail segments outside of the City of Duluth, Head of the Lakes will work with the JPB as fiscal agent.

Northern Traxx ATV Club

Approximately 57 miles of proposed trails are planned by the Northern Traxx ATV Club. The proposed trails include existing ATV routes that do not need improvements and existing routes that need improvements. Most of the proposed trails follow an existing motorized trail or existing corridor in current legal use by motor vehicles. Depending on whether existing road routes open to ATVs will be informal connections or signed and mapped as a formal part of the Northern Traxx ATV Club system, these mileages may or may not meet the threshold for a mandatory EAW.

Prospector ATV Club

Additions to the overall trail system proposed by the Prospector ATV Club are planned over two phases: Phase 1 and Phase 2.

Phase 1 was described and evaluated in an EAW published in 2017. A copy of the EAW and Record of Decision (ROD) can be provided by the Prospector ATV Club upon request. Construction of the trail segments of Phase 1 has since been completed.

Phase 2 was described and evaluated in an EAW published April 4, 2023. The MNDNR, as the RGU for the environmental review, issued an ROD on August 16, 2023, which concluded that an EIS is not required because the project does not have the potential for significant environmental effects. A copy of the EAW and ROD can be provided by the Prospector ATV Club upon request or retrieved from [here](#).

As of January 2025, segments of approximately 45 miles of proposed trail are in various stages of construction planning and/or environmental permitting.

Ranger Snowmobile & ATV Club

Approximately ten (10) miles of trails are planned by the Ranger Snowmobile & ATV Club. Additionally, Ranger has taken responsibility for 11.3 miles of trail, specifically, the Bird Lake trail segment, which was already reviewed in an EAW for Phase 2 of the Prospectors Loop Trail system. The Bird Lake trail segment was constructed in 2024. The remaining trails would not exceed a threshold for a mandatory EAW.

Twig Area Trail Riders

Approximately 229 miles of proposed trails are planned by the Twig Area Trail Riders. This would involve both the improvement and/or redesignation of more than 25 miles of existing trails; therefore, the proposed trails would exceed the threshold for a mandatory EAW as described in Minnesota Rule 4410.4300 Subp. 37 B.

Voyageur Country ATV

Additions to the overall trail system proposed by the Voyageur Country ATV Club are planned over two phases: Phase 1 and Phase 2.

Routes planned include 72 miles of new trail and trail needing improvements.

The segments of Phase 1 were described and evaluated in an EAW published November 16, 2021. The MNDNR, as the RGU for the environmental review, issued an ROD on March 18, 2021, which concluded that an EIS is not required because the project does not have the potential for significant environmental effects. A copy of the EAW and ROD can be provided by the Voyageur Country ATV Club upon request or retrieved from [here](#).

As of January 2025, segments of Phase 1 are in different stages of construction planning and/or environmental permitting.

The trail segments of Phase 2 were described and evaluated in an EAW. It is currently under DNR Environmental Review, and the ROD is expected in April 2025.

Wild Country ATV Club

Approximately 29 miles of proposed trails are planned by the Wild Country ATV Club. This would involve both the improvement and/or redesignation of more than 25 miles of existing trails; therefore, the

proposed trails would exceed the threshold for a mandatory EAW as described in Minnesota Rule 4410.4300 Subp. 37 B.

The remaining seven (7) active ATV clubs with routes in the JPB planning area, do not have new trails or segments proposed that would contribute to environmental review thresholds. These clubs are:

- Ridge Runners Snowmobile/ATV Club
- Finland Snowmobile/ATV Club
- Silver Trail Riders Snowmobile & ATV Club
- Babbitt Snowmobile/ATV Club
- Red Rock Riders ATV Club
- Quad Cities ATV Club
- Keewatin Trail Runners

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Any project that has federal action, e.g., a federal permit, federal funding, or a federal land-use approval must be reviewed under the National Environmental Policy Act (NEPA). The lead federal agency responsible is generally the agency undertaking the action. For ATV trail projects, this could include the USACE in the case of a Section 404 Clean Water Act permit for wetland disturbance, the U.S. Forest Service for land-use approvals on National Forest land, or the Federal Highway Administration for trail development grant funding issued through that agency.

NEPA requires the lead federal agency to complete a Section 7 consultation with the U.S. Fish and Wildlife Service, per Section 7 of the federal Endangered Species Act. This consultation may result in conditions on trail development that protect listed species. For example, construction of new trail may have restrictions on the timing of tree clearing to prevent adverse effects to the northern long-eared bat.

Section 106 of the National Historic Preservation Act (NHPA) requires the lead federal agency to evaluate the potential effects of a project on historic properties. Although NHPA is a separate Act from NEPA, these two laws are often integrated into a single environmental review for improved efficiency and decision-making. To understand potential effects, the lead federal agency consults with State Historic Preservation Officers (SHPOs), Tribal Historic Preservation Officers (THPOs), and tribal cultural resource managers as appropriate. In the context of ATV trail development, Section 106 consultation may lead to requirements such as literature review or survey for historic and cultural resources, and avoidance of such resources if present.

The need for NEPA and Section 106 review will be evaluated as each trail segment develops, to understand what federal actions may be relevant for each project.

CAPITAL IMPROVEMENT PLAN

COSTS

The proposed ATV trails (Figures 1-4) were developed through a series of interactive meetings with participating JPB ATV Clubs with supplemental input from federal, state, and county land agencies. The trails are categorized into short, medium, and long-term priority as defined by the ATV Clubs. It should be noted that there are proposed trails shown on Figures 1-4 that are not accounted for in the cost estimates below, since they either require now improvements or are currently considered longer term priorities. The project costs are based on a desktop evaluation utilizing existing GIS mapping data and historical trail project costs from ATV trail construction projects in the JPB region. The cost tables below are for planning purposes only. All proposed ATV trail will require approval from landowners and/or land administrators for each segment. As described in sections above, this process generally includes public comment periods (through the Grant-in-Aid process, EAW, and/or other permitting) and coordination with various regulatory agencies to address issues.

Cost Estimates by County

Table 2: Northeast Region Trail Cost Summary

NORTHEAST REGION TRAIL COST SUMMARY						
COUNTY	CONSTRUCTION TIME FRAME	TOTAL TRAIL LENGTH TO BE IMPROVED (MILES)	TOTAL COST - LOW	TOTAL COST - HIGH	COST PER MILE - LOW	COST PER MILE - HIGH
KOOCHICHING	SHORT TERM (1-5 YEARS)	17.91	\$2,263,170.00	\$3,537,230.00	\$134,426.67	\$210,420.00
	MEDIUM TERM (5-10 YEARS)	17.16	\$4,842,040.00	\$6,082,270.00	\$303,560.00	\$375,785.00
	LONG TERM (10+ YEARS)	32.34	\$4,281,904.00	\$7,959,738.00	\$132,400.00	\$246,110.00
KOOCHING COUNTY SUMMARY		67.41	\$11,387,114.00	\$17,579,238.00*	\$190,128.89*	\$277,438.33*
LAKE	SHORT TERM (1-5 YEARS)	19.04	\$4,144,440.00	\$4,958,870.00	\$286,862.50	\$341,712.50
	MEDIUM TERM (5-10 YEARS)	28.76	\$4,156,999.00	\$5,680,579.00	\$242,075.00	\$300,232.50
	LONG TERM (10+ YEARS)	20.26	\$2,962,130.00	\$4,308,550.00	\$149,152.50	\$219,020.00
LAKE COUNTY SUMMARY		68.06	\$11,263,569.00	\$14,947,999.00*	\$226,030.00*	\$286,988.33*
ST. LOUIS	SHORT TERM (1-5 YEARS)	66.36	\$19,067,188.00	\$23,030,528.00	\$339,017.78	\$418,485.00
	MEDIUM TERM (5-10 YEARS)	52.73	\$6,492,788.00	\$9,460,808.00	\$232,376.67	\$300,486.25
	LONG TERM (10+ YEARS)	70.86	\$9,804,897.00	\$14,511,032.00	\$111,627.22	\$175,235.56
ST. LOUIS COUNTY SUMMARY		189.95	\$35,364,873.00	\$47,002,368.00*	\$227,673.89*	\$298,068.94*

*=average

Cost Estimates by ATV Club

Table 3: Koochiching County Preliminary Opinion of Probable Cost

KOOCHICHING COUNTY PRELIMINARY OPINION OF PROBABLE COST						
ATV CLUB	PROJECT	TRAIL LENGTH TO BE IMPROVED (MILES)	TOTAL COST - LOW	TOTAL COST - HIGH	COST PER MILE - LOW	COST PER MILE - HIGH
SHORT TERM (1-5 YEARS)						
VOYAGEUR	KAB STORE TO ERICSBURG	10.79	\$1,264,030.00	\$1,951,680.00	\$117,130.00	\$180,850.00
	KAB STORE TO ERICSBURG - AVOID CR. 3 ALT.	3.42	\$723,720.00	\$982,170.00	\$211,680.00	\$287,280.00
	KAB STORE TO ERICSBURG - FR ALT.	3.70	\$275,420.00	\$603,380.00	\$74,470.00	\$163,130.00
VOYAGEUR COUNTRY SUMMARY		17.91	\$2,263,170.00	\$3,537,230.00	\$134,426.67	\$210,420.00
SHORT TERM SUMMARY		17.91	\$2,263,170.00	\$3,537,230.00	\$134,426.67	\$210,420.00
MEDIUM TERM (5-10 YEARS)						
VOYAGEUR	BLUE OX TO PELLAND JUNCTION	6.25	\$1,072,180.00	\$1,521,540.00	\$171,420.00	\$243,260.00
	ERICSBURG TO I-FALLS	3.54	\$2,243,740.00	\$2,446,250.00	\$633,360.00	\$690,530.00
	RANIER CONNECTOR	3.92	\$952,140.00	\$1,261,130.00	\$242,860.00	\$321,670.00
	SCHOOL TRUST ALT.	3.45	\$573,980.00	\$853,350.00	\$166,600.00	\$247,680.00
VOYAGEUR COUNTRY SUMMARY		17.16	\$4,842,040.00	\$6,082,270.00	\$303,560.00	\$375,785.00
MEDIUM TERM SUMMARY		17.16	\$4,842,040.00	\$6,082,270.00	\$303,560.00	\$375,785.00
LONG TERM (10+ YEARS)						
RIDGE RUNNERS	DEER RIVER LINE	32.34	\$4,281,904.00	\$7,959,738.00	\$132,400.00	\$246,110.00
RIDGE RUNNERS SUMMARY		32.34	\$4,281,904.00	\$7,959,738.00	\$132,400.00	\$246,110.00
LONG TERM SUMMARY		32.34	\$4,281,904.00	\$7,959,738.00	\$132,400.00	\$246,110.00
SHORT, MEDIUM, AND LONG TERM SUMMARY		67.42	\$11,387,114.00	\$17,579,238.00	\$190,128.89	\$277,438.33

Table 4: Lake County Preliminary Opinion of Probable Cost

LAKE COUNTY PRELIMINARY OPINION OF PROBABLE COST						
ATV CLUB	PROJECT	TRAIL LENGTH TO BE IMPROVED (MILES)	TOTAL COST - LOW	TOTAL COST - HIGH	COST PER MILE - LOW	COST PER MILE - HIGH
SHORT TERM (1-5 YEARS)						
SILVER BAY	RED DOT AND MOOSE WALK TRAILS	8.84	\$965,140.00	\$1,371,190.00	\$109,240.00	\$155,190.00
SILVER BAY SUMMARY		8.84	\$965,140.00	\$1,371,190.00	\$109,240.00	\$155,190.00
WILD COUNTRY	CJ RAMSTAD TO TWO HARBORS	8.88	\$2,291,940.00	\$2,573,630.00	\$258,110.00	\$289,830.00
	CSAH 3 TO TWO HARBORS SNOWMOBILE TRAIL	1.32	\$887,360.00	\$1,014,050.00	\$670,860.00	\$766,640.00
WILD COUNTRY SUMMARY		10.20	\$3,179,300.00	\$3,587,680.00	\$464,485.00	\$528,235.00
SHORT TERM SUMMARY		19.04	\$4,144,440.00	\$4,958,870.00	\$286,862.50	\$341,712.50
MEDIUM TERM (5-10 YEARS)						
FINLAND	SF_T7-1369	2.88	\$1,888,480.00	\$1,975,660.00	\$654,630.00	\$684,850.00
FINLAND SUMMARY		2.88	\$1,888,480.00	\$1,975,660.00	\$654,630.00	\$684,850.00
RANGER	PINE LAKE CONNECTOR	4.86	\$359,864.00	\$640,854.00	\$74,030.00	\$131,830.00
RANGER SUMMARY		4.86	\$359,864.00	\$640,854.00	\$74,030.00	\$131,830.00
SILVER BAY	CJ RAMSTAD	17.57	\$1,347,875.00	\$2,165,705.00	\$76,730.00	\$123,280.00
SILVER BAY SUMMARY		17.57	\$1,347,875.00	\$2,165,705.00	\$76,730.00	\$123,280.00
WILD COUNTRY	CJ RAMSTAD TO CSAH 2	3.44	\$560,780.00	\$898,360.00	\$162,910.00	\$260,970.00
WILD COUNTRY SUMMARY		3.44	\$560,780.00	\$898,360.00	\$162,910.00	\$260,970.00
MEDIUM TERM SUMMARY		28.76	\$4,156,999.00	\$5,680,579.00	\$242,075.00	\$300,232.50
LONG TERM (10+ YEARS)						
SILVER BAY	SAWTOOTH AND SWITCHBACK	4.92	\$822,700.00	\$1,213,300.00	\$167,270.00	\$246,680.00
SILVER BAY SUMMARY		4.92	\$822,700.00	\$1,213,300.00	\$167,270.00	\$246,680.00
WILD COUNTRY	BAILEY RD TO CR 3 SNOWMOBILE TRAIL	5.82	\$558,180.00	\$861,110.00	\$95,900.00	\$147,940.00
	CJ RAMSTAD TO CASTLE DANGER SNOWMOBILE TRAIL	9.52	\$1,581,250.00	\$2,234,140.00	\$166,170.00	\$234,780.00
WILD COUNTRY SUMMARY		15.34	\$2,139,430.00	\$3,095,250.00	\$131,035.00	\$191,360.00
LONG TERM SUMMARY		20.26	\$2,962,130.00	\$4,308,550.00	\$149,152.50	\$219,020.00
SHORT, MEDIUM, AND LONG TERM SUMMARY		68.05	\$11,263,569.00	\$14,947,999.00	\$230,041.25	\$290,299.38

Table 5: St. Louis County Preliminary Opinion of Probable Cost

ST. LOUIS COUNTY PRELIMINARY OPINION OF PROBABLE COST						
ATV CLUB	PROJECT	TRAIL LENGTH TO BE IMPROVED (MILES)	TOTAL COST - LOW	TOTAL COST - HIGH	COST PER MILE - LOW	COST PER MILE - HIGH
SHORT TERM (1-5 YEARS)						
ALBORN	AERIE LAKE ATV TRAIL	2.86	\$485,500.00	\$564,500.00	\$169,490.00	\$197,070.00
	CR 166 TO OSTMAN RD ATV TRAIL	4.12	\$1,520,880.00	\$1,785,380.00	\$369,210.00	\$433,420.00
	TRAIL 3	1.48	\$360,530.00	\$402,140.00	\$244,060.00	\$272,220.00
ALBORN SUMMARY		8.46	\$2,366,910.00	\$2,752,020.00	\$260,920.00	\$300,903.33
PROSPECTOR	BEAR RUN	11.40	\$760,000.00	\$925,000.00	\$66,670.00	\$81,140.00
	CLOQUET LINE TO GRASSY RD.	1.97	\$2,437,100.00	\$2,957,080.00	\$1,234,330.00	\$1,497,690.00
	Y-STORE TO PFEIFFER	9.53	\$2,173,030.00	\$2,632,290.00	\$227,970.00	\$276,150.00
PROSPECTOR SUMMARY		22.91	\$5,370,130.00	\$6,514,370.00	\$509,656.67	\$618,326.67
QUAD CITIES	LAURENTIAN TRAIL 303 TO 715	7.67	\$1,341,240.00	\$1,933,620.00	\$174,930.00	\$252,190.00
QUAD CITIES SUMMARY		7.67	\$1,341,240.00	\$1,933,620.00	\$174,930.00	\$252,190.00
RANGER	SEVEN BEAVERS	3.56	\$911,000.00	\$1,106,000.00	\$255,660.00	\$310,380.00
RANGER SUMMARY		3.56	\$911,000.00	\$1,106,000.00	\$255,660.00	\$310,380.00
TWIG	LUMBERJACK TO BROOKSTON	7.54	\$2,630,000.00	\$2,933,000.00	\$348,690.00	\$388,860.00
	SAGINAW TO COUNTY RD. 8	5.05	\$4,200,410.00	\$5,141,660.00	\$831,270.00	\$1,017,540.00
	TAFT TO COTTON	4.89	\$1,811,020.00	\$1,999,450.00	\$370,090.00	\$408,590.00
TWIG SUMMARY		17.49	\$8,641,430.00	\$10,074,110.00	\$516,683.33	\$604,996.67
VOYAGEUR	COUNTY RD. 23 TO JOHNSON RD.	0.22	\$178,500.00	\$224,500.00	\$826,740.00	\$1,039,790.00
	COUNTY RD. 129 TO COUNTY RD. 122	4.67	\$126,968.00	\$148,598.00	\$27,200.00	\$31,830.00
	FR 612A TO BLACK DUCK CONNECTOR	1.38	\$131,010.00	\$277,310.00	\$94,830.00	\$200,720.00
VOYAGEUR SUMMARY		6.27	\$436,478.00	\$650,408.00	\$316,256.67	\$424,113.33
SHORT TERM SUMMARY		66.36	\$19,067,188.00	\$23,030,528.00	\$339,017.78	\$418,485.00
MEDIUM TERM (5-10 YEARS)						
ALBORN	DAWGHOUSE TO CR 141	0.79	\$616,608.00	\$729,178.00	\$785,270.00	\$928,630.00
	TRAIL 2	1.80	\$188,620.00	\$301,180.00	\$105,030.00	\$167,700.00
ALBORN SUMMARY		2.58	\$805,228.00	\$1,030,358.00	\$445,150.00	\$548,165.00

ST. LOUIS COUNTY PRELIMINARY OPINION OF PROBABLE COST						
ATV CLUB	PROJECT	TRAIL LENGTH TO BE IMPROVED (MILES)	TOTAL COST - LOW	TOTAL COST - HIGH	COST PER MILE - LOW	COST PER MILE - HIGH
NOTHERN TRAXX	KINNEY TO MOUNTAIN IRON	1.42	\$364,320.00	\$469,120.00	\$256,280.00	\$330,000.00
NORTHERN TRAXX SUMMARY		1.42	\$364,320.00	\$469,120.00	\$256,280.00	\$330,000.00
TWIG	BROOKSTON LOOPS	19.00	\$1,904,540.00	\$3,106,880.00	\$100,270.00	\$163,570.00
	BROOKSTON TO BURNETT	4.47	\$550,290.00	\$787,340.00	\$123,240.00	\$176,320.00
	CANYON TO COTTON	9.46	\$955,660.00	\$1,661,480.00	\$100,980.00	\$175,550.00
TWIG SUMMARY		32.93	\$3,410,490.00	\$5,555,700.00	\$108,163.33	\$171,813.33
VOYAGEUR	CAMP 90 FOREST RD. TO COUNTY RD. 129	4.40	\$607,680.00	\$796,240.00	\$138,010.00	\$180,830.00
	ELBOW RIVER BRIDGE TO COUNTY RD. 426	6.10	\$991,160.00	\$1,155,680.00	\$162,530.00	\$189,510.00
	SHEEP RANCH RD. TO CAMP 90 FOREST RD.	5.30	\$313,910.00	\$453,710.00	\$59,200.00	\$85,560.00
VOYAGEUR SUMMARY		15.80	\$1,912,750.00	\$2,405,630.00	\$119,913.33	\$151,966.67
MEDIUM TERM SUMMARY		52.73	\$6,492,788.00	\$9,460,808.00	\$232,376.67	\$300,486.25
LONG TERM (10+ YEARS)						
ALBORN	CLOQUET RIVER	8.01	\$710,890.00	\$964,900.00	\$88,770.00	\$120,490.00
ALBORN SUMMARY		8.01	\$710,890.00	\$964,900.00	\$88,770.00	\$120,490.00
NOTHERN TRAXX	RAIL GRADE TO ALBORN	6.33	\$650,790.00	\$1,461,915.00	\$102,880.00	\$231,100.00
	VIRGINIA TO BUHL SOUTH ROUTE	7.60	\$604,655.00	\$1,045,155.00	\$79,590.00	\$137,560.00
NORTHERN TRAXX SUMMARY		13.92	\$1,255,445.00	\$2,507,070.00	\$91,235.00	\$184,330.00
TWIG	FLOODWOOD LOOP	12.83	\$1,508,240.00	\$2,398,980.00	\$117,580.00	\$187,020.00
	TAFT EAST	19.66	\$3,817,140.00	\$5,012,500.00	\$194,190.00	\$255,000.00
	TAFT WEST	16.44	\$2,513,182.00	\$3,627,582.00	\$152,860.00	\$220,640.00
TWIG SUMMARY		48.93	\$7,838,562.00	\$11,039,062.00	\$154,876.67	\$220,886.67
LONG TERM SUMMARY		70.86	\$9,804,897.00	\$14,511,032.00	\$111,627.22	\$175,235.56
SHORT, MEDIUM, AND LONG TERM SUMMARY		189.95	\$35,364,873.00	\$47,002,368.00	\$253,730.38	\$326,043.21

FUNDING CONSIDERATIONS

ATV trail development can be a costly venture; therefore, securing funding is a crucial step. Often, these projects can acquire funding from various sources, such as state or federal resources, public grants, and private investments.

State Grants: New Project Capital Improvement Grants and ATV Dedicated Account Funds are typically available for ATV trail development projects on an annual basis and administered through the Department of Natural Resources.

Federal Funding: The Federal Recreational Trails Program (RTP) provides funds for trail entities to develop and maintain recreational trails for both motorized and non-motorized recreation.

Corporate Grants: Local government entities and ATV Clubs can apply for trail grant programs such as those offered by ATV Manufacturers such as Polaris and Yamaha.

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Figures

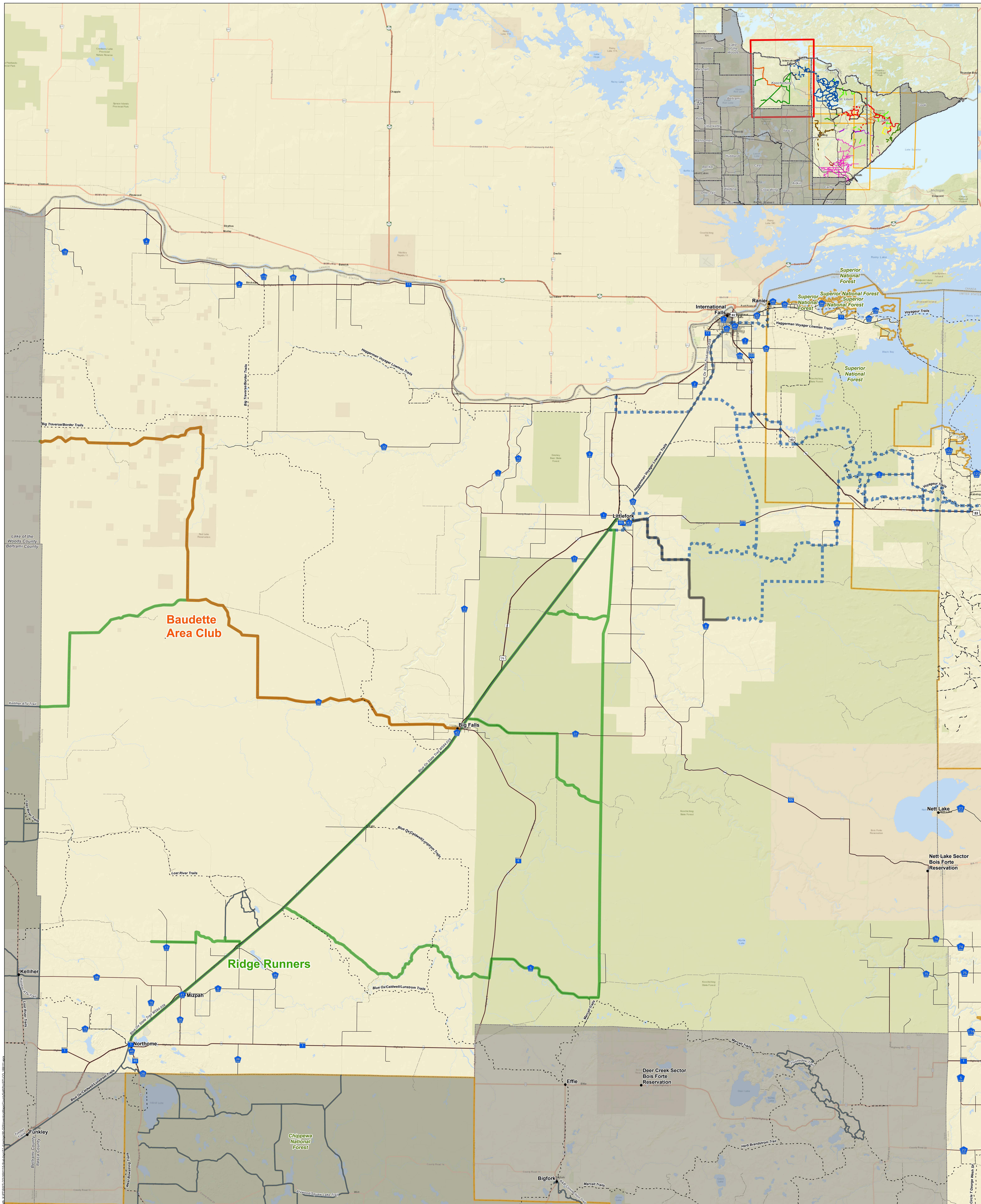
Figure 1 – Koochiching County


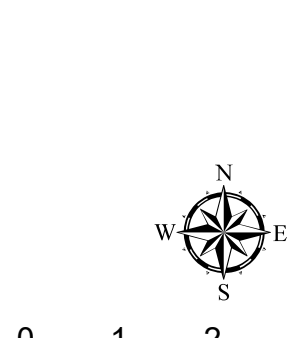
Figure 2 – Saint Louis (North) County

Figure 3 – Saint Louis (South) County

Figure 4 – Lake County


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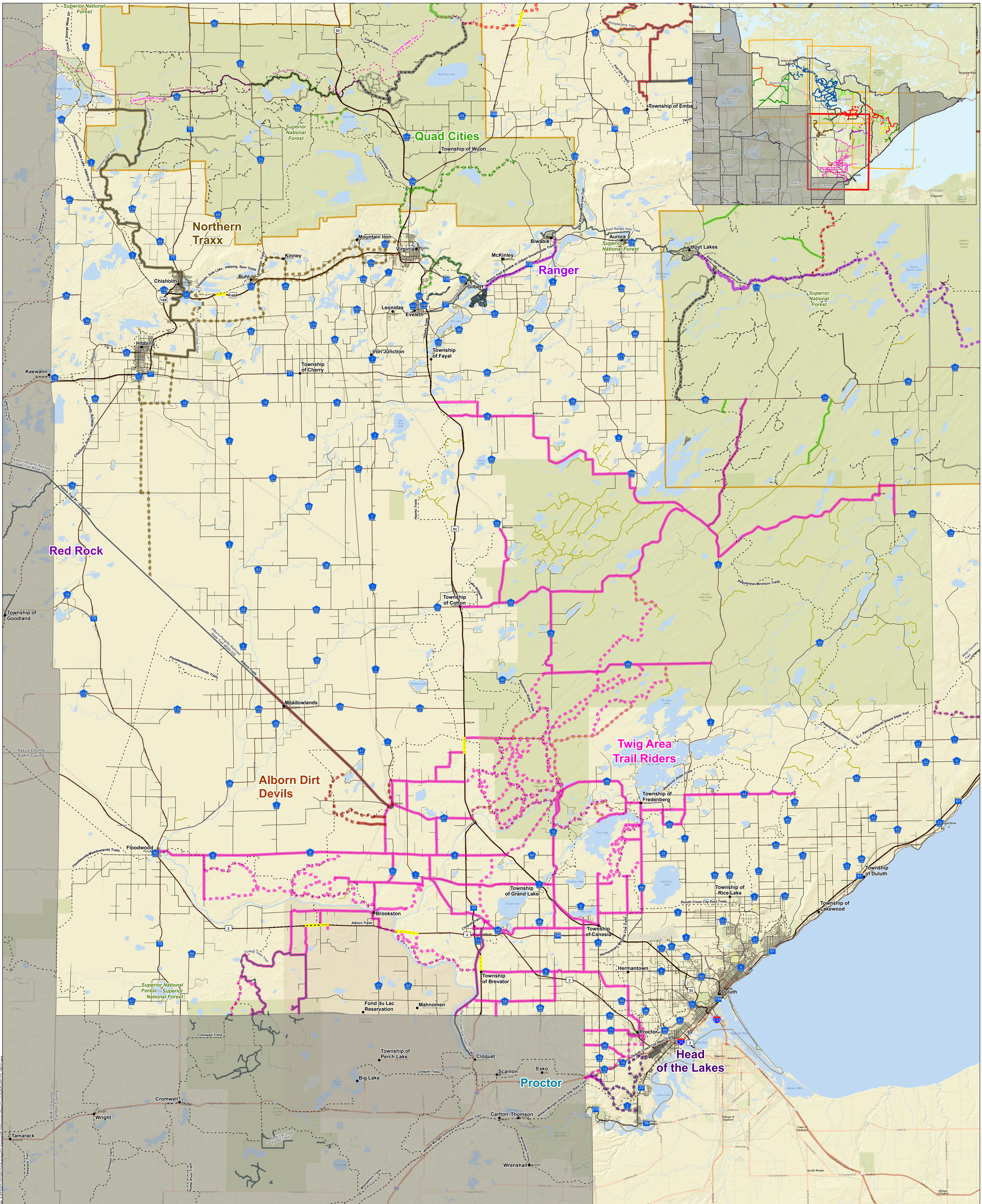
	Project: STLCO 169111 Print Date: 3/14/2025	Legend			NORTHEAST REGIONAL ATV MASTER PLAN COUNTY TRAIL INVENTORY MAP Koochiching County, Minnesota	Figure 1
	Map by: etbsdrow Projection: NAD83 UTM15N Source: MNDNR, USFS, Trail Clubs Background: ESRI Basemap	Existing Roads - Important Connectors Baudette Area Club Ridge Runners Voyageur Country - Proposed Existing Snowmobile Trail Off-Highway Vehicle Use (MNDNR) Taconite State Trail (Snow)	USFS Trails - MVUM Trails Open to Vehicles 50" or Less in Width Administrative Boundaries National Forest Boundaries USFS Roads - MVUM Symbol Open to HLVs Only			

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	Project: STLCO 169111 Print Date: 3/14/2025	Legend		USFS Roads - MVUM Symbol — Open to HLVs Only - - - Open to All Vehicles - - - Special Designation - - - <all other values>	USFS Trails - MVUM USFS Motor Vehicle Use Class — Roads Open to HLVs Only - - - Roads Open to All Vehicles - - - Trails Open to Vehicles 50' or Less in Width - - - Special Vehicle Designation - - - State Forest Roads	NORTHEAST REGIONAL ATV MASTER PLAN COUNTY TRAIL INVENTORY MAP Saint Louis (North) County, Minnesota	Figure 2
	Map by: etbdrow Projection: NAD83 UTM15N Source: MNDNR, USFS, Trail Clubs Background: ESRI Basemap	Existing Roads - Important DOT LUP Requests Proposed USFS ATV Use Babbitt Voyageur Country - Existing Voyageur Country - Proposed Prospecter - Existing Prospecter - Proposed Taconite State Trail (Show)	Northern Traces - Existing Quad Cities - Existing Quad Cities - Proposed Existing Snowmobile Trail Off-Highway Vehicle Use (MNDNR) David Orr - Arrowhead State Trail DNR ATV Trail Taconite State Trail (Show)	Taconite State Trail (ATV) USFS Trails - MVUM Trails Open to Vehicles 50' or Less in Width Special Vehicle Designation Administrative Boundaries National Forest Boundaries National Forest Boundaries BWCAW Boundary			

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Project: STLCO 169111
 Print Date: 3/14/2025

Map by: etdrow
 Projection: NAD83 UTM15N
 Source: MNDNR, USFS, Trail Clubs
 Background: ESRI Basemap

- Existing Roads - Important Connectors
- DOT LUP Requests
- Proposed USFS ATV Use
- Head of the Lakes - Proposed
- Area to be Evaluated
- Wild Country - Proposed
- Babbitt - Proposed
- Prospect - Existing
- Prospect - Proposed
- Ranger - Proposed
- Ranger - Existing
- Alborn Dirt Devils - Proposed
- Alborn Dirt Devils - Existing
- Twig Area Trail Riders - Existing
- Twig Area Trail Riders - Proposed
- Northern Traxx - Existing
- Northern Traxx - Proposed
- Quad Cities - Existing
- Quad Cities - Proposed
- Existing Snowmobile Trail
- Existing Snowmobile Trail (MNDNR)
- Existing Snowmobile Trail (MNDNR)
- Tacolite State Trail (Snow)
- Tacolite State Trail (ATV)

- Legend**
- USFS Trails - MVUM
 - Trails Open to Vehicles 50' or Less in Width
 - Special Vehicle Designation
 - Special Designation
 - National Forest Boundaries

- USFS Roads - MVUM**
- Symbol**
- Open to HVs Only
- Open to All Vehicles
- Special Designation
- call other values

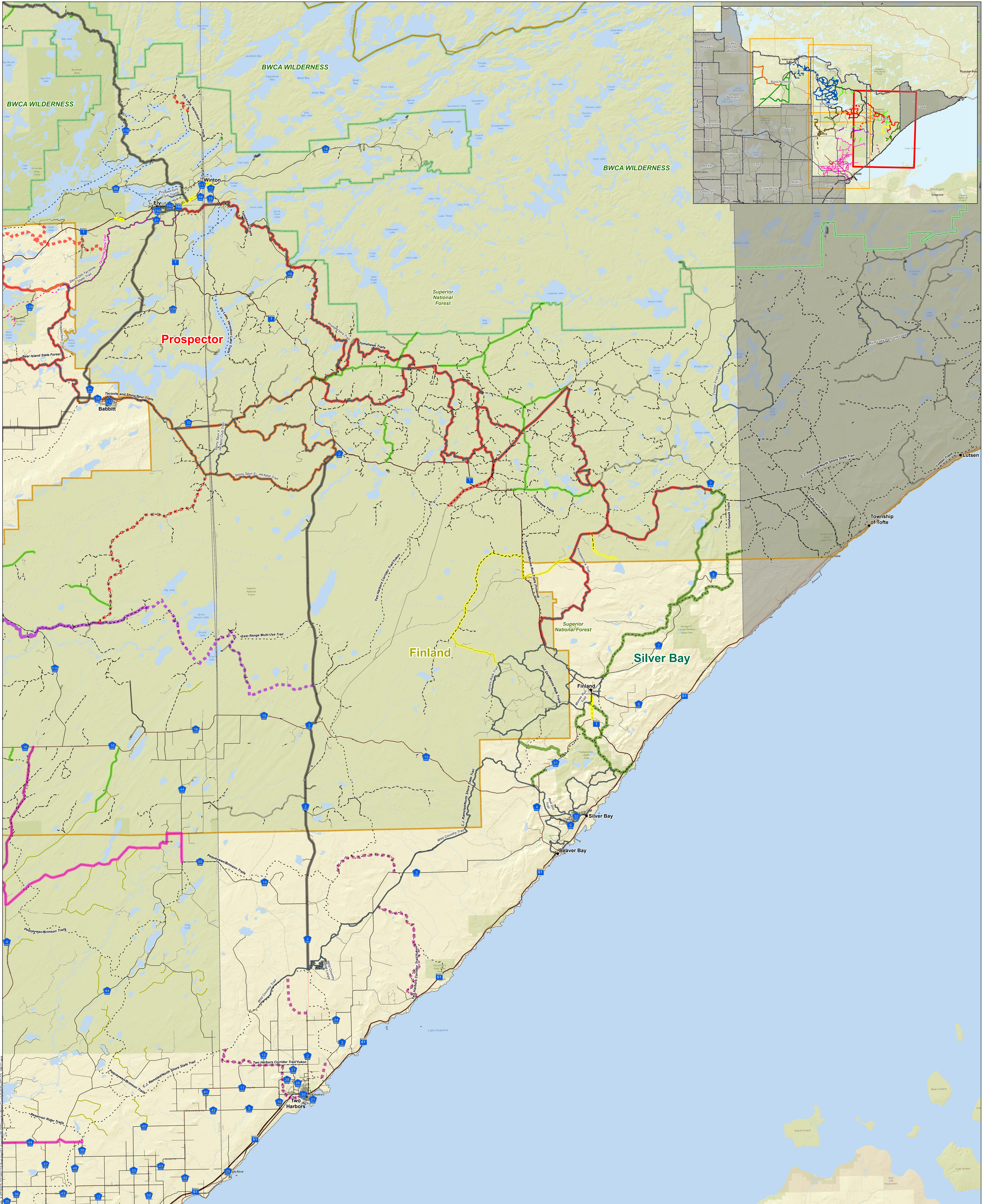
- USFS Trails - MVUM**
- USFS Motor Vehicle Use Class**
- Roads Open to HVs Only
- Roads Open to All Vehicles
- Trails Open to Vehicles 50' or Less in Width
- Special Vehicle Designation
- State Forest Roads



NORTHEAST REGIONAL ATV MASTER PLAN
COUNTY TRAIL INVENTORY MAP
 Saint Louis (South) County, Minnesota

Figure 3

This map is neither a legally recorded map nor a survey map and is not intended to be used as such. This map is a compilation of records, interviews, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that Geographic Information System (GIS) data used to prepare this map are error free, and SEH does not represent that the GIS data are used for legal, building, or any other purpose requiring accurate measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH will not be liable for any damages which result from any changes which occur or user of data provided.

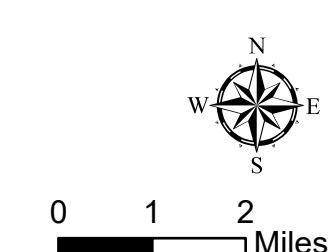


Project: STLCO 169111
 Print Date: 3/14/2025

Map by: ebsidrow
 Projection: NAD83 UTM15N
 Source: MNDNR, USFS, Trail Clubs
 Background: ESRI Basemap

Legend

- | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> Existing Roads - Important Connectors DOT LUP Requests Proposed USFS ATV Use Wild Country - Proposed Finland Silver Bay Babbitt Prospecter - Existing | <ul style="list-style-type: none"> Prospecter - Proposed Ranger - Proposed Ranger - Existing Twig Area Trail Riders - Existing Off-Highway Vehicle Use (MNDNR) Taconite State Trail (Snow) | <ul style="list-style-type: none"> Trails Open to Vehicles 50' or Less in Width Special Vehicle Designation National Forest Boundaries BWCAW Boundary | <ul style="list-style-type: none"> USFS Roads - MVUM Open to HLVs Only Open to All Vehicles Special Designation <all other values> | <ul style="list-style-type: none"> USFS Trails - MVUM Roads Open to HLVs Only Roads Open to All Vehicles Trails Open to Vehicles 50' or Less in Width Special Vehicle Designation State Forest Roads |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



**NORTHEAST REGIONAL ATV MASTER PLAN
 COUNTY TRAIL INVENTORY MAP
 Lake County, Minnesota**

Figure 4

This map is neither a legally recorded map nor a survey map and is not intended to be used as such. This map is a compilation of publicly available information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) data used to prepare this map are error free, and SEH does not represent that the GIS data can be used for engineering, building, or any other purpose requiring accurate measurement of distance or direction or precision in the Register of Geographic Names. The user of this map acknowledges that SEH and its staff are liable for any damages which arise out of the user's access to or use of data provided.