DEPARTMENT OF NATURAL RESOURCES

10-Year Capital Asset Need:

Taking care of what we have.

September 2025

COVER PHOTOS:

Lake Bronson Dam. Construction of the new spillway for the Lake Bronson Dam in Lake Bronson State Park, Kittson County, is underway. The original spillway is visible on the left side of the photo and the dry reservoir lakebed can be seen in the background. The 1930s era high-hazard dam has water infiltration issues throughout the earthen structure, and the existing spillway is too small to pass current floodwater flow rates. The ongoing $31 million project will address both issues. Funding for the project came from combining multiple years of bonding appropriations including Natural Resources Asset Preservation and the Dam Safety program, as well as the State Park Road Account.

Riverside Trail at William O'Brien State Park. The trail was recently improved as part of a project to provide more comprehensive accessibility to visitors with mobility disabilities and improve the experience of all visitors.

The campground entrance bridge at Tettegouche State Park (bottom-right photo). The bridge was built in 1924. It has a fracture-critical structure and is in poor condition, with severe vehicle weight restrictions imposed for safety reasons. Annual safety inspections are required.

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TABLE OF CONTENTS

The Minnesota Department of Natural Resources' mission is to work with Minnesotans

to conserve and manage the state's natural resources, to provide outdoor recreation opportunities, and to provide for commercial uses of natural resources in a way that creates a sustainable quality of life.

capital asset need

An estimated $279 million is needed annually over the next 10 years to maintain and renew the capital assets under DNR's custodial control to "fair" or better condition.

goal

Restore and maintain all capital assets to "fair" or better condition within 10 years.

INTRODUCTION

Fulfilling the DNR's mission depends upon a wide range of facilities and infrastructure, both built and natural. This document summarizes the condition of DNR's built infrastructure and identifies the funding needed to bring these capital assets up to "fair" or better condition within 10 years.

DNR's built infrastructure includes many facilities obvious to the public, such as state park campgrounds and boat ramps at popular lakes. There are also less obvious types of infrastructure, such as water control structures that allow us to manage shallow lakes for waterfowl and other wildlife, and shop buildings where mechanics service the trucks, trailers, snowmobiles, boats, ATVs and wildfire suppression equipment that DNR staff need to do their work.

DNR capital assets are numerous, unique, and diverse. DNR-managed assets include:

- The campground or camper cabin where Minnesotans spend time with their family and friends around a fire; sleep under the stars and in the fresh air; and relax after doing their favorite outdoor activities
- The public fishing pier where a child catches their first fish — and the fish hatchery that raised that fish for stocking
- The public water access where people head out on fishing boats, pontoons, canoes, kayaks and paddleboards to recreate on lakes and rivers
- The DNR office where people can buy a fishing license, submit a permit application, or get information about natural resources in their community
- The DNR shops and storage buildings where equipment is maintained, tools and parts are stored, new signs are prepped for installation, and more

This is the sixth edition of the DNR's 10-Year Capital Asset Need Report since it was originally produced in 2015. The full range of DNR capital assets are addressed in this report including buildings, roads, trails, bridges, dams, water and wastewater systems, fish hatcheries, public water accesses, and the state forest tree nursery.

Minnesotans rely on the DNR's facilities and infrastructure to support our state's unique quality of life. Investment is needed to ensure these assets are safe and functional for all Minnesotans, support the conservation of Minnesota's natural resources, and improve access to the outdoors.

2025 DNR CAPITAL ASSET FACTS

The DNR owns more built infrastructure than any other state entity, apart from the Minnesota State Colleges and Universities campus system.

Current Replacement Value
$4.36 billion

Deferred Maintenance
$789 million

REPORT METHODOLOGY

This report uses a standardized framework to identify DNR's capital investment need for built infrastructure.

Asset inventories are the foundation of this report. They are used for determining the Current Replacement Value (CRV) for each type of asset and calculating or estimating the cost of deferred maintenance based on the condition of the assets. The tools and resources used to inventory and assess capital assets vary by the type of asset. DNR inventories and assesses buildings and bridges using commercial asset management software (ARCHIBUS and Cartegraph).

Other assets, such as roads, are inventoried using specialized databases and geospatial information system applications. Depending upon the tools used, the level of precision in inventory data varies.

STATE TRAIL IMPROVEMENT EXAMPLE

Gateway State Trail bridge over Westminster Street in St. Paul. The old, converted railroad bridge on this site had been struck by numerous large trucks over the years due to its low clearance height.

The replacement bridge is higher, will cost less to maintain, and presents a much better appearance for the community. The project was funded with bonding dollars and finished in fall 2023. The total project cost was $2.18 million.

THE REPORT'S FRAMEWORK QUANTIFIES THE THREE COMPONENTS OF THE ANNUAL CAPITAL ASSET INVESTMENT NEED AS FOLLOWS:

Preventive maintenance: Planned work intended to keep assets operating by proactively preventing common failures. Greater investment in preventive maintenance keeps assets in better condition at a lower life-cycle cost than waiting to conduct more extensive repairs when something fails. This amount is determined using a percentage of the total CRV, by asset type. The percentages are based on industry standards and DNR operating experience.

Deferred maintenance: The sum of maintenance and capital repairs for an asset that are needed but have not been completed due to lack of resources. DNR's asset management software calculates deferred maintenance costs for buildings and bridges. For other asset types, deferred maintenance is estimated based on the professional judgment of program managers. Since it is not feasible to address all deferred maintenance in a single bonding cycle, this report spreads the cost of catching up on deferred maintenance over 10 years. Therefore, the annual deferred maintenance need is one-tenth of the total deferred maintenance.

Renewal and replacement: A capital expense to rehabilitate or replace assets as they reach the end of their service lives and can no longer be maintained cost-effectively. Costs for renewal and replacement are determined using a percentage of the total CRV, by asset type. The percentages are based on the expected service life of each asset type.

BUILDING IMPROVEMENT EXAMPLE

This photo shows the installation of a new vault toilet at the Sibley State Park Cedar Hill campground in 2024. DNR purchases standardized, pre-fabricated vault toilets for use at state parks and recreation areas, public water accesses, and trailheads. These small buildings are significantly less expensive to maintain and have much longer service lives than traditional vault toilet structures. The standardized approach also minimizes design and permitting costs, and construction costs are reduced through economies of scale and off-site fabrication.

STATUS OF DNR'S ASSETS TODAY

The replacement value of DNR capital assets is $4.36 billion, with a deferred maintenance backlog of $789 million.

DNR-managed capital assets are found in every Minnesota county. Some of these assets date back to the beginning of the 20th century, while others are of a more recent vintage. Significant resources are required to maintain these varied assets in an acceptable condition — resources that often are not available given the many pressures on state capital investment funding. For example, appropriations to the DNR for Natural Resources Asset Preservation (Asset Preservation) have averaged just $9.8 million per year over the last 10 years. While helpful, this is a small fraction — about 4% — of the DNR's annual capital asset investment need of $279 million. As a result, the deferred maintenance backlog continues to grow.

The cost of deferred maintenance compounds over time due to accelerated asset deterioration and the resulting increased need for emergency repairs. Reducing the deferred maintenance backlog will both enhance the usability of current facilities and reduce the risk of more costly capital repair obligations in the future. At the same time, DNR — with input from communities and policymakers — must also identify capital assets that no longer serve the public and can be divested. Given the continued growth of the deferred maintenance backlog, DNR may be faced with the difficult decision to decommission facilities that still serve the public to focus limited capital investment on higher-priority facilities and infrastructure.

DNR's annual capital asset investment need includes preventative maintenance, renewal, and replacement of assets at the end of their life cycle, as well as the added cost to address the deferred maintenance backlog. Appendix C details these costs for each asset type.

TOTAL DNR CAPITAL ASSET NEED

Asset preservation is needed to address health and safety, asset integrity, Americans with Disabilities Act compliance, building code compliance, environmental sustainability, and the need to improve public access to and usability of DNR-administered facilities.

DNR Capital Asset Preservation Need (See Appendix C for details)

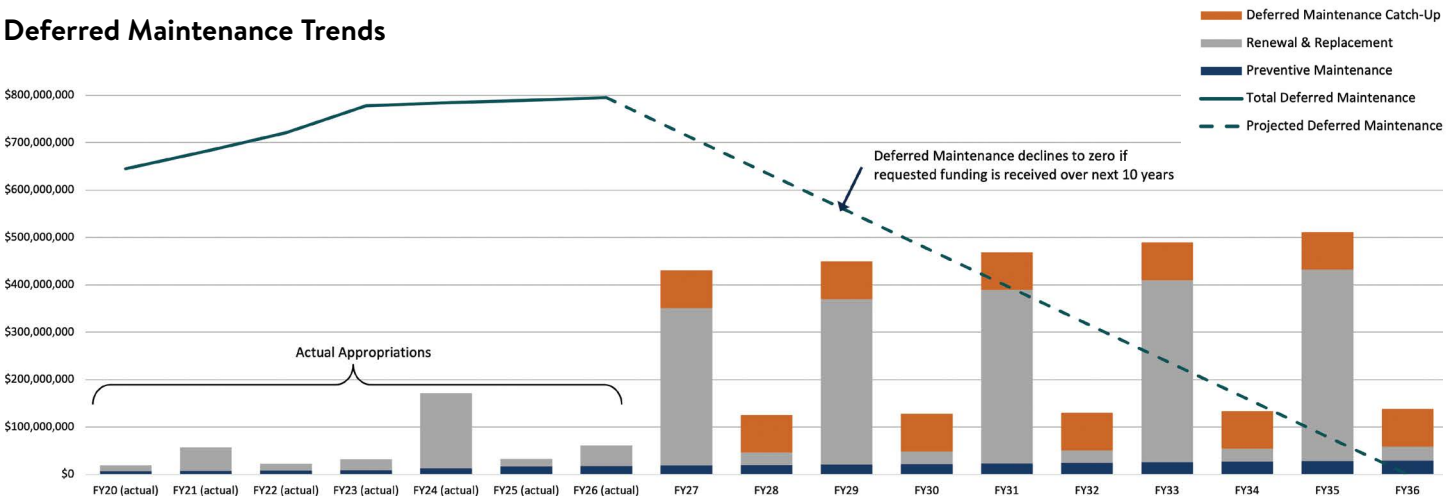
Current Replacement Value	Deferred Maintenance	Annual Preventative Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Need
$4,363,530,000	$789,480,000	$17,330,000	$182,230,000	$78,950,000	$278,510,000

Deferred Maintenance Trends and Capital Needs

The following graph shows the annual investment in "catch-up" funding needed to reduce the deferred maintenance backlog to zero over the next 10 years. The FY20-26 actual funding amounts include capital investment appropriations from the Outdoor Heritage Fund, Parks and Trails Legacy Fund, the Environment and Natural Resources Trust Fund, and the Get Out MORE initiative in addition to bonding appropriations.

The graph also shows the very large gap between recent actual funding levels and the total capital asset preservation needs of DNR's $4.37 billion of infrastructure.

Deferred Maintenance Trends



WHAT DNR IS ACCOMPLISHING

Investment

The DNR relies on capital investment funding for two primary infrastructure improvement programs:

- Natural Resources Asset Preservation (NRAP), Minnesota Statutes 84.946: funds the preservation or replacement of existing assets. In 2025, DNR received $33 million in NRAP funding to repair, renovate and replace high-priority buildings and other natural resources infrastructure.
- Natural Resources Capital Improvement Program (Betterment), Minnesota Statutes 86A.12:
  - Betterment of Buildings: funds new construction and the expansion of facilities for new functions. DNR did not receive Betterment of Buildings funding in 2025. In 2023, DNR received $20 million in Betterment of Buildings funding to modernize the Waterville fish hatchery. DNR also received a line-item appropriation of $10 million in Betterment of Buildings funding in 2023 to modernize and improve facilities at the State Forest Nursery seedling-packing facility at Badoura, Minnesota.
- Acquisition and Betterment of Public Lands: funds the acquisition of high-priority parcels and the improvement of existing state lands through actions such as reforestation and enhancing access, quality and visitor safety. In 2025, DNR received $1 million specifically for reforestation and stand improvement on state lands. In 2023, DNR received $6 million specifically for reforestation and stand improvement, and $2.5 million in Betterment of Lands funding to address remediation needs on state lands and making shore fishing improvements and other land betterments.

Recent NRAP and Betterment appropriations ("--" indicates no dollars were appropriated to the program area):

Year	Natural Resources Asset Preservation	Betterment of Buildings	Betterment of Lands
2018	$26,581,000	$6,000,000	$3,000,000*
2019	$3,419,000	--	--
2020	$20,000,000	--	$1,000,000**
2021	--	--	--
2022	--	--	--
2023***	$36,000,000	$30,000,000	$2,500,000; $6,000,000*
2024	--	--	--
2025	$33,000,000	--	$1,000,000
Average Annual Funding (2018-2025)	$14,875,000	$4,500,000	$1,687,500

***Reforestation and stand improvement on state forest lands.**

****Forests for the Future.**

*****Some of the NRAP and Betterment capital investment appropriations in 2023 were part of the Get Out MORE initiative (see page 11 for additional information about Get Out MORE).**

In addition to NRAP and Betterment, in recent years DNR has received a total of $5.7 million in capital investment funds to improve accessibility at wildlife management areas, state parks, and state recreation areas (2018, 2020, 2023 and 2025); $6.36 million to repair and replace wildfire aviation infrastructure (2023); and $1.2 million specifically for state trail maintenance (2023).

DNR also invests $8.8 million annually in the Facilities Management Account (FMA) authorized by Minn. Stat. 84.0857. DNR divisions are assessed FMA fees based on the space they occupy in DNR-owned buildings. DNR has gradually increased the FMA rate over the past several years to increase maintenance funding. This has helped slow the increase in deferred maintenance for DNR buildings.

FMA funds are used for smaller maintenance and repair projects, and preventive maintenance. These projects include basic building repairs such as replacing broken windows, furnace and water heater replacements, and projects to meet health and safety standards. Operation of facilities, such as the cost of snow removal and utilities, is the responsibility of the custodial division and is not funded through FMA.

GET OUT MORE (MODERNIZE OUTDOOR RECREATION EXPERIENCES)

The transformative Get Out MORE initiative enacted in 2023 has provided a once-in-a-generation opportunity to address the need for investment to support outdoor recreation opportunities such as hunting, fishing, wildlife-watching, boating and water recreation, camping, hiking, and biking . Many of the DNR-managed facilities that support these experiences are showing their age, and in some cases do not meet the needs of today's outdoor users. Further, Minnesota's incredible natural resources need ongoing management and stewardship – such as fish stocking, habitat restoration and enhanced climate resiliency – to continue to provide the amazing places and activities that draw people outdoors.

The $150 million Get Out MORE initiative includes a combination of general fund and bonding dollars that enable the DNR to develop more modern and inclusive outdoor recreation experiences. As a result, Minnesota will better serve current outdoor enthusiasts, connect even more people to the outdoors, and help ensure future generations will also benefit from time spent in our unparalleled natural places. Of note, the Get Out MORE initiative supplements the DNR's capital investment program by focusing on high-priority and high-use facilities and infrastructure that support outdoor recreation; it does not negate the need for ongoing NRAP or Betterment funding. More information about Get Out MORE, including maps and other details regarding the improvements being made across the state, is available on the DNR website at **Get Out More | Minnesota DNR.**

Waterville Hatchery walleye egg incubation jar rack and fry capture tank. As walleye hatch, the fish flow out of the jars through a pipe and into the capture tank for removal and stocking. This equipment is essential to walleye production and is original to building construction (1950s).

Waterville Hatchery raceways are used to produce various fish species and temporarily hold fish harvested from drainable ponds prior to stocking. Up to 80,000 muskellunge are produced in these raceways each year. Modernizing the hatchery via the Get Out MORE initiative will improve operations and biosecurity.

PROCESS IMPROVEMENTS/EFFICIENCY GAINS

Beyond investing in maintenance and modernization needs, DNR divisions work together to design and implement efficiencies into infrastructure management. A few recent examples include:

- As described on page 7, DNR now installs standardized, pre-fabricated vault toilets at state parks and recreation areas, public water accesses, and trailheads. These buildings last longer and cost less to maintain than previous designs. Using a standard approach saves design time and permitting and construction costs.
- DNR also implemented standard designs for campground shower buildings. Designs include standard floor plans for small, medium and large buildings with standardized finishes, construction materials, and features, which reduces design costs and maintenance complexity. Each design is then adapted as needed to meet site needs and ensure architectural compatibility with other buildings at the site.
- DNR is actively reviewing and managing report-to-work locations to ensure efficient use of space along with public service excellence, and to support varied work modes (e.g., primarily on-site, hybrid telework, or fieldwork-focused).

DIVESTMENT

DNR recognizes that our capital investment needs significantly exceed what is realistically achievable through currently available bond funding — particularly given the vast infrastructure demands facing all levels of government across the state. Therefore, additional strategies are needed to address DNR's backlog of deferred maintenance. One such strategy is divestment of assets that have significantly deteriorated or reached the end of their useful life and are too costly to repair or replace. When assets reach the end of their lifecycle, they are evaluated for divestment. Divestment can occur through public auction/sale of a structure that has some remaining useful life, deconstruction and salvage of reusable materials, or demolition. DNR maintains a list of priority divestments and completes these projects when funds are available. This same evaluation process is applied to assets that are no longer in use or that no longer serve a public purpose. Removing inactive assets in poor condition reduces safety and security hazards and the operational cost of maintaining those structures. A few recent examples include demolition of garages, shops and storage buildings at the end of their lifecycles and decommissioning and demolition of on-site residences at Forestville State Park and Lanesboro Fish Hatchery.

Ideally, divestment activities focus on assets that are no longer in use or serving a public purpose. Increasingly, however, the DNR is faced with decisions about how to address facilities and infrastructure — such as park buildings, paved and unpaved trails, offices, and shops — that still serve a public purpose but have deteriorated significantly due to insufficient funding for capital maintenance.

ACCESSIBILITY AND ADA COMPLIANCE

DNR strives to ensure its facilities, lands, and engagement processes are welcoming and accessible to all Minnesotans. One way we do this is by improving accessibility at DNR-managed facilities for people with disabilities, which also enhances the experience of other users and supports workplace compliance requirements.

All new construction, rehabilitation, and replacement projects are designed to comply with ADA requirements. However, sufficient resources are not available to proactively replace infrastructure that does not meet current ADA requirements. As a result, few DNR-managed assets are fully accessible based on current standards.

William O'Brien Day Use Area and Campground Improvements.

In 2018, DNR commissioned a survey of two state parks in the greater Twin Cities metro area — William O'Brien and Fort Snelling state parks — to evaluate comprehensive accessibility needs. A 2019 cost estimate to alter, retrofit, or replace park buildings and infrastructure to achieve full mobility-related accessibility in just those two state parks came to more than $13 million. DNR received a total of $4.2 million in bonding appropriations in 2020 and 2023 to make comprehensive improvements to mobility accessibility, starting at William O'Brien State Park. This funding was supplemented with $1 million in Get Out MORE funding to complete improvements at the Walter F. Mondale Day Use Area, Riverway Campground, Riverside Trail and park ranger station to provide more comprehensive accessibility to visitors with mobility disabilities and improve the experience of all visitors.

DNR is investing additional Get Out MORE funding for accessibility improvements at public water accesses, state parks, state recreation areas and wildlife management areas to remove barriers for visitors with mobility needs and other disabilities. An additional $1 million for accessibility improvements was included in the 2025 bonding appropriation to DNR. Even with these significant investments, the need for accessibility improvements remains great across DNR-managed facilities and difficult choices must be made about where to prioritize accessibility improvements.

William O'Brien State Park ranger station. This building was in good physical condition but was not compliant with ADA. Namely (1) the counter at the sliding window was too high and (2) the telephone and the wood desk for self-registration, while low enough to meet ADA, were blocked by the stone column. People with mobility issues, or in wheelchairs, could not access either of those things because they are too close to the column.

CLIMATE RESILIENCE

DNR continues to incorporate current and evolving building codes, energy modeling, and hydrology data into designs for buildings and other assets to increase resiliency in the face of a changing climate. DNR's road, trail and bridge network has suffered significant damage in recent years due to extreme weather events. These impacts have been most acute in northeastern Minnesota, including multiple instances of state forest roads and state trails washing out, and floodwaters repeatedly damaging the Swinging Bridge at Jay Cooke State Park near Duluth.

In June 2024, an extreme weather event resulted in historically high water levels on the Baptism River, destroying the High Falls suspension bridge in Tettegouche State Park. The bridge, which had been in place since 1988, was damaged by a similar but smaller flood in 2022 and was closed to the public awaiting repair. Through a combination of asset preservation and other funding sources, this bridge is being replaced in 2025. The new bridge will be elevated nearly five feet above the level of the previous bridge. This will enable the new bridge to withstand significantly higher flood flows in the Baptism River, such as those that occurred in 2022 and 2024.

Increased and consistent capital funding would enable DNR to make further improvements in infrastructure climate resiliency, thus reducing future repair and replacement costs.

Tettegouche High Falls suspension bridge destroyed by flood in 2024.

A recently completed culvert replacement on a Forest Road in the Finland State Forest. DNR roads and bridges are essential for forest management, emergency response to wildfires and floods, and access to many recreational opportunities. When replacing aging bridges and culverts, DNR incorporates modern stream flow and ecosystem design methodologies to address the impacts of more frequent, intense rain events due to climate change, while also enhancing fish and wildlife habitat.

BUILDINGS

DNR currently owns 2,835 buildings that support operations and serve the public. Building data is managed in ARCHIBUS, the state enterprise facility management database. DNR conducts Facility Condition Assessments (FCAs) on all owned buildings using the Minnesota Department of Administration's statewide enterprise methodology. ARCHIBUS calculates the CRV and deferred maintenance for each building component using data from FCAs.

Nearly one quarter (640) of DNR buildings have a Facility Condition Index (FCI) rating of "crisis" or "poor". See the Building Assessment FCI Rating table below for a summary of the condition ratings of all DNR buildings.

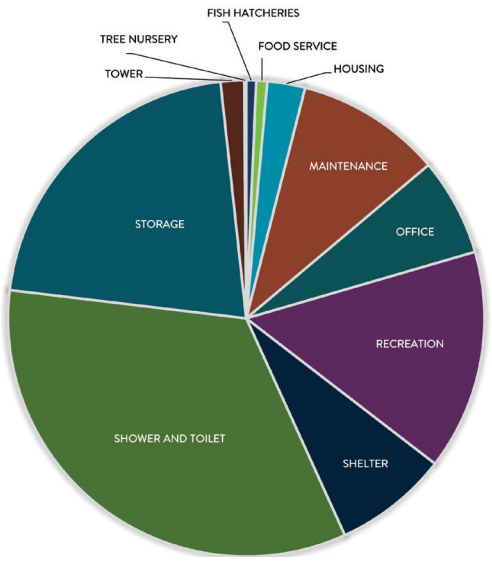
DNR-owned buildings include 240 report-to-work sites. Twelve DNR-owned report-to-work buildings are in crisis or poor condition; this is a reduction from the 18 reported in the 2023 Capital Asset Need Report. DNR also owns and operates over 40 renewable energy systems at 35 locations across the state that require periodic maintenance and replacement.

Building FCI Ratings as of September 17, 2024. This is only for buildings (does not include other infrastructure, such as roads, trails or public water accesses).

See Appendix A for explanation of the difference between deferred maintenance and adjusted deferred maintenance.

Measure	Total	Excellent Condition (0.00-0.05)	Good Condition (0.05-0.15)	Fair Condition (0.15-0.30)	Poor Condition (0.30-0.50)	Crisis Condition (0.50-1.00)
Buildings Assessed	2,835	199	1,029	967	450	190
Gross Area (square feet)	3,150,000	130,656	1,084,374	1,320,976	373,623	195,360
Current Replacement Value	$834,550,000	$37,916,401	$300,295,376	$357,227,977	$94,682,204	$44,426,741
Deferred Maintenance	$172,430,000	$950,536	$33,367,639	$75,330,695	$34,053,887	$28,724,512
Adjusted Deferred Maintenance	$155,600,000	$94,791	$3,002,954	$13,396,049	$94,682,204	$44,426,741

DNR-owned buildings, by building type



The largest category of DNR-owned buildings is shower and toilet buildings, which are usually found in state parks and recreation areas. Most of the toilet buildings are vault toilets, which have no plumbing and usually no electricity.

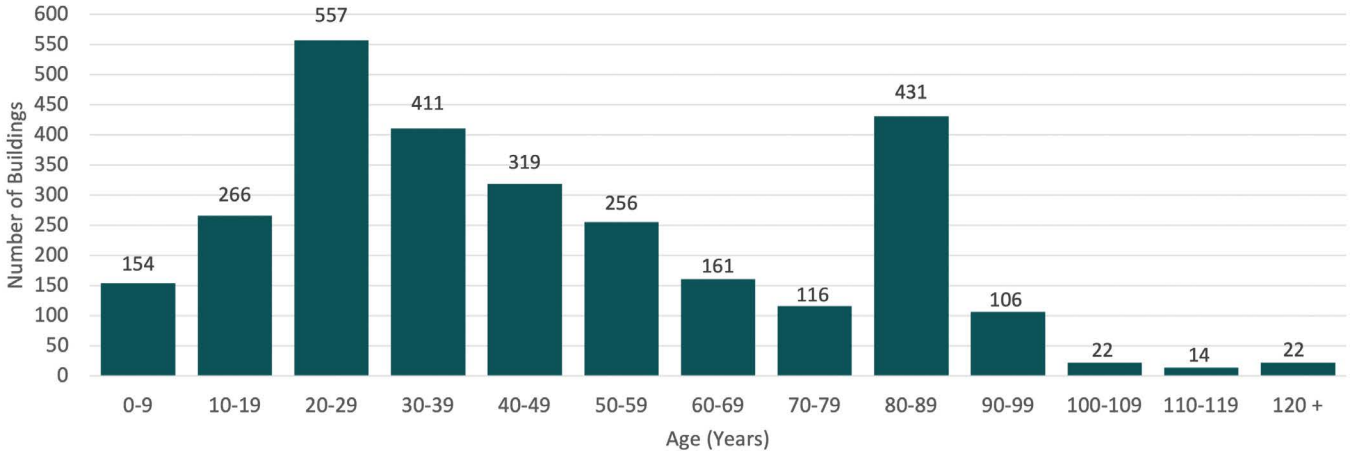
The investment need associated with DNR buildings and related infrastructure is approximately **$36 million** per year.

BUILDINGS continued from page 15

The average age of DNR-owned buildings is 46 years, compared to 43 years for all state-owned buildings. Many DNR-owned buildings are historic and date from the 1930s or earlier.

The age of DNR's buildings contributes significantly to DNR's capital needs, as deferred maintenance needs are more significant for older buildings and many buildings are well beyond their expected useful life. Further, the DNR's older buildings are often functionally obsolete, not fully accessible, and not energy-efficient. Renovating very old buildings to meet current standards and needs can be very expensive. In many cases, building replacement is a more cost-efficient option; though this is also costly and especially complicated for buildings with historic status. To help manage these challenges, DNR actively evaluates opportunities for divestment when facilities reach the end of their lifecycle or are no longer essential to operations.

Age distribution of DNR-owned buildings



The graph above shows the age distribution of DNR-owned buildings. Note the very large number of historic buildings from the Civilian Conservation Corps/Works Progress Administration era of the 1930s (age range 80-89). Historic assets are highly valued by the public and yet they are extraordinarily expensive to operate and maintain. In 2025, DNR began to develop a historic infrastructure asset management plan to evaluate, prioritize and identify strategies for addressing the significant investment needs associated with these structures. This multi-year effort will include coordination with state and federal agencies involved in historic preservation and public engagement.

Buildings, renewable energy systems and related infrastructure (parking lots, fences, gates, sidewalks, utilities, etc.)

Number of Assets	Current Replacement Value	Adjusted Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
2,880	$876,749,000	$159,820,000	$5,486,000	$14,385,000	$15,982,000	$35,853,000

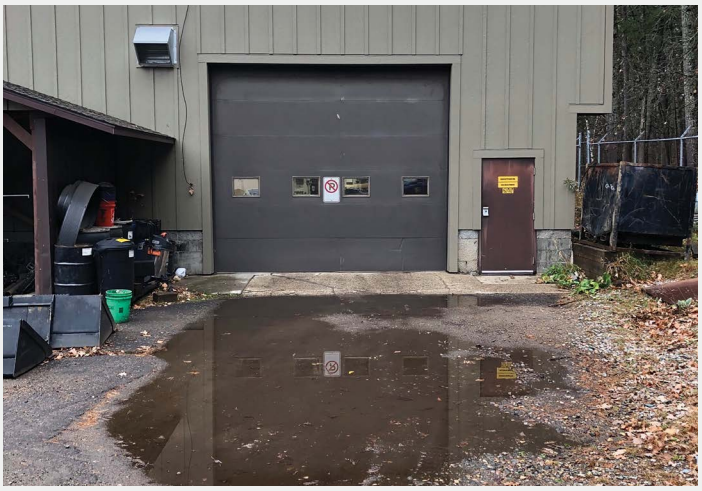
Tettegouche State Park historic camp lodge roof in crisis condition.

Tettegouche State Park historic camp lodge roof following a rehabilitation project completed in Summer 2024.

SITE INFRASTRUCTURE

An accessible and functional building requires site infrastructure such as parking lots, sidewalks, lighting, fences, gates, and utilities. Much of the existing DNR building site infrastructure is not yet documented in ARCHIBUS, and therefore the annual investment cost estimates and replacement values do not yet represent the full site infrastructure need. Over the next few years, DNR staff will complete site assessments using Department of Administration standard procedures to more accurately account for building-related site infrastructure.

SITE INFRASTRUCTURE CONDITION EXAMPLES



Bemidji regional shop parking lot drainage issues.

Bemidji regional shop failed asphalt.

Before: Spalling sidewalk concrete at the Aitkin office entrance.

After: Repaired concrete and accessible curb cut at the Aitkin office entrance.

WATER AND WASTEWATER SYSTEMS

DNR buildings are often located outside of municipal utility service areas, making on-site water supply and wastewater treatment systems necessary. Many of these systems are near or past their service life and need attention. The average useful life for a water or wastewater system is 40 years.

DNR currently operates seven domestic wastewater treatment systems and six industrial wastewater treatment systems that are large enough to require a National Pollutant Discharge Elimination System or State Disposal System discharge permit. These permits are issued by the Minnesota Pollution Control Agency.

The wastewater system at Myre-Big Island State Park is one such permitted facility. That system does not comply with modern sewage system regulations and is at high risk of polluting surface and groundwater. A project to replace the system with a sewer connection to the city of Albert Lea, at a cost of $4.5 million, is part of the Get Out MORE initiative and is now in final design review prior to construction bidding.

DNR also manages 363 individual septic systems at DNR facilities. Many of these systems are at or are approaching the point where they should be replaced. DNR has completed an inventory of these systems and currently addresses problems as they occur or are discovered. A more proactive replacement approach would require sustained funding to implement.

DNR's water supply infrastructure includes both wells and distribution systems. The advanced age of many of these systems results in frequent distribution line failures. These are expensive repairs and can be disruptive to operations. In addition, many of these aging water systems do not meet current standards, have confined spaces that are hazardous to access, and have been expanded in piecemeal fashion over decades. This results in significant safety, operational, and maintenance challenges.

Water and Wastewater Systems

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
577	$104,000,000	$27,000,000	$624,000	$2,600,000	$2,700,000	$5,924,000

DNR recently replaced the failing and noncompliant wastewater pond treatment system at Scenic State Park with a modern underground system, at a cost of more than $3 million. The project was funded by asset preservation and brings the site into compliance with environmental regulations.

WATER AND WASTEWATER SYSTEMS continued from page 19

DNR needs at least $5.9 million annually to catch up on deferred maintenance on water and wastewater systems and systematically replace aging wastewater (septic) systems. Such investment would also reduce operational costs, improve compliance with environmental regulations and enhance the safety of staff and contractors who service these systems.

DNR currently has several high-priority water and wastewater system projects underway or in need of funding.

PROJECTS UNDERWAY

- Father Hennepin State Park wastewater system replacement via connection to the city of Isle, in construction and nearing final completion — $1.7 million
- Myre-Big Island State Park wastewater system replacement via connection to the city of Albert Lea, nearing bidding phase — $4.5 million
- Itasca State Park Douglas Lodge area water and sewer line replacement, in design — $4.5 million

PROJECTS AWAITING FUNDING

- Itasca State Park Pine Ridge Campground water and sewer line replacement — $750,000
- Tettegouche State Park visitor center septic system replacement — $500,000
- Forestville State Park office and RV dump station septic system replacement — $500,000
- Flandrau State Park replace water system with connection to city water — $1 million

WATER AND WASTEWATER SYSTEM CONDITION EXAMPLES

A recent water main break in Fort Snelling State Park. This is an all-too-often occurrence in many of our state parks due to aging infrastructure.

One of three wastewater treatment ponds completed at Itasca State Park in 2021. The previous wastewater system was obsolete and no longer met state pollution control requirements.

BRIDGES

DNR owns and maintains 534 pedestrian and vehicle bridges statewide. DNR bridges provide safe crossings over rivers, streams, and highways for recreational, commercial, resource management, and emergency response purposes.

Bridges are located across DNR-managed lands and facilities, including 148 in state parks and recreation areas, 54 in state forests, and 303 on state trails, as well as 22 bridges that support hunting and fishing access and 7 other bridges that provide access to DNR lands and facilities.

DNR's bridge engineers provide asset management services for DNR-owned bridges. These services include periodic inspections, data management, recommendations on routine maintenance activities, and project management of repair, replacement, and new bridge construction. DNR uses the standard bridge inspection protocols established by the American Association of State Highway and Transportation Officials and the Minnesota Department of Transportation.

The types of bridges DNR owns include modern steel light-duty bridges, wide-span concrete culverts, and retired railroad and highway bridges that are well over 100 years old. The typical service life of an existing bridge is 30-40 years; the average age of DNR bridges is approximately 44 years. Due to advances in materials technology, DNR's newest bridges have expected service lives of 75 years.

In the past few years, DNR has experienced significant issues with a number of aging bridges, resulting in mandatory closures to traffic or the imposition of weight restrictions. In 2019, the vehicle bridge at Tettegouche State Park connecting the visitor center to the park campground required an emergency repair after a bent gusset plate was discovered during a routine inspection. This bridge is 101 years old and has a fracture-critical structure, meaning the failure of a single structural component could result in collapse of the bridge. While emergency repair allowed for continued use of the bridge for a short while, a long-term solution is needed. DNR recently completed a concept design for the replacement of this bridge; the project cost estimate is $11.5 million.

Bridges

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
534	$141,572,000	$17,272,000	$253,000	$2,831,000	$1,727,000	$4,811,000

It is important to note that while the annual need for investment in bridges is nearly $5 million per year over 10 years, some individual bridges, such as the Tettegouche State Park vehicle bridge described above, will require more than this annual average to fund replacement.

Photo: Extremely corroded structural steel on the bridge at Tettegouche State Park.

BRIDGES continued from page 21

BRIDGE CONDITION EXAMPLES

The Keller Creek bridge is located on the Gateway State Trail in St. Paul. It was originally constructed as a railroad bridge in 1906. The concrete structure has extensive freeze/ thaw damage and significant longitudinal cracking, with some sections separating from each other. The cost of needed repairs is in the $500,000 range.

The Brightsdale foot bridge in the R.J. Dorer State Forest. This bridge is closed for safety reasons as the abutments are failing and sliding down the hillside. This cannot be repaired, the entire bridge system must be replaced. Cost estimate is $200-300,000.

The Brightsdale foot bridge in the R.J. Dorer State Forest. This bridge is closed for safety reasons as the abutments are failing and sliding down the hillside. This cannot be repaired, the entire bridge system must be replaced. Cost estimate is $200-300,000.

ROADS AND TRAILS

ROADS

DNR is responsible for 4,730 miles of paved and unpaved roads within state forests, state parks and recreation areas, and wildlife management areas. These roads provide access for emergency response, resource management, recreation and forest management. Roads have an expected service life of 15 to 25 years and cost $260,000-$400,000 per mile to replace. DNR must rehabilitate roughly 180 miles per year to keep roads in a safe and passable condition. Consistent capital funding supports the rehabilitation and replacement of these essential roadways.

TRAILS

Statewide, DNR is responsible for 3,705 miles of trails, of which 792 miles are paved. This includes Minnesota's prized and ever-growing state trail network, as well as trails within state parks, state recreation areas, state forests and wildlife management areas. Paved trails have a 25-year life cycle and cost about $300,000 per mile to rehabilitate. The growing backlog of deferred maintenance on paved trails means that more than 100 miles of paved trails are in immediate need of rehabilitation, especially on the Gateway, Glacial Lakes, Minnesota Valley and Munger State Trails. Unpaved trails cost less per mile to repair but require more frequent work. Deferred maintenance on such trails, like all terrain vehicle trails, leads to accelerated deterioration from erosion and rutting, resulting in poor experience for riders.

Roads and trails

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
8,435 miles	$1,661,140,000	$330,642,000	$4,177,000	$102,600,000	$33,064,000	$139,841,000

The RV dump station at Wild River State Park. The large pothole and growing ruts in the far vehicle lane indicate a failed pavement system. This requires full-depth repair.

An access road in Lac qui Parle Wildlife Management Area. Repeated high water events have washed most of the road structure away, leaving only a thin layer of rock. This section of road must be completely re-built, including a better drainage system.

ROADS AND TRAILS continued from page 23

ROADS AND TRAILS CONDITION EXAMPLES

Condition of the Gateway State Trail, between Wheelock Parkway and Arlington.

Condition of Sibley Trail at Fort Snelling State Park.

Before: Condition of Minnesota Valley State Trail, near the southern limits in Shakopee.

After: Condition of Minnesota Valley State Trail, near the southern limits in Shakopee.

PUBLIC WATER ACCESSES

Recreational boating has more than $6.9 billion in economic impact in the state (source: National Marine Manufacturers Association, 2023). This important economic and recreational activity is largely supported by public water accesses (PWAs) maintained by DNR and local units of government.

DNR maintains 1,690 PWAs, ranging from small carry-in accesses for kayaks and duck boats to large, paved small craft harbors serving recreational and small commercial vessels on Lake Superior and other large lakes. Public water accesses have a service life of 15-25 years, depending on the roadway and parking surface materials used and exposure to damaging wave action or river currents.

Many PWAs were constructed prior to passage of the ADA and Minnesota's focus on preventing the spread of aquatic invasive species (AIS). Further, the size of boats and the popularity of boating and paddle sports has increased over the decades, increasing the traffic and parking needs at PWAs. Older PWAs need re-configuration or replacement to enhance safety and accessibility, provide space for boat washing and AIS inspection, incorporate shoreline buffers, and meet current stormwater management requirements. Addressing these needs and eliminating the deferred maintenance backlog over 10 years would require an annual investment of nearly $34 million.

The Get Out MORE initiative includes $35 million for modernizing boating access. This significant investment supplements DNR's Capital Investment Program by allowing DNR to accelerate high-priority projects including:

- $30 million for 40-60 large scale projects that will include rehabilitated ramps and parking areas, stormwater improvements, aquatic invasive species prevention, healthy shorelines and accessible access for non-motorized boats and other accessibility features; and
- $5 million for 75-125 small-scale projects, including longer launch ramps, improvements to parking lots and drive lanes, improved stormwater treatment as well as shore fishing and fishing pier replacements.

These Get Out MORE projects will make long-lasting impacts in Minnesota communities. While important and meaningful, the Get Out MORE investments will improve only about 10 percent of the DNR-managed PWAs across Minnesota. Ongoing asset preservation funding is needed to help address the remaining renewal/replacement and deferred maintenance needs across the PWA portfolio.

SHORE FISHING

DNR also manages 360 shore fishing sites and fishing piers across the state. Many new anglers, families with children, and people who do not own or have access to a boat rely on these facilities to enjoy fishing Minnesota's public waters. The Get Out MORE initiative supplements DNR's capital investment program by providing $8.6 million to improve shore fishing facilities, including adding or rehabilitating shore fishing opportunities at PWAs.

DNR-managed public water accesses

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
1,690	$437,125,000	$63,115,000	$2,841,000	$24,700,000	$6,312,000	$33,853,000

PUBLIC WATER ACCESSES continued from page 25

PUBLIC WATER ACCESSES CONDITION EXAMPLES

Before: Sturgeon Lake PWA — the first Get Out MORE water access project completed.

After: Sturgeon Lake PWA improvements included a new parking lot, two new boat ramps, a floating dock, improved stormwater management, and an aquatic invasive species cleanout lane for boats and trailers — the first Get Out MORE water access project completed.

Before: German Lake PWA showing failure of the asphalt pavement.

After: German Lake PWA was rehabilitated in 2024 with Get Out MORE funding.

CAMPSITES, GROUP CAMPS, RECREATION AREAS, AND DAY-USE AREAS

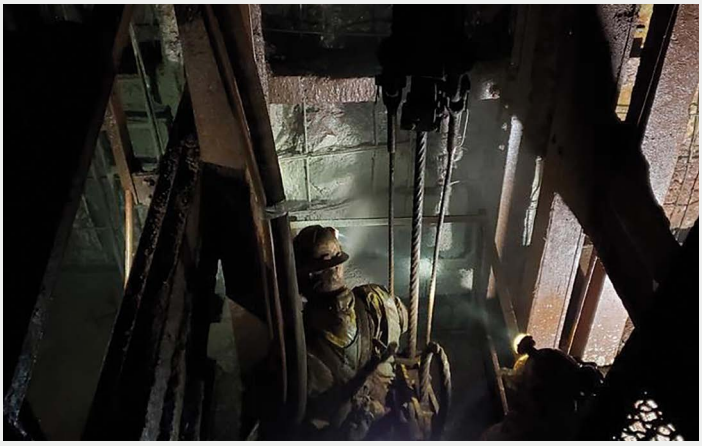
DNR manages 5,538 campsites at state parks, state recreation areas, state forest recreation areas, and on state water trails, as well as 114 group camps. DNR also operates 32 swimming areas and, uniquely, the historic Soudan Underground Mine. The former iron mine, which is open to tours, is more than 100 years old and was donated to the state for a state park in 1963. Major repairs were completed on the 2,400 foot deep mine shaft in 2024 (see photo below).

Many of the DNR's camping and recreation facilities are more than 50 years old and need major renovation to address deferred maintenance, enhance accessibility, and meet changing patterns of recreation. The Get Out MORE initiative includes $5 million for a pilot campground modernization project to better serve Minnesotans and other visitors. DNR has selected Minneopa State Park as the site of this pilot. Improvements will include reconfiguring the campground to align with modern design standards, improving accessibility, and providing additional group camping options, among other updates. This project will provide insight into and a model for modernizing other DNR campgrounds.

Campsites, Group Camps, and Day-Use Areas

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
5,705	$331,070,000	$50,590,000	$2,025,000	$11,543,000	$5,059,000	$18,627,000

CAMPSITES, GROUP CAMPS, RECREATION AREAS, AND DAY-USE AREAS CONDITION EXAMPLES



Soudan Mineshaft repair. In 2024, DNR completed a $10 million repair of the Soudan Mine hoistway shaft. The project included replacement of many aged and corroded structural steel members and removal of loose and fallen rock from the shaft walls. The project also sealed the shaft walls with concrete. The first photo shows the sprayed concrete (shotcrete) being placed on the shaft walls. The second photo shows a view up the 2,400-foot deep hoistway after the removal of loose rock and sealing of the shaft walls with concrete. The project was funded largely by asset preservation.

CAMPSITES, GROUP CAMPS, RECREATION AREAS, AND DAY-USE AREAS continued from page 27

Renewal and replacement of camping and recreation facilities improves visitors' experience in multiple ways. Such investment improves safety and accessibility and modernizes facilities to better meet the needs of current and future visitors. For example, many of today's campers travel with larger family groups, arrive with multiple vehicles and have a variety of recreational vehicles and/or boats that cannot be accommodated at many sites in older campgrounds. Surveys and visitation patterns also suggest many current visitors prefer higher-amenity experiences compared to previous generations and now seek access to technological infrastructure to accommodate self-service payment and remote work while vacationing. These changing trends necessitate creating more separation between user groups and a different balance in the variety of experiences the state provides in our state parks, recreation areas and forest campgrounds.

Often, building renovation or replacement to provide modern bathroom and shower facilities occurs in conjunction with a campground rehabilitation. The average lifecycle for a campsite is 25 years. The total annual investment needed is $18.6 million over 10 years to address backlog maintenance and renewal and replacement needs at campsites, group camps, recreation areas and day-use areas.

In 2020, state park visits ballooned to an all-time high of 12 million visitors. More than 11 million visitors came to state parks each year, 2021-2024, showing that visitation remains more than 20% higher than in pre-pandemic years.

Sibley State Park Cedar Hill picnic shelter. A historic building, typical of many state park facilities from the 1930s. It is a simple open building with no plumbing or heat. A 2024 repair project included replacement of the cedar shake roof and rotting roof columns, replacement of the concrete floor and sidewalks, installation of an improved chimney cap to reduce water intrusion, new interior and exterior tuckpointing, a rebuild of the firebrick interiors of the fireplaces, and replacement of the granite countertops. The project was funded with asset preservation and cost $340,000. The high cost of this project compared to the building size and complexity illustrates the challenges of maintaining and adapting historic buildings.

FISH HATCHERIES

DNR operates four cold water fish hatcheries and 11 cool/warm water fish hatcheries across Minnesota. Each of the 15 hatcheries plays a unique role in providing the many species and strains of fish stocked across the state. These fish, in turn, help support the healthy fisheries that the angling community relies on for countless hours of outdoor recreation with friends and family each year.

Many DNR hatcheries were constructed in the 1950s and are still operating with original equipment. Significant repairs and modernization are needed. Further, in the last decade, fish diseases and aquatic invasive species have become a much greater concern. As a result, hatcheries require more sophisticated equipment and maintenance. The most pressing needs include:

- Biosecurity upgrades to protect against fish diseases and aquatic invasive species
- Replacement of antiquated water piping and control systems that are on the verge of failure and risk the loss of hundreds of thousands of fish each year
- Repairs to rearing pond dike systems to address erosion and failures
- Repairs to enhance staff safety such as slip-proof surfaces, railings, and mechanical aids for moving heavy materials
- Pond, raceway, and rearing-unit maintenance
- Energy efficiency upgrades

In 2023, DNR was appropriated $35 million in General Fund dollars and $25 million in bonding funds to enhance fisheries and fishing infrastructure as part of the Get Out MORE initiative. Work is now underway at several DNR hatcheries to address critical needs. Additional funding will be needed to address the remaining hatcheries, including the St. Paul fish hatchery, as well as ongoing maintenance funding to preserve the one-time investments.

FISH HATCHERY CONDITION EXAMPLES

Failing pond dike at Waterville Hatchery.

Waterville Hatchery fry tank in poor condition.

FISH HATCHERIES continued from page 29

Included in the work underway is replacement of the Waterville Hatchery, Minnesota's largest cool-water hatchery. Waterville is a critically important component of the state's walleye, northern pike, and muskie management programs. Northern pike and walleye from Waterville are stocked in southern Minnesota, while muskie from this hatchery are stocked statewide. The renovation, which is in the design phase, will replace aging infrastructure that is failing and/or unusable and threatens to severely reduce the state's capacity to raise walleye and muskie.

Another project underway is the major renovation of Crystal Springs Hatchery. The renovation will include a new hatchery building and replacement of degraded raceways and water lines to support more than 250,000 trout raised at the facility annually. The project is currently in the design phase.

The Get Out MORE funding will also allow DNR to make some critically needed improvements at the New London and Spire Valley hatcheries. Significant capital investment is still needed beyond the Get Out MORE funding to increase biosecurity and improve ponds at these two facilities to support production of trout, walleye, and muskie.

Hatcheries

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
15	$126,000,000	$25,200,000	$819,000	$5,040,000	$2,520,000	$8,379,000

Note on the table above: The deferred maintenance shown here is the current amount. Once the repair and modernization projects funded by Get Out MORE are complete, this number will decrease significantly.

Photo at right: A broken water valve in a rearing pond at the New London hatchery. The Get Out MORE initiative will reduce, but not eliminate, the deferred maintenance backlog at state fish hatcheries.

TREE NURSERY

Since 1933, Minnesota's State Forest Nursery has provided more than 1 billion healthy, native tree and shrub seedlings to support reforestation on public and private lands across the state. The State Forest Nursery is the only large-scale nursery providing bareroot stock in Minnesota. Currently, the nursery produces about four million bareroot seedlings annually; demand for seedlings exceeds the available supply, and demand is expected to increase to meet climate change mitigation and adaptation tree planting goals.

At the State Forest Nursery, many facilities are at or beyond their expected useful life and inadequate to meet the current need, let alone future demand. In 2023, DNR received a $10 million bonding appropriation to modernize and improve facilities for seed extraction, seedling packing and cold storage for bareroot seedling production. The design stage of this major renovation is now underway.

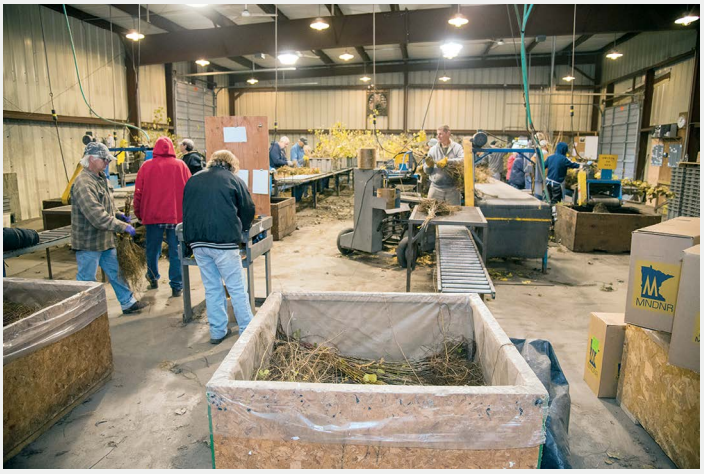
Nursery

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034	Annual Total Investment Needed
1	$9,500,000	$2,375,000	$62,000	$380,000	$238,000	$680,000

Note on the table above: The deferred maintenance shown here is the current amount. When the modernization project funded by the 2023 bonding appropriation is complete, this number will decrease significantly.

BADOURA STATE FOREST NURSERY

The pine cone seed extractor. The equipment in the seed extractor is old, no longer maintainable, and must be replaced with modern, efficient equipment. The facility's HVAC and dust controls also require replacement.



Seedling packing, sorting and grading. This facility is too small and does not provide forklift access to the coolers for refrigerated storage of seedlings. These problems limit the DNR's ability to pack and ship tree seedlings across the state. This entire facility requires replacement.

DAMS

The DNR manages 311 dams with a replacement value of nearly $179 million. Minnesota Rules define a dam as an artificial barrier that impounds more than 15 acre-feet of water and is greater than 6 feet high. State-owned dams average approximately 70 years old. There is a growing need to repair, replace, or remove these dams, as the majority are beyond their expected useful life.

Repair, replacement, and removal of dams have historically been funded through state general obligation bonding. Funds are distributed based on an integrated dam safety project priority list that the DNR develops and submits to the legislature every other year.

INCREASED CLIMATE RESILIENCY - DAMS, CULVERTS AND WATER CONTROL STRUCTURES

More intense rains, combined with changes in land use, are causing more flooding and road washouts, degrading streambanks, and overwhelming water control structures. This damages fish and wildlife habitat, diminishes recreational opportunities, and complicates flood-related emergency response and clean-up efforts. Using $10 million in Get Out MORE funding, the DNR is working on 15 dam removal/ modification and culvert replacement projects to restore habitat, expand recreational opportunities, strengthen public safety, and bolster climate resilience.

DAM CONDITION EXAMPLES

Pomme de Terre Lake Dam will be replaced with a rock arch rapids, reconnecting 12 miles of the Pomme de Terre River. The rapids will be passable by fish and will provide recreation for the city of Elbo Lake's Tipsinah Mounds Campground.

Warren Lake dam failure caused by overtopping. The spillway is undersized to safely pass incoming flood waters.

HAZARD CLASSIFICATION OF DNR-MANAGED DAMS

Hazard classification is based on the potential consequences of a dam failure. It is not reflective of the condition of the dam or the likelihood of failure.

Hazard classification of DNR-managed dams

DNR Dams	Classification
2	**High Hazard** - Failure would probably cause loss of life or serious economic loss
12	**Significant Hazard** - Failure would cause limited economic loss, but no loss of life
297	**Low Hazard** - Failure would cause only minor losses

Dams

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
311	$178,800,000	$53,760,000	$268,000	$3,676,000	$5,376,000	$9,220,000

About half of the deferred maintenance cost shown in this table is for the Lake Bronson Dam, a high-hazard dam in northwest Minnesota in poor condition. Years of feasibility studies, local conversations, environmental review and preliminary engineering culminated in bonding appropriations in 2020 and 2023 to fund the replacement of this dam. The reconstruction project began in late 2024 and is expected to finish in late 2026.

LAKE BRONSON DAM RECONSTRUCTION

The Lake Bronson Dam spillway. Note the areas of failed concrete (at the waterline) which have exposed the reinforcing steel to corrosion and risk of further structural weakening. The DNR is currently reconstructing this dam in Lake Bronson State Park. It is one of two high hazard dams owned by the state. Built in the 1930s, the dam has deteriorated significantly and requires installation of a deep cutoff wall throughout the embankment to stop water infiltration.

A rendering of the new Lake Bronson Dam spillway. The original concrete spillway, which is undersized for 21st century floodwater flows, will also be replaced with a more modern structure shown in this rendering. Construction is expected to finish in late 2026. The project was funded by a series of Dam Safety Program and NRAP appropriations.

WATER CONTROL STRUCTURES

DNR manages 1,554 structures that control water levels on state lands but do not meet the definition of a dam. These structures are found on shallow lakes and wetlands across Minnesota, primarily within wildlife management areas, to provide habitat for waterfowl. Water control structures also restore hydrology (including in drained wetlands), store flood waters, block passage of invasive carp, and support the growth of wild rice. The average expected useful life for a water control structure is 35 years.

The total annual investment needed to address water control structures is $19.6 million, which would provide sufficient funding to replace about 40 water control structures each year that have reached their end of life and catch up on decades of deferred maintenance on the others.

Water Control Structures

Number of Assets	Current Replacement Value	Deferred Maintenance	Annual Preventive Maintenance	Annual Renewal and Replacement	Annual Deferred Maintenance Catch-Up (2025-2034)	Annual Total Investment Needed
1,554	$466,200,000	$55,944,000	$699,000	$13,333,000	$5,595,000	$19,627,000

Minnesota wetlands and shallow lakes provide waterfowl breeding and migration habitat that benefits numerous species throughout the Mississippi Flyway.

WATER CONTROL STRUCTURE CONDITION EXAMPLES

This Silver Lake (Sibley County) water control structure was in crisis condition. Note that the control gate was held up by a stack of cinder blocks. (Before)

The previous water control structure was recently replaced at a construction cost of $172,000. This photo shows a modern, effective shallow lake control structure, with a variable crest weir and an invasive carp barrier. (After)

LOOKING AHEAD

The DNR is committed to the continuous improvement of our asset management program. Looking ahead, we are working on the following enhancements of the program and this report:

- improving the capital asset inventory processes, including the data-collection methods and data itself;
- maximizing the use of data in maintenance planning models;
- developing a multi-pronged approach for addressing the deferred maintenance backlog, including a more comprehensive divestment plan and historic infrastructure management plan;
- and incorporating the above enhancements into this report, and also those identified by feedback from staff, partners and stakeholders interested in this report.

DNR also understands that there are limited state resources available for capital investment as a whole, and many and varied needs. In light of this, we are increasingly faced with tough decisions about which capital assets to continue to maintain and which assets — and associated activities — to divest of or decommission to align our portfolio with the funding reality. DNR will continue to work with partners and stakeholders to implement systematic and transparent tools and strategies to understand and address this ongoing infrastructure management challenge.

APPENDIX A: DEFINITIONS

Active Owned Buildings

Owned buildings that are in regular use by DNR.

Adjusted Deferred Maintenance

The cost to repair or replace all Crisis and Poor components of a building, thus restoring the building to Fair condition or better. The Department of Administration uses this measure to report deferred maintenance for buildings and renewable energy systems across state agencies. The intent is to recognize that the state can't realistically afford to address all deferred maintenance across its building portfolio. In 2024, the adjusted deferred maintenance on DNR buildings was $156 million, while the full deferred maintenance was $172 million.

Current Replacement Value (CRV)

A calculated dollar amount of what the current cost is to replace an asset. CRV is based on industry standard costs for labor, materials, and equipment. It does not include design and project management costs.

Deferred Maintenance

Costs accrued when funds have not been sufficient to complete necessary life-cycle maintenance and repairs. This measures the cost of all work needed to restore the asset to excellent condition.

Expected Useful Life (EUL)

The design life of an infrastructure asset: the number of years that an asset should be able to function satisfactorily before it requires major overhaul or replacement.

Facility Condition Assessment (FCA)

An industry term that describes the process of a qualified group of trained professionals performing an analysis of the condition of facilities that vary in age, design, construction methods, and materials.

Facility Condition Index (FCI)

A standardized measure of asset condition. FCI is calculated as the asset's deferred maintenance costs divided by its CRV. The result determines a rating of excellent, good, fair, poor, or crisis. For example, "excellent" condition means as asset has deferred maintenance of less than 5% of its CRV. A "crisis" rating means the asset has deferred maintenance of 50% or more of its CRV.

Inactive Owned Buildings

Buildings owned by DNR that are not in use, or planned for demolition or divestiture.

Operational Costs

Activities required for the use of the asset on a daily basis. Operational costs include janitorial services, grounds maintenance, security, telecom, and water, sewer, gas and electric consumption charges.

Preventive Maintenance

Activities performed proactively to maintain an asset in satisfactory condition. Generally a non-capital expenditure.

Renewal and Replacement

Costs to restore and modernize when the asset has reached the end of its EUL. Largely a function of obsolescence, change in use, or changes to codes and policies. Estimates are based on a percentage of CRV using average industry standards. This typically involves demolition and replacement of facilities, or major renovation and reconstruction. Renewal and replacement is a capital expenditure.

APPENDIX B: DATA SOURCES

Buildings and Miscellaneous Site Infrastructure

Division: Operations Services

Contact: Mark Lindquist, Operations Services Buildings and Sustainability Maintenance Manager

Database: Archibus

Water and Sewer Systems

Division: Operations Services

Contact: Jarrett Purdue, Operations Services Design and Construction Manager

Database: Archibus

Bridges

Division: Operations Services, Forestry, Parks and Trails, Fish and Wildlife

Contact: Jarrett Purdue, Operations Services Design and Construction Manager

Database: Cartegraph

Roads

Division: Forestry, Parks and Trails, Fish and Wildlife

Contact: Jarrett Purdue, Operations Services Design and Construction Manager; Andrew Arends, Forestry Deputy Director; Parks and Trails Resource and Asset Management Section Manager; Jamie Gangaware, Fish and Wildlife Operations and Development Supervisor

Database: GISWISKI, WAHMA, Archibus

Trails

Division: Forestry, Parks and Trails, Fish and Wildlife

Contact: Andrew Arends, Forestry Deputy Director; Parks and Trails Resource and Asset Management Section Manager; Jarrett Purdue, Operations Services Design and Construction Manager

Database: GIS

Public Water Accesses

Division: Parks and Trails, Fish and Wildlife, Forestry

Contact: Parks and Trails Resource and Asset Management Section Manager; Jamie Gangaware, Fish and Wildlife Operations and Development Supervisor, Andrew Arends, Forestry Deputy Director

Database: GIS, WAHMA

Campsites, Group Camps, Recreation Areas and Day-Use Areas

Division: Parks and Trails

Contact: Kelli Bruns, Parks and Trails Resource and Asset Management Section Manager

Database: GIS, US eDirect datacubes

Hatcheries

Division: Fish and Wildlife

Contact: Paula Phelps, Fish and Wildlife Hatchery Program Manager

Data source: Hatcheries – Minnesota State Fish Hatcheries Information document for 2009 legislative. Expert knowledge Nurseries – Historical construction information. Hatchery Feasibility Study 2018

State Forest Nursery

Division: Forestry

Contact: Andrew Arends, Forestry Deputy Director

Dams

Division: Ecological and Water Resources

Contact: Jason Boyle, Ecological and Water Resources State Dam Safety Engineer

Water Control Structures

Division: Fish and Wildlife

Contact: Jamie Gangaware, Fish and Wildlife Operations Manager

Database: ArcGIS

APPENDIX C: ASSET DATA

Asset Category	Asset Type	Quantity	Units	Current Replacement Value $/ Unit	Current Replacement Value
Buildings	Buildings	2,835	each	varies	$830,990,705
Buildings	Renewable energy systems	45	each	varies	$3,557,993
Buildings	Site infrastructure — parking lot, fences, gates, sidewalks, utilities, etc.	N/A	multiple	varies	$42,200,000
Buildings Total		N/A			**$876,748,698**
Utilities	Water and wastewater systems	577	each	varies	$104,000,000
Utilities Total		**577**			**$104,000,000**
Bridges	State Park and State Recreation Area bridges	148	each	$179,750	$26,603,000
Bridges	State Trail bridges	303	each	$329,720	$99,905,160
Bridges	State Forest bridges	54	each	$232,790	$12,570,660
Bridges	Wildlife Management Area bridges	22	each	$80,470	$1,770,340
Bridges	Other bridges	97	each	$103,240	$722,680
Bridges Total		**534**			**$141,571,840**
Roads/Trails	Park roads (paved)	174	miles	$400,000	$69,600,000
Roads/Trails	Park roads (gravel)	346	miles	$280,000	$96,880,000
Roads/Trails	Park bike trails (paved)	194	miles	$200,000	$38,800,000
Roads/Trails	Park hiking trails (natural surface)	1,150	miles	$10,000	$11,500,000
Roads/Trails	State trails (paved)	598	miles	$300,000	$179,400,000
Roads/Trails	State trails (gravel)	931	miles	$240,000	$223,440,000
Roads/Trails	Forest roads (gravel)	2,390	miles	$280,000	$669,200,000
Roads/Trails	WMA roads (gravel)	1,820	miles	$200,000	$364,000,000
Roads/Trails	WMA trails (natural surface)	832	miles	$10,000	$8,320,000
Roads/Trails Total		**8,435**			**$1,661,140,000**
Public Water Accesses (PWA)	PWA — asphalt parking area	283	each	$300,000	$84,900,000
Public Water Accesses	PWA — gravel parking area	1,098	each	$225,000	$247,050,000
Public Water Accesses	PWA — natural parking area	309	each	$75,000	$23,175,000
Public Water Accesses	Lake Superior small craft harbors and marinas, additional infrastructure not including buildings	included above		varies	$82,000,000
Public Water Accesses Total		**1,689**			**$437,125,000**
Camping and Recreation	Park campsites	4,518	each	$40,000	$180,720,000
Camping and Recreation	Park swimming areas	32	each	$300,000	$9,600,000
Camping and Recreation	Park group camps	114	each	$275,000	$31,350,000
Camping and Recreation	State water trail campsites	276	each	$20,000	$5,520,000
Camping and Recreation	Forest rec area campsites	744	each	$20,000	$14,880,000
Camping and Recreation	Forest rec day use areas	20	each	$200,000	$4,000,000
Camping and Recreation	Soudan Underground Mine	1	each	$85,000,000	$85,000,000
Camping and Recreation Total		**5,705**			**$331,070,000**
State Forest Nursery	Nursery (equipment, infrastructure)	1	each	$9,500,000	$9,500,000
State Forest Nursery Total		**1**			**$9,500,000**
Fish Hatcheries	Hatcheries (equipment, infrastructure)	15	each	$8,400,000	$126,000,000
Fish Hatcheries Total		**15**			**$126,000,000**
Dams	Dams (high hazard)	2	each	$18,000,000	$36,000,000
Dams	Dams (medium hazard)	12	each	$2,000,000	$24,000,000
Dams	Dams (low hazard)	297	each	$400,000	$118,800,000
Dams Total		**311**			**$178,800,000**
Water Control Structures	Water control structures (all types)	1,554	each	$300,000	$466,200,000
Water Control Structures Total		1,554			**$466,200,000**
Monitoring Wells	Monitoring wells	1,255	each	$25,000	$31,375,000
Monitoring Wells Total		**1,255**			**$31,375,000**
DNR Totals (rounded)					$4,363,530,000

Annual Preventive Maintenance Requirement	Annual Renewal and Replacement Requirement	Deferred Maintenance	Annual Total Required
$5,401,440	$12,132,464	$155,400,291	$33,073,933
$21,348	$142,320	$199,709	$183,639
$63,300	$2,110,000	$4,220,000	$2,595,300
$5,486,088	**$14,384,784**	**$159,820,000**	**$35,852,872**
$624,000	$2,600,000	$27,000,000	$5,924,000
$624,000	**$2,600,000**	**$27,000,000**	**$5,924,000**
$66,508	$532,060	$3,245,566	$923,124
$149,858	$1,998,103	$12,188,430	$3,366,804
$31,427	$251,413	$1,533,621	$436,202
$4,426	$35,407	$215,981	$61,431
$1,084	$14,454	$88,167	$24,354
$253,302	**$2,831,437**	**$17,271,764**	**$4,811,915**
$104,400	$2,784,000	$13,920,000	$4,280,400
$145,320	$6,461,896	$19,276,000	$8,544,816
$194,000	$1,552,000	$7,760,000	$2,522,000
$17,250	$460,000	$1,380,000	$615,250
$269,100	$7,176,000	$35,880,000	$11,033,100
$335,160	$14,903,448	$44,688,000	$19,707,408
$2,007,600	$44,635,640	$133,840,000	$60,027,240
$1,092,000	$24,278,800	$72,800,000	$32,650,800
$12,480	$332,800	$998,400	$445,120
$4,177,310	**$102,584,584**	**$330,642,400**	**$139,826,134**
$551,850	$3,396,000	$10,188,000	$4,966,650
$1,605,825	$16,478,235	$29,646,000	$21,048,660
$105,638	$1,545,773	$2,781,000	$1,974,510
$533,000	$3,280,000	$20,500,000	$5,863,000
$2,841,313	**$24,700,008**	**$63,115,000**	**$33,852,820**
$1,174,680	$7,228,800	$30,541,680	$11,457,648
$62,400	$384,000	$1,622,400	$608,640
$203,775	$1,254,000	$5,298,150	$1,987,590
$35,880	$220,800	$662,400	$322,920
$96,720	$595,200	$1,785,600	$870,480
$26,000	$160,000	$480,000	$234,000
$425,000	$1,700,000	$10,200,000	$3,145,000
$2,024,455	**$11,542,800**	**$50,590,230**	**$18,626,278**
$61,750	$380,000	$2,375,000	$679,250
$61,750	**$380,000**	**$2,375,000**	**$679,250**
$819,000	$5,040,000	$25,200,000	$8,379,000
$819,000	**$5,040,000**	**$25,200,000**	**$8,379,000**
$54,000	$720,000	$25,200,000	$3,294,000
$36,000	$480,000	$4,800,000	$996,000
$178,200	$2,376,000	$23,760,000	$4,930,200
$268,200	**$3,576,000**	**$53,760,000**	**$9,220,200**
$699,300	$13,333,320	$55,944,000	$19,627,020
$699,300	**$13,333,320**	**$55,944,000**	$19,627,020
$78,438	$1,255,000	$3,765,000	$1,709,938
$78,438	**$1,255,000**	**$3,765,000**	**$1,709,938**
$17,330,000	$182,230,000	$789,480,000	$278,510,000

DEPARTMENT OF NATURAL RESOURCES

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