

Progress Report on Get Out MORE (Modernize Outdoor Recreation Experiences)



Reporting period of Oct. 1, 2024-Sept. 30,

2025 Report date: Nov. 25, 2025

Legislative Charge

Minnesota Laws of 2023, Chapter 60, Article 1, Section 3, Subdivision 10 (d)

No later than Nov. 30 each year, the commissioner must provide a progress report on the expenditure of money appropriated under this subdivision to the chairs of the legislative committees with jurisdiction over environment and natural resources finance.

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Executive Summary

The \$150 million Get Out MORE (Modernize Outdoor Recreation Experiences) investments appropriated to the Minnesota Department of Natural Resources (DNR) focus on five investment categories:

- Enhancing access and welcoming new users to public lands and outdoor recreation facilities
- Modernizing camping and related infrastructure
- Modernizing boating access
- Enhancing fisheries and fishing infrastructure
- Restoring streams and modernizing water-related infrastructure to support outdoor recreation

These investments, which include \$110 million in General Fund¹ and \$39.9 million in capital investment² dollars, are helping the DNR ensure that Minnesotans of all abilities and interests enjoy a world-class recreation system, whatever outdoor experience they choose. Get Out MORE projects to modernize and enhance the state's outdoor recreation system are in 63 of Minnesota's 87 counties.

This report highlights the progress made from October 1, 2024, through Sept. 30, 2025, and previews the work scheduled for the coming years. In the reporting period, project implementation accelerated as projects entered the pre-design, design, construction and completion phases. Through Sept. 30, 2025, the DNR has spent \$14.3 million of the Get Out MORE investments — \$11.6 million from the General Fund appropriation and \$2.7 million from the capital investment appropriations. Additionally, the DNR has encumbered (committed to projects) \$31.1 million and anticipates an acceleration of both encumbrances and expenditures over the next twelve months. As of September 30, 2025, 8% of Get Out MORE projects have been completed and 84% of projects are in the planning, design, or construction phase.

¹ Minnesota Laws of 2023, Chapter 60, Article 1, Section 3, Subdivision 10.

² Minnesota Laws of 2023, Chapter 72, Article 1, Section 7, Subdivisions 2, 3, 6.

Introduction

Outdoor recreation, and the natural resources that support it, are central to Minnesota's identity, fundamental to our economy, and essential for our health and quality of life. Minnesota consistently ranks among the top states in which to live, and a key factor to that ranking is our healthy natural environment with abundant parks, natural lands, and high-quality outdoor recreation experiences.

The DNR provides enriching public outdoor recreation opportunities — such as hunting, fishing, wildlife watching, camping, skiing, hiking, biking, off-highway vehicle riding, and naturalist programs — for Minnesotans of all ages, abilities, and backgrounds. It does so, in part, by managing a statewide outdoor recreation system that includes state parks, trails, forests, wildlife and aquatic management areas, public water access sites, and other recreation facilities. While Minnesota is known for its unique outdoor recreation experiences, 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 Get Out MORE initiative adopted in 2023 provides a once-in-a-generation opportunity for investment. This \$150 million, transformative investment is enabling 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.

To best take advantage of the transformational opportunity afforded by the Get Out MORE initiative, and in recognition that the level of spending far exceeded our typical project budget, the DNR committed to a departmentwide and programmatic approach to funding allocation decisions. The DNR strongly believes it ensures the agency is spending the investments as efficiently and effectively as possible to improve the outdoor recreation experience for Minnesotans and visitors.

The \$150 million Get Out MORE investments are allocated as follows across five investment categories:

- Enhancing access and welcoming new users to public lands and outdoor recreation facilities — \$35.4 million
- Modernizing camping and related infrastructure — \$9.5 million
- Enhancing fisheries and fishing infrastructure — \$60 million
- Modernizing boating access — \$35 million
- Restoring streams and modernizing water-related infrastructure to support outdoor recreation — \$10 million

Table 1 shows the mix of General Fund and capital investments for each of these five categories. The total funding allocated to the DNR for the Get Out MORE initiative is \$149.9 million, generally rounded to \$150 million in this report.

Funding Sources for Get Out MORE

Category	General Fund	Capital Investment	Total Amount (\$ in 000s)
Enhancing access and welcoming new users to public lands and outdoor recreation facilities	\$25,000	\$10,400	\$35,400
Modernizing camping and related infrastructure	\$5,000	\$4,500	\$9,500
Modernizing boating access	\$35,000	\$0	\$35,000
Enhancing Fisheries and Fishing Infrastructure	\$35,000	\$25,000	\$60,000
Restoring Streams and Modernize Water-related Infrastructure	\$10,000	\$0	\$10,000
Total	\$110,000	\$39,900	\$149,900

Table 1. Specific funding source (i.e., General Fund or Capital Investment) and amounts for each Get Out MORE investment area (dollars in thousands).

This report highlights the DNR’s progress in implementing these historic investments from October 1, 2024, through Sept. 30, 2025. The following sections describe accomplishments in each of the five investment categories. Each section contains a table of all projects showing project location, upgrade or improvement, status, and year or scheduled year of completion; completed projects are highlighted in each table in green. Following each table are notable examples of projects completed in each funding area. Finally, the report previews the anticipated accomplishments during the next reporting period with work that is currently in the planning or design process. Throughout, the report highlights the benefits these efforts are providing to Minnesotans and their communities.

Implementation Progress by Investment Area

Enhancing Access and Welcoming New Users to Public Lands and Outdoor Recreation Facilities

These investments are modernizing recreational facilities, improving roads and trails that provide access to recreational opportunities, and enhancing accessibility for all Minnesotans. Of the \$150 million in Get Out MORE investments, \$35.4 million is allocated for more than 100 access and accessibility projects throughout the state, including:

- \$15 million for accessibility improvements in state parks and wildlife management areas
- \$9.4 million for road improvements
- \$8 million for improvements to hiking and paved trails at state parks and hunter walking trails at wildlife management areas
- \$2 million for improved wayfinding and signage
- \$1 million for adaptive equipment, including track chairs and accessible hunting blinds, and supporting infrastructure

General Fund (\$25 million)

Minnesota has a vast outdoor recreation system, and the DNR continues to invest in making outdoor recreation experiences more accessible to Minnesotans of all interests and abilities. Much of the DNR's infrastructure is 60-90 years old and was designed when no accessibility standards existed. Such shortcomings present barriers to visitors with mobility needs and other disabilities, and in some cases create safety concerns. Recent advancements in specialized adaptive equipment provide opportunities to improve the outdoor experiences of people with a variety of disabilities and allow them to enjoy Minnesota's outdoor recreation system with their friends and family. Finally, studies have shown that user-friendly wayfinding signage and maps are key to creating a welcoming environment for new and existing users. Investments in this category are improving accessibility at existing facilities; providing more adaptive equipment at state parks, recreation areas and wildlife management areas; improving roads that provide access to outdoor recreation opportunities; and enhancing wayfinding, signage and maps at DNR-managed public lands across Minnesota.

Capital Investment (\$10.4 million)

The DNR's approach to capital investment and asset preservation focuses on both the repair and replacement of outdated facilities and infrastructure and improving capital assets to serve all Minnesotans. Get Out MORE capital investments support wide-ranging accessibility enhancements at state parks, recreation areas, and wildlife management areas (WMAs); capital repairs to roads and parking lots; and rehabilitation of segments of the most used state trails.

Figure 1 shows the locations of the enhancing access investments of facility improvements as well as road and/or trail improvements.

Get Out MORE Access and Accessibility Projects

OCTOBER 2025

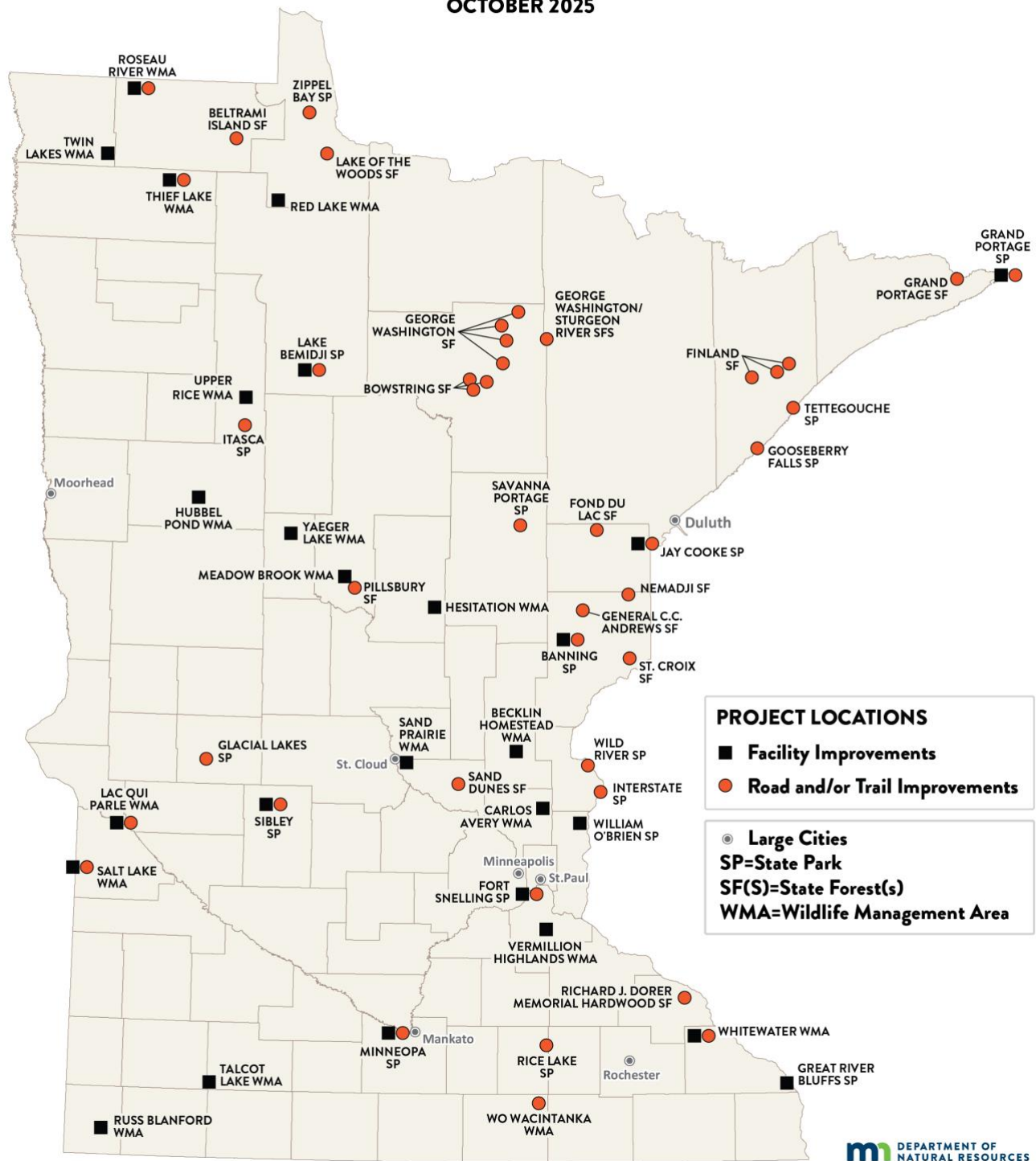


Figure 1. Map of Get Out MORE access and accessibility projects including facility improvements and road and/or trail improvements.

Projects Funded

State Park Accessibility and Wayfinding Improvements

Minnesota has 64 state parks and nine recreation areas, enjoyed by roughly 11 million visitors each year. Many park buildings and other types of infrastructure are 50-plus years old and do not meet the needs of today’s visitors, particularly visitors with accessibility needs. The DNR is improving accessibility at five state parks, with construction completed at William O’Brien State Park in 2025 (Table 2). These accessibility improvements include updates to wayfinding signage to ensure signage meets current accessibility standards.

Get Out MORE State Park Accessibility and Wayfinding Improvements

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Banning State Park	Park-wide accessibility improvements	Design	2026
Great River Bluffs State Park	Park-wide accessibility improvements	Planning	2028-2029
Minneopa State Park	Park-wide accessibility improvements	Design	2028
Rice Lake State Park	Park-wide accessibility improvements	Planning	2028-2029
William O’Brien State Park	Park-wide accessibility improvements	Complete	2025

Table 2. State Park accessibility and wayfinding improvements funded by Get Out MORE.

Example: William O’Brien State Park Accessibility Updates

Comprehensive accessibility improvements are complete at William O’Brien State Park, including additional accessible campsites, an accessible canoe and kayak launch (Figure 3), trail upgrades to better accommodate mobility devices, and new restrooms and shower facilities that are both accessible and more accommodating to the needs of families and other users (Figure 4). This project was funded with 2020 and 2023 state capital investment funds, as well as a Get Out MORE investment.



Figure 3. Visitors use the accessible canoe and kayak launch at William O'Brien State Park, funded by Get Out MORE.

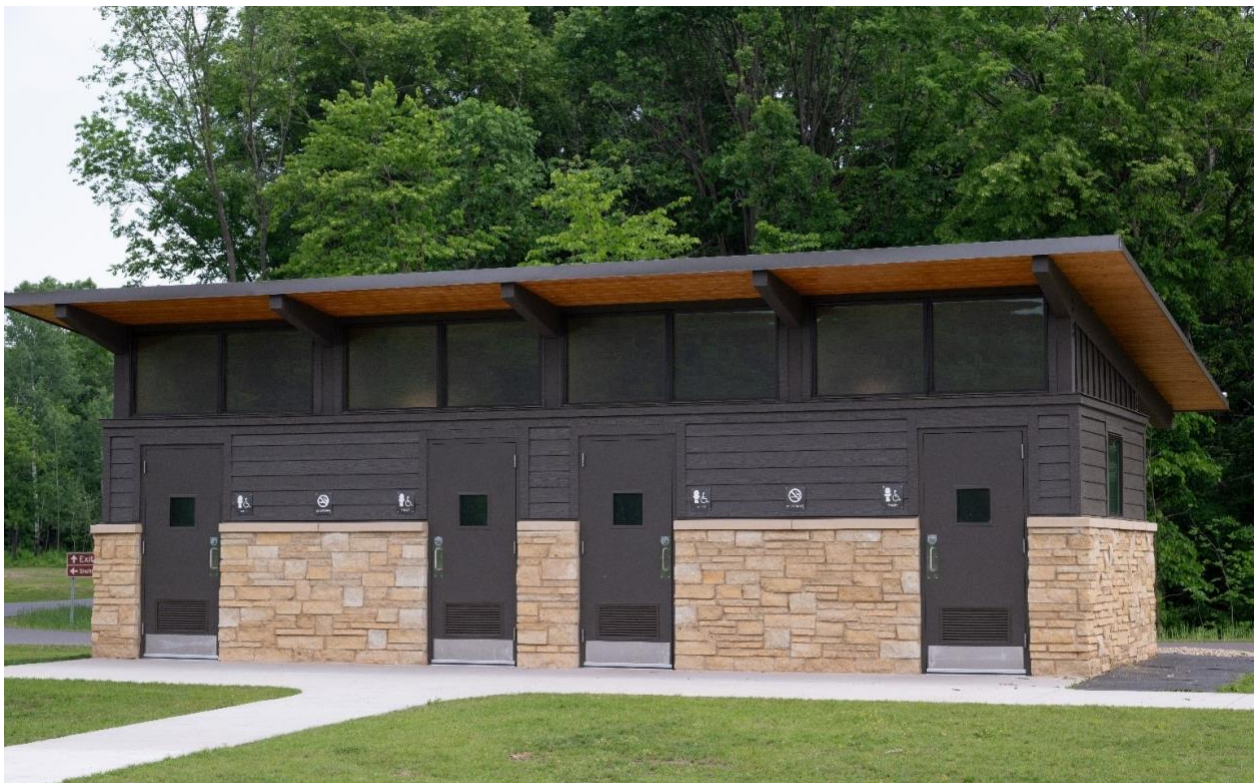


Figure 4. New accessible restroom facilities at the William O'Brien State Park day use area, funded by Get Out MORE.

Example: Banning State Park Accessibility Updates

Banning State Park is filled with gorgeous scenery, historic significance and recreational adventure. The park was established in 1963 to protect a unique landscape along the Kettle River, a favorite of whitewater paddlers. With five sets of rapids ranging from Class III-V, Banning State Park offers challenging whitewater experiences for kayakers and canoers. Hikers can enjoy river views from 17 miles of scenic trails.

This accessibility project includes design and construction of a new shower building as well as trail corridor connections, parking lot improvements, three to four accessible campsite spurs, and improvements to the day use area. Design work is underway. The DNR anticipates construction to begin in 2026 and project completion in 2026 or early 2027. Funds for these improvements come from Get Out MORE as well as the Parks and Trails Legacy Fund.

Track Chair Expansion

Get Out MORE funding enabled the DNR to expand the successful all-terrain track chair program. Track chairs are specialized mobility devices equipped with tracks instead of wheels, allowing users to explore rugged terrain and natural surfaces that are typically inaccessible to standard wheelchairs and others with limited mobility (Figure 5). For many visitors with mobility limitations, using a track chair has been a transformative experience — opening up trails, scenic overlooks, and family adventures that were previously out of reach.

In 2025, the DNR Parks and Trails division acquired 10 new track chairs with Get Out MORE funding, increasing the total number to 23. These chairs are now available across 24 state parks and recreation areas throughout the year (Figure 6). To meet growing demand, especially near the Twin Cities, some parks have added a second chair. To ensure maximum use of chairs, parks in more remote areas share chairs.



Figure 5. Track chairs are specialized mobility devices equipped with tracks instead of wheels, allowing users to explore rugged terrain and natural surfaces.

Get Out MORE Track Chair Locations

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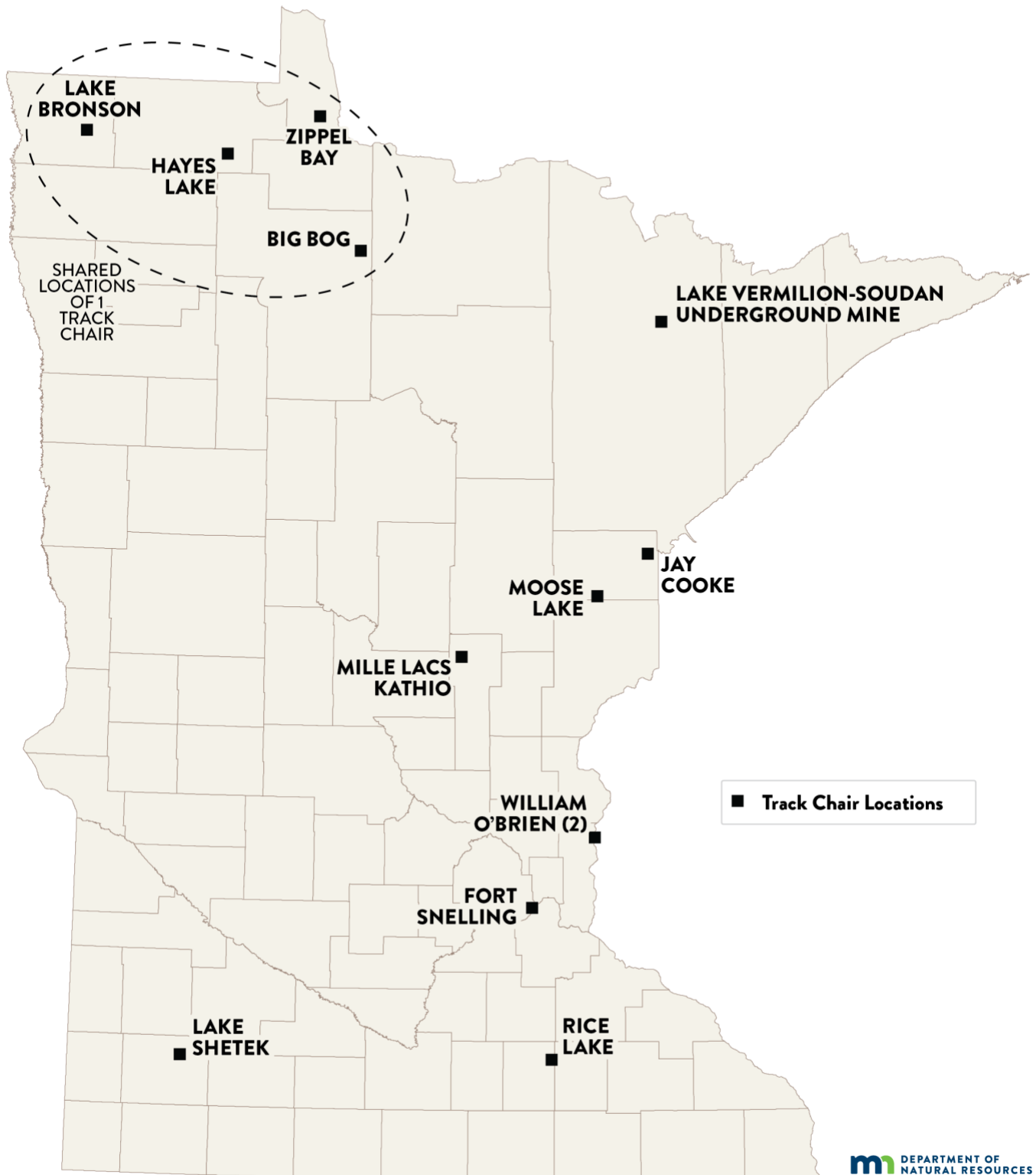


Figure 6. Map of Get Out MORE track chair locations.

Additional Adaptive Equipment

Building on the DNR’s commitment to enhancing accessibility, Get Out MORE funds are now providing additional adaptive equipment across Minnesota’s state parks and recreation areas (Table 3 and Figure 7). Each piece of adaptive gear serves a unique purpose, tailored to assist in a variety of outdoor recreation scenarios such as accessible beach chairs and mats to provide swimming opportunities, color assist glasses for red-green colorblindness, and adaptive e-assist handcycles to allow access to trails.

Planning, purchasing and implementing the new equipment is happening in phases. Some equipment has already been designated for specific parks and is nearly ready for purchase, while other items are undergoing site assessments to determine where they will have the greatest impact. This expansion marks another step toward making Minnesota’s natural spaces more inclusive, ensuring that all visitors, regardless of ability, can connect with the outdoors in meaningful and memorable ways.

Get Out MORE Adaptive Equipment Purchases

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Fort Snelling State Park	Track chair	Complete	2025
Jay Cooke State Park	Track chair and covered trailer	Complete	2025
Lake Shetek State Park	Track chair and covered trailer	Complete	2025
Lake Vermilion-Soudan Underground Mine State Park	Track chair and covered trailer	Complete	2025
Mille Lacs Kathio State Park	Track chair and covered trailer	Complete	2025
Moose Lake State Park	Track chair and covered trailer	Complete	2025
Rice Lake State Park	Track chair and covered trailer	Complete	2025
Big Bog State Recreation Area, Hayes Lake State Park, Lake Bronson State Park, Zippel Bay State Park	Track chair (1 shared chair) and covered trailer	Complete	2025
William O’Brien State Park	Track chairs (2) and covered trailer	Complete	2025
Lake Shetek State Park	Track chair access trail improvement	Planning	2025
Moose Lake State Park	Track chair storage enclosure improvements	Planning	2025
Mille Lacs Kathio State Park	Visitor center track chair display and storage	Planning	2025
Forestville-Mystery Cave State Park	Compact motorized wheelchair	Planning	2025

"I Can!" Program (Statewide)	Kayaks (10)	Complete	2025
State Parks and recreation areas	Color-assist glasses	Planning	2025
State parks with groomed ski trails	Adaptive skiing equipment/Sit skis (2-4)	Planning	2025
Big Bog State Recreation Area	Beach chair and beach mat	Planning	Late 2025/Early 2026
Glacial Lakes State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Itasca State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Lake Bemidji State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Father Hennepin State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Lake Carlos State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Zippel Bay State Park	Beach chair and beach mat	Planning	Late 2025/Early 2026
Cuyuna Country State Recreation Area	Adaptive e-assist handcycles (2-3) and covered trailer	Planning	2026
"I Can!" Program (Statewide)	Adaptive accessories for kayaks	Planning	2026
State parks and recreation areas with interpretive programming	Assistive listening devices	Planning	2026

Table 3. Adaptive equipment purchases funded by the Get Out MORE initiative.

Get Out MORE Adaptive Equipment Locations

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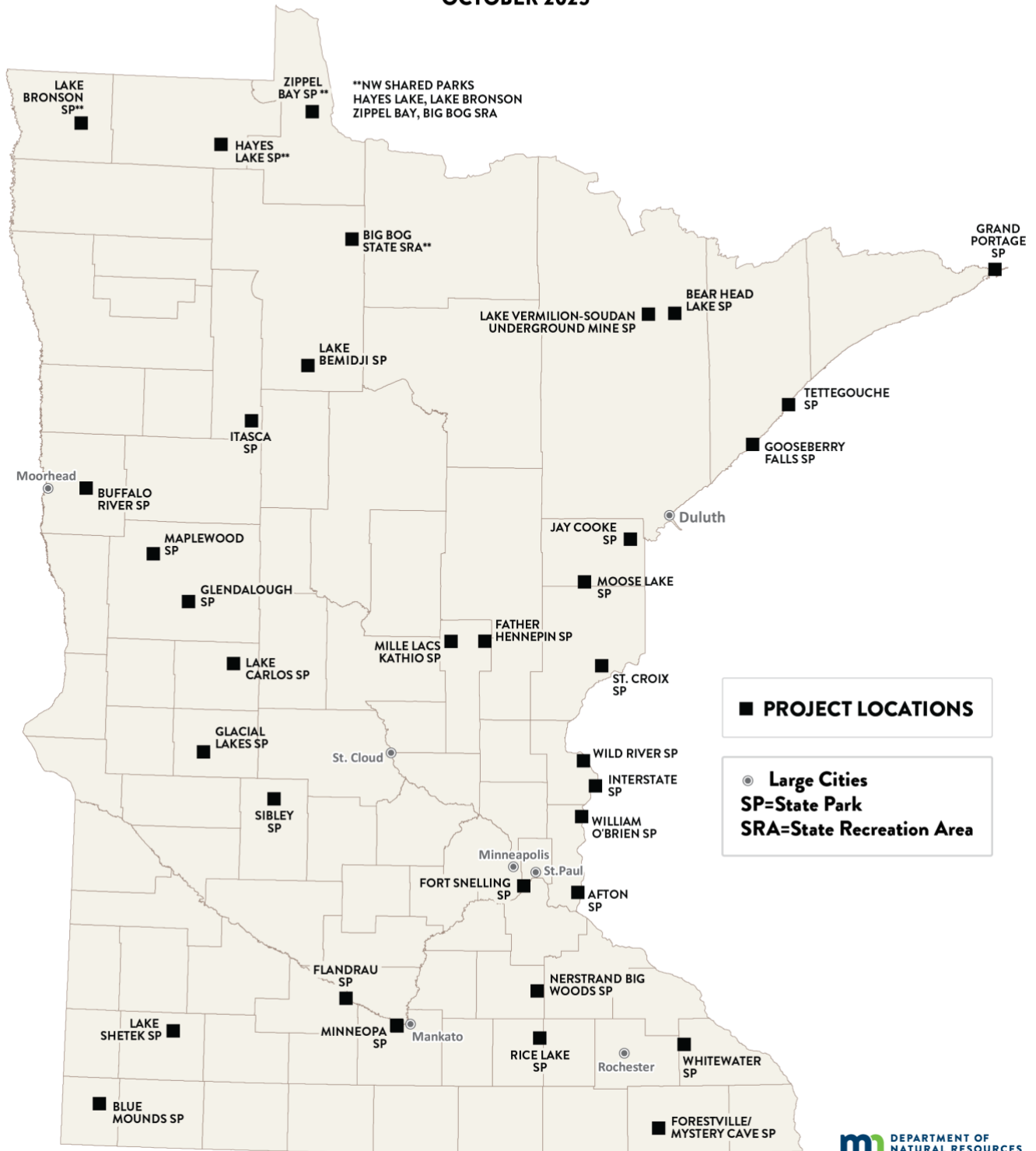


Figure 7. Map of locations with improved adaptive equipment funded by Get Out MORE.

Accessible Hunting

The DNR currently provides 75 partially accessible facilities at WMAs statewide, such as raised or ground-height hunting blinds, observation platforms, or boardwalks. Work is currently underway to design templates to guide modifications to both current and future facilities that more fully meet contemporary accessibility standards.

After consulting with external partners, Capable Partners and Disabled Outdoorsmen MN, the DNR identified a hunting blind system that best meets the needs of disabled hunters (Figure 8). As a result, 21 new hunting blinds and five hydraulic hunting blind trailers were purchased to provide a much-needed upgrade to accessible special hunt offerings (Table 4). These new blinds will also expand access to areas that previously had limited or no accessible hunting options, including Talcott, Thief Lake, Twin Lakes, Roseau River, and Red Lake WMAs. It is expected that 50% or more of the new blinds will be available during the 2025 hunting season through special hunts with Capable Partners or by reservation.

In addition, several accessible hunting projects are in the design phase and scheduled for construction in 2026. These improvements include accessible parking areas, trailheads, water accesses, observation decks, remote camping opportunities, and hunter walking trails and wayfinding improvements.



Figure 8. Accessible hunting blinds will expand access to areas that previously had limited or no accessible hunting options.

Get Out MORE Accessibility Updates in Wildlife Management Areas

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Bakers Lake WMA	Rebuild road	Planning	2027
Becklin Homestead WMA	Two ADA parking lot improvements and ADA deer blind access road improvement	Design	2027
Carlos Avery WMA	ADA parking lot, water access and observation deck	Design	2026
Lac qui Parle WMA	Culvert replacement and stream crossing	Design	2026
Lac qui Parle WMA	Water access, ADA canoe launch and accessible waterfowl blind	Design	2027
Roseau River WMA	Culvert replacement and rebuild road	Design	2027
Roseau County	Campground improvements and three water access improvements	Design	2027
Salt Lake WMA	Observation area rehabilitation	Design	2026
Thief Lake WMA	Culvert replacement and road resurfacing	Design	2026
Thief Lake WMA	Three water access improvements	Design	2027
Vermillion Highlands WMA	Three ADA parking lot improvements	Planning	2028
Wacintanka WMA	Culvert replacement and road resurfacing	Design	2025
Whitewater WMA	Three ADA parking lots	Design	2026

Table 4. Accessibility updates in Wildlife Management Areas.

State Park Hiking and Paved Trails

As hiking increases in popularity and state park visitation grows, the need for accessible and sustainably engineered trails has become vitally important to Minnesota’s state parks. In addition, state park visitor surveys have shown that hiking trails are among the most important amenities to visitors. Paved trails are particularly important because they offer experiences for visitors who have short amounts of time, families with older adults and/or small children, and visitors with disabilities, especially those who use adaptive equipment. State Park trail improvements as shown in Table 5 will enhance accessibility and ease of use for visitors.

Get Out MORE State Park Trail Improvements

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Banning State Park	Day Use Area – Hiking and paved trails	Design	2026

Glacial Lakes State Park	Hiking and paved trails	Design	2027
Gooseberry Falls State Park	Hiking and paved trail to waterfall	Planning	2027
Grand Portage State Park	Middle Falls trail – Hiking and paved trails	Design	2026
Interstate State Park	Hiking and paved trails	Planning	2027
Itasca State Park	Paved trails	Planning	2027
Jay Cooke State Park	Oldenberg Point – Hiking and paved trails	Planning	2027
Lake Bemidji State Park	Hiking and paved trails	Planning	2027
Minneopa State Park	Bison range – Hiking and paved trails	Design	2028

Table 5. State park trail improvements funded by Get Out MORE.

State Park Roads

State park roads are essential to providing visitor access, and unfortunately many roads have experienced deterioration due to high use and severe weather events. DNR is using Get Out MORE funding to address deferred maintenance on roads in five state parks, including roads within several of Minnesota’s busiest campgrounds and day use areas.

Get Out MORE State Park Road Improvements

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Itasca State Park	Bear Paw campground roads	Design	2027
Itasca State Park	Pine Ridge campground roads	Design	2027
Savanna Portage State Park	Road repair	Design	2026
Tettegouche State Park	Baptism River Campground Road	Design	2026
Wild River State Park	Road repair	Design	2026
William O’Brien State Park	Road repair	Complete	2025

Table 6. State park road improvements funded by Get Out MORE.

State Trails

There are over 1,500 miles of state trails in Minnesota, ranging from paved railroad-grade bike trails, to natural terrain for horseback riding, to a world-class mountain biking system. Some trails travel through Minnesota state parks, while others link communities to outdoor spaces. State trails allow Minnesotans and visitors to explore the beauty of Minnesota at their own pace. Surface repairs and rehabilitation, and culvert replacement are

among the upgrades to state trails being funded by Get Out MORE. These improvements will allow users to experience a safer trip, as well as protect the trail and prevent additional degradation.

Get Out MORE State Trail Rehabilitation Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Aitkin County	Cuyuna Lakes State Trail - Aitkin trail surface repair	Complete	2025
Beltrami County	Paul Bunyan State Trail - Clausen Avenue culvert replacement	Complete	2025
Carlton County	Munger State Trail - Gillogly Road trail surface repair	Complete	2025
Cass County	Heartland State Trail - Steamboat Lake trail surface repair	Planning	2027
Lake County	Gitchi-Gami State Trail - Gooseberry to Beaver Bay trail surface repair	Planning	2027
Hennepin County	Luce Line State Trail - Orono Orchard wing wall replacement	Planning	2027
Hennepin County	Luce Line State Trail - Intersection pavement improvements	Planning	2027
McLeod County	Luce Line State Trail - Hutchinson trail rehabilitation	Planning	2027
McLeod County	Luce Line State Trail - Winsted trail surface repair	Planning	2027
Mower County	Shooting Star State Trail - crack sealing	Planning	2027
Ramsey County	Gateway State Trail - White Bear Avenue and McKnight Avenue bridge fencing replacement	Planning	2027
Washington County	Gateway State Trail - Highway 96 culvert replacement	Design	2027

Table 7. State trail rehabilitation projects funded by Get Out MORE.

Example: Munger State Trail, Carlton County near Gillogly Road

Prior to improvements on the Munger State Trail in Carlton County near Gillogly Road, a mile-long portion had several cracks stretching both across and along the 10-foot-wide trail. Through Get Out MORE, some segments of the trail received new asphalt (Figure 9), while other areas received crack sealing (Figure 10) to extend the life of the surface and prevent additional degradation. The resurfaced trail is smooth and protected from further deterioration and allows safe, multi-use access.



Figure 9. Cracked segment of Munger State Trail (left) that received new asphalt (right).



Figure 10. Cracked segment of Munger State Trail (left) that received crack sealing (right).

Example: Paul Bunyan State Trail, Clausen Culvert Replacement

The Paul Bunyan State Trail, which extends more than 130 miles, was largely developed on former railroad-grade that retained many of the bridges and culverts constructed by the railroad. This project involves replacing a single, severely deteriorated corrugated steel culvert that carries a drainage ditch under the trail in the City of Bemidji with a new, slightly larger, round concrete culvert. A contract for the project has been awarded and construction will reach substantial completion in December 2025. The trail will reopen for public use over the winter. Dependent on weather conditions, final replacement of the bituminous trail surface will likely be completed in the spring of 2026.

State Forest Roads

Minnesota's state forest road network was constructed throughout the 20th century and traverses some of the most difficult landscapes for road construction in the state. State forest roads enable access to numerous recreational opportunities on state forest land, as well as forest management, emergency response to wildfires and floods, and transportation of forest products.

Time and changing environmental conditions, such as more intense precipitation events, mean that many of these roads need repair and, in some instances, redesign. There is high public interest in recreating in state forests, including using these roads to access forest campgrounds, forest day use areas, public water accesses, and recreation/hunting trails. Get Out MORE funding is accelerating efforts to modernize state forest roads by increasing resilience to weather extremes, expanding access, and making roads easier and safer to travel for low-clearance vehicle traffic. The DNR identified 16 state forest road segments for Get Out MORE investments that focus on improving Minnesotans' access to important recreation areas (Table 8 and Figure 11).

Get Out MORE State Forest Road Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Beltrami Island State Forest	Bemis Hill Campground Road Resurfacing	Complete	2025
Bowstring State Forest	Deer River Area Forest Recreation Roads Reconstruction – Burnt Shanty/Lost Moose, Little Long, and Grave Lake Roads	Complete	2025
Finland State Forest	Stoney Grade Culvert Replacements	Construction	2026
Finland State Forest	East General Grade, Manitou and Baptism River Bridge Replacements	Design	2026-2027
Fond Du Lac State Forest	Ditchbank Road Reconstruction	Complete	2024
General C.C. Andrews State Forest	McCormick Lake Day Use Area Road Resurfacing	Complete	2025

George Washington State Forest	Larson Lake Campground Road Resurfacing	Complete	2024
George Washington State Forest	Deer River Area Forest Recreation Roads Reconstruction – Wilson and Long Lake Roads	Complete	2025
George Washington and Sturgeon River State Forests	Hibbing Area Forest Recreation Roads Resurfacing – Buttonbox Campground Road, and access roads to the Beatrice Lake Campground	Complete	2025
Grand Portage State Forest	Otter Lake Road Culvert Replacements	Planning	2026
Lake of the Woods State Forest	Pitt Grade Road Reconstruction	Construction	2026
Nemadji State Forest	Net River Bridge Replacement	Construction	2026
Pilsbury State Forest	Rock Lake Campground Road Culvert Replacement	Design	2026
Richard J Dorer Memorial Hardwood Forest	Kruger Campground Road Resurfacing	Complete	2025
Sand Dunes State Forest	Ann Lake Day Use Road Reconstruction	Construction	2025
St. Croix State Forest	Tamarack Campground Road Resurfacing	Complete	2025

Table 8. State Forest Road projects funded by Get Out MORE.

Get Out MORE Enhancing Forest Roads Project Status

OCTOBER 2025

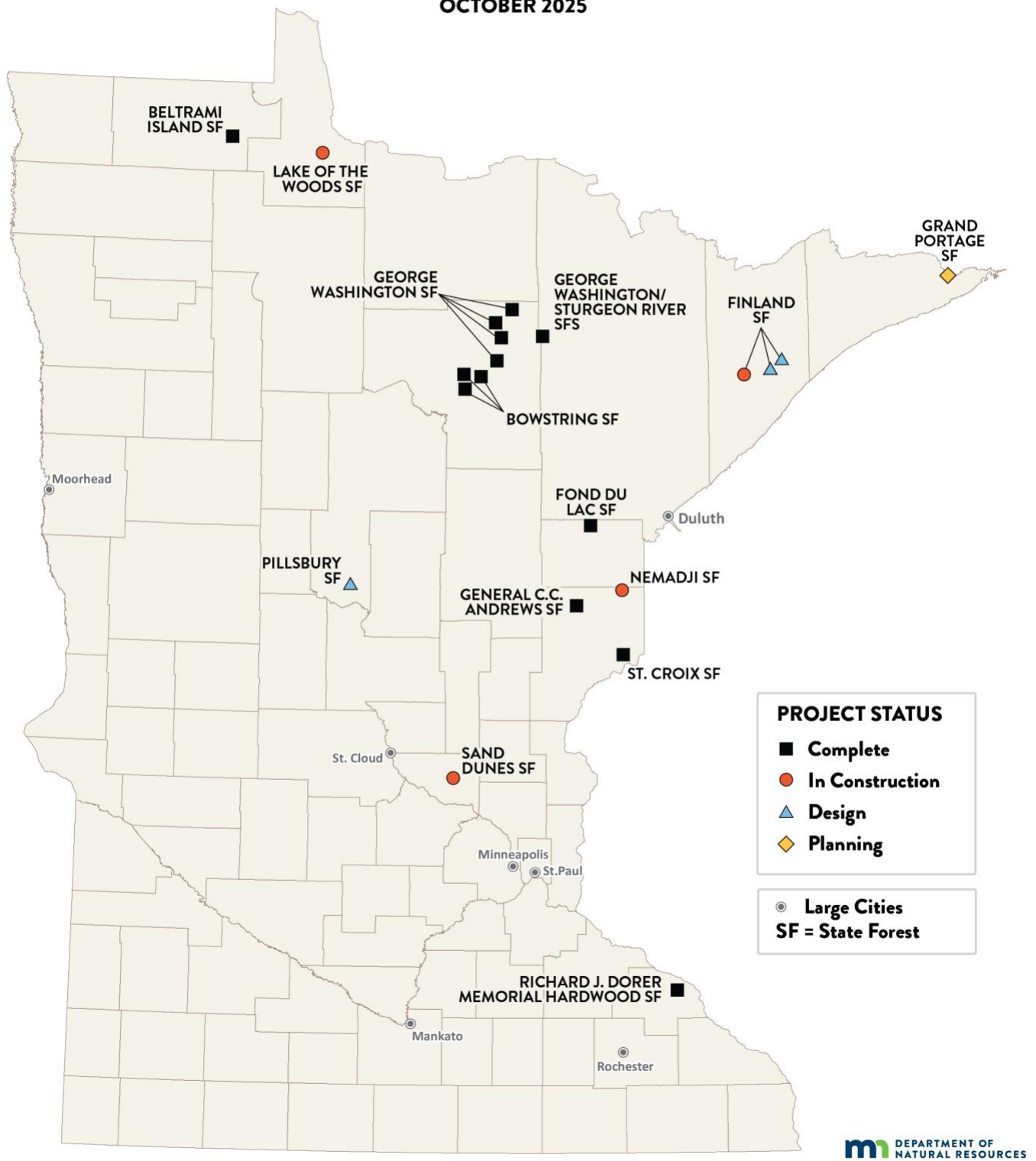


Figure 11. Map of State Forest Road projects funded by Get Out MORE.

Example: Net River Bridge Replacement

The Net River Forest Road, located approximately 20 miles south of the city of Cloquet, is the main access into the north side of the Nemadji State Forest. This road serves as the primary access to numerous recreational facilities, nine miles of hunter walking trails, the Gafvert Forest Campground and Day Use Area, and the Pickeral Lake Public Water Access. Due to the poor condition of the road and the amount of public use, a total reconstruction of the road and bridge was necessary. The reconstruction has happened over many years, with the first four miles of road completed in 2016 and the remaining four miles completed in 2022. The third and final phase of the project is underway to replace the bridge and realign the road near the bridge. This phase is funded through Get Out MORE. Together, these projects are transforming the Net River Forest Road from a narrow trail into a high-quality road, improving vehicle safety for both recreation and forest management access. Figure 12 shows the current Net River Forest Road Bridge, which is undersized for water crossing.



Figure 12. Current Net River Forest Road Bridge, undersized for water crossing.

Modernizing Camping and Related Infrastructure

DNR-managed camping experiences and related infrastructure were developed beginning in the 1930s. The original facilities do not always meet modern needs or standards. Today's users camp in a variety of ways, including larger groups, multiple vehicles, and a variety of recreational vehicles and boats. Survey and visitation patterns also suggest that many current visitors prefer higher-amenity experiences. The need for access to technological infrastructure has also increased, both to accommodate self-service payments or to offer visitors amenities such as the opportunity to work remotely while vacationing. The DNR is funding two projects through Get Out MORE to address these kinds of needed updates. Figure 13 shows the locations of the two campground modernization project locations for projects. The DNR's goal is that these two projects serve as models for future campground modernization at other facilities.

Get Out MORE Campground Modernization Projects

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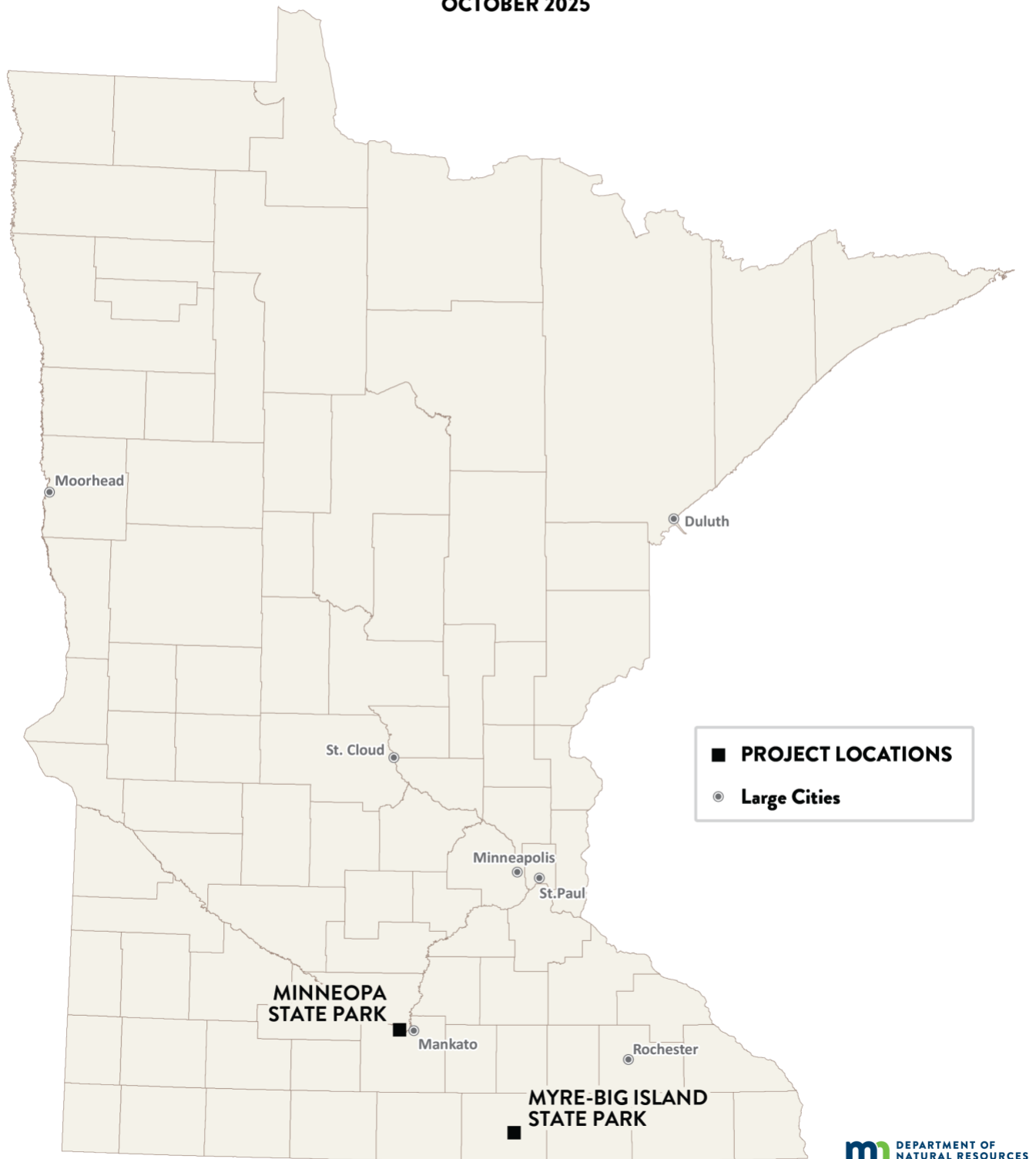


Figure 13. Campground modernization project locations funded through Get Out MORE.

General Fund (\$5 million)

Minneopa State Park Campground and related infrastructure modernization

Minneopa State Park (Figure 14), located near Mankato, will undergo a comprehensive modernization that will serve a wider range of campground users. The DNR is considering the following updates as part of this modernization:

- An improved entry plaza with user-friendly self-service and wireless internet access
- Reconfiguration of the campground to align with modern campground design standards
- Redesign of camping spurs to improve ADA-accessibility and accommodate RVs
- Added group camping options to support a wide variety of new and non-traditional users camping experiences
- Upgrades to electric service at campsites including EV chargers at select campsites
- Upgrades to the restroom facility
- Replacement of the septic system and RV dump station
- Reconstruction of hiking trails to improve accessibility and accommodate mobility devices

This project is in the early design phase and construction will likely begin in late 2027.



Figure 14. View of an undersized RV campsite in the current Minneopa State Park campground.

Capital Investment (\$4.5 million)

Myre-Big Island State Park Wastewater System Rehabilitation for Park and Campground Infrastructure.

The wastewater infrastructure at Myre-Big Island State Park near Albert Lea is outdated and at the end of its useful life. This Get Out MORE capital investment project will connect the park to the City of Albert Lea's wastewater treatment system. The project design is complete, and construction will begin in 2026. The project is expected to be complete in late 2026 or early 2027. In addition to collaborating with the City of Albert Lea, DNR staff worked closely with Dakota Tribal Historic Preservation Officers to ensure design plans are appropriate given the cultural significance of Big Island to the Dakota community.

Modernizing Boating Access

General Fund (\$35 million)

Minnesota's extensive system of state public water accesses (PWAs) needs significant investment to enhance accessibility, meet the needs of modern watercraft and towing vehicles, improve protection of public waters from stormwater runoff and invasive species, and enhance climate resilience. The Get Out MORE investment is enabling the DNR to update at least 115 of Minnesota's 1,700 state-managed PWA sites in total, including large- and small-scale projects as noted below:

- \$30 million for 40-60 large-scale projects, which 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
- \$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 piers replacements

Projects Funded

Large Scale Projects

The DNR has initiated engineering, design, and environmental review for 25 large-scale projects. Another 11 projects are in construction with planned completion by the end of 2025, and five projects are complete. Table 9 and Figure 15 show all large-scale PWA improvement projects funded or partially-funded with Get Out MORE investments, as well as projects considered for future investment as funding allows.

Get Out MORE Large-Scale Public Water Access Improvement Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Becker County	Toad Lake PWA	Design	2026
Becker County	Bad Medicine Lake PWA – Cooperative project with MnDOT	Design	2027
Blue Earth County	Madison Lake PWA	Complete	2024
Carver County	Lake Auburn PWA – Cooperative project with Three River Park District	Construction	2025
Cass County	Cass Lake (TH 2 Wayside) PWA – Cooperative Project with MnDOT	Design	2026
Cass County	Leech Lake (Erickson's Landing) PWA	Design	2026
Chisago County	South Center Lake PWA	Design	2026
Crow Wing County	North Long Lake PWA – Cooperative project with MnDOT	Planning	2027

Crow Wing County	Mille Lacs Lake (Pike Point, Garrison) PWA – Cooperative project with MnDOT	Design	2029
Crow Wing County	Lower Hay Lake PWA – Cooperative project with U.S. Army Corps of Engineers	Complete	2025
Dakota County	Mississippi River (So. St. Paul) PWA – Cooperative project with City of South St. Paul	Construction	2025
Douglas County	Lake Carlos (West) PWA	Design	2026
Douglas County	Lake Reno (NE) PWA	Design	2026
Hennepin County	Mississippi/Crow River PWA – Cooperative project with City of Dayton	Design	2026
Hennepin County	Whaletail Lake PWA	Design	2026
Itasca County	Pokegama Lake (Tioga) PWA	Design	2026
Kanabec County	Ann Lake PWA	Planning	2027
Kandiyohi County	Green Lake (County Park 5) PWA – Cooperative project with Kandiyohi County	Construction	2025
Kandiyohi County	Green Lake (Rush Brown) PWA – Cooperative project with New London Township	Construction	2025
Kandiyohi County	Elkhorn Lake PWA	Construction	2025
Lake County	Lake Superior/Knife River PWA	Design	2026
Lake of the Woods County	Warroad River/KaKaGeesik PWA	Design	2026
Lake of the Woods County	Rainy River (Wheelers Point) PWA	Design	2026
Le Sueur County	German Lake PWA	Complete	2024
Mahnomen County	Tulaby Lake PWA	Planning	2027
Meeker County	Marion Lake PWA – Cooperative project with Meeker County	Design	2026
Meeker County	Lake Manuella PWA	Design	2026
Otter Tail County	Lake Lida (North) PWA	Design	2026
Pine County	Snake River/Cross Lake PWA – Cooperative project with City of Pine City	Construction	2026
Pine County	Sturgeon Lake PWA	Complete	2024
Rice County	Mazaska Lake PWA – Cooperative project with MnDOT	Planning	2027
Rice County	Shields Lake PWA	Construction	2025

Sibley County	Minnesota River/Belle Plaine PWA	Design	2026
St. Louis County	Crane Lake (City of Crane Lake) PWA – Cooperative project with the City of Crane Lake	Construction	2025
St. Louis County	Lake Vermilion – Moccasin Point PWA – Cooperative project with St. Louis County	Construction	2026
St. Louis County	Lake Vermilion – Oak Narrows PWA – Cooperative project with St. Louis County	Construction	2025
St. Louis County	White Iron PWA – Cooperative Project with St. Louis County	Design	2025
Stearns County	Lake Koronis (Co Park) PWA – Cooperative project with Stearns County and Meeker County	Design	2026
Stearns County	Rice Lake (South) PWA	Construction	2025
Steele County	Rice Lake/Rice Lake State Park PWA	Planning	2027
Traverse County	Lake Traverse County Park PWA – Cooperative project with Traverse County	Construction	2025
Washington County	St. Croix River/William Obrien State Park PWA	Construction	2025
Wright County	Sugar Lake South PWA	Complete	2024

Table 9. Large-Scale Public Water Access improvement projects funded by Get Out MORE.

Get Out MORE Large-Scale Public Water Access Projects

OCTOBER 2025

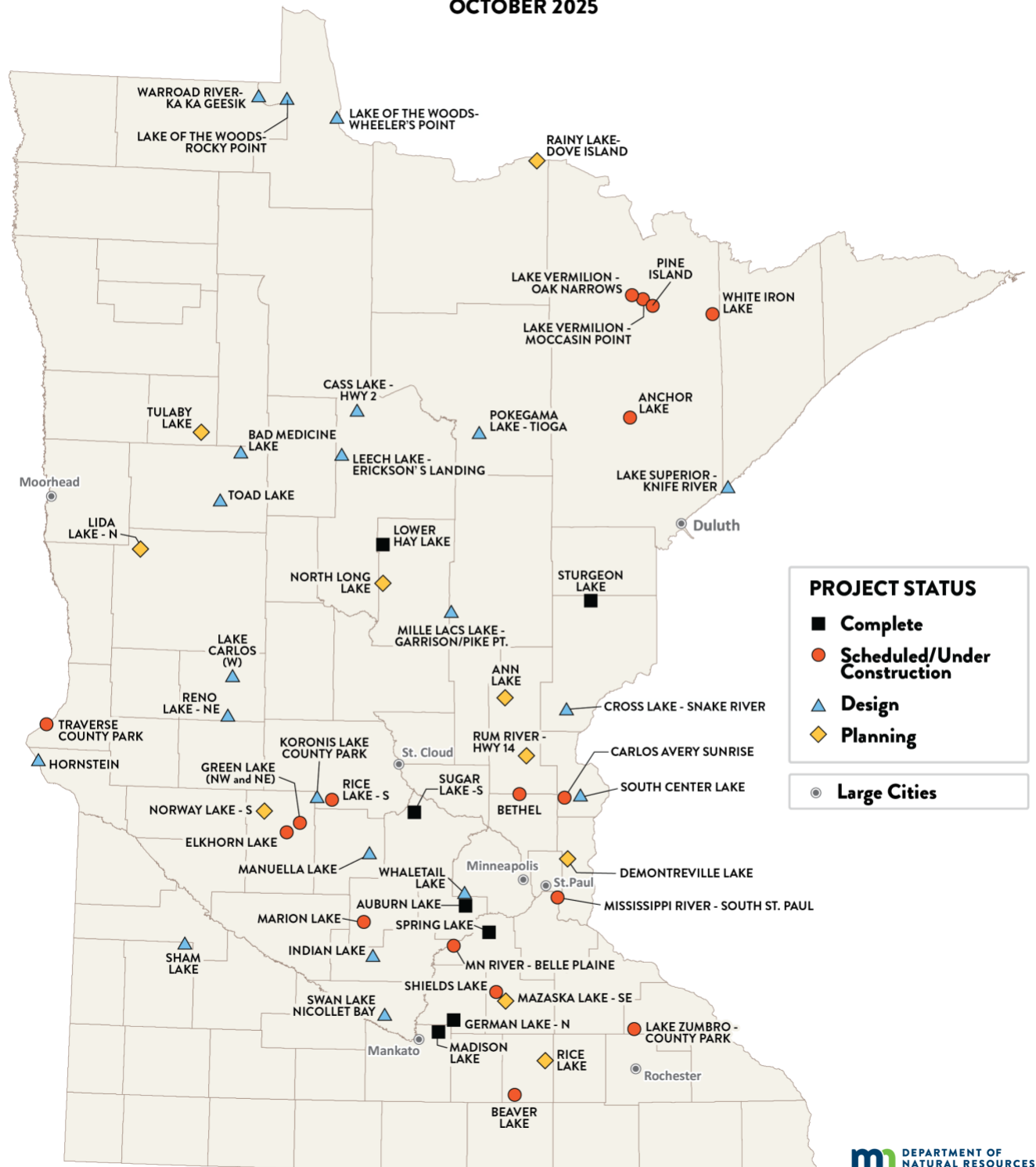


Figure 15. Large-Scale Public Water Access modernization project locations.

Example: Lower Hay Lake Public Water Access

The existing PWA at Lower Hay Lake (Figure 16), located near the community of Jenkins in Crow Wing County, is a cooperative facility between the U.S. Army Corps of Engineers and DNR. The PWA was originally developed in the late 1960s and was last updated in 1988. To accommodate current use, Get Out MORE funding supported the following improvements completed in 2025:

- Replacement of the bituminous parking surface and facility entrance road
- Expansion of available vehicle/trailer parking stalls from 20 to 30, including two designated as accessible
- Addition of six single vehicle parking stalls, including one designated as accessible
- Replacement of two concrete launching ramps
- Development of designated traffic lanes for aquatic invasive species management requirements
- Installation of a portable toilet enclosure
- Creation of a formal stormwater management system

This project was substantially complete in late August 2025, and the PWA is now open for public use. Final project completion is scheduled for Spring 2026.



Figure 16. Lower Hay Lake Public Water Access, before.

Example: Madison Lake Public Water Access

The existing Madison Lake (East) PWA is a DNR-owned and administered facility located on the lake's southeastern shoreline, immediately south of the City of Madison Lake in Blue Earth County. The facility last underwent substantial improvements in the early 1990s and had deteriorated significantly. The existing PWA was no longer able to safely accommodate recreational boats and towing vehicles. The facility improvements included addition of:

- Larger bituminous surfaced parking areas with a total of 20 vehicle/trailer parking stalls, including one designated as accessible
- Two single vehicle parking stalls, including 1 designated as accessible
- Two new precast concrete launch ramps
- New launch ramp boarding docks
- Development of designated traffic lane for aquatic invasive species management requirements
- Installation of a portable toilet enclosure
- Creation of a formal stormwater management system
- Installation of solar lighting

This project was completed and opened to public use in early April 2025 (Figure 17).



Figure 17. Madison Lake Public Water Access after improvements funded by Get Out MORE.

Example: Crane Lake Public Water Access

The existing PWA to Crane Lake, located with the Community of Crane Lake, is contained within the boundaries of a former RV campground and private boat launch that was acquired by the DNR in 2012. The PWA is comprised of a large, low-lying, seasonally-inundated gravel parking area and two precast concrete boat ramps. With funding from Get Out MORE and cooperative assistance from the Community of Crane Lake, the improved facility (Figure 18) will consist of a large, paved parking facility containing 39 vehicle/trailer parking stalls, including three designated as ADA accessible and nine single vehicle parking spaces, including one that is designated as accessible. Designated travel lanes are designed to improve user access and safety. The proposed improvements will also include:

- Replacement of the two existing boat ramps
- Installation of new launch ramp boarding docks
- Development of designated traffic lane for aquatic invasive species management requirements
- Installation of a portable toilet enclosure
- Creation of a formal stormwater management system

The improved Crane Lake PWA is expected to open to the public in time for the 2026 boating season.



Figure 18. Crane Lake PWA under construction with a scheduled completion of early November 2025.

Small-Scale Projects

Small-scale projects fall between the more extensive projects described above and the temporary patches and urgent repairs that typically consume the available resources in DNR's annual PWA maintenance program. Get Out MORE funds for small-scale projects are providing opportunities to purchase materials and supplies, hire contractors to extend or replace boat ramps, fix paved and unpaved parking lots and driveways, and improve accessibility (Table 10).

Get Out MORE Small-Scale Public Water Access Improvement Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Becker County	Big Floyd Lake, ramp replacement	Complete	2025
Becker County	Buffalo Lake, ramp replacement	Complete	2025
Becker County	Marshall Lake, ramp replacement	Complete	2025
Beltrami County	Campbell Lake, parking lot improvement	Complete	2025
Beltrami County	Lake Julia, parking lot improvement	Complete	2025
Beltrami County	Little Buzzle Lake, parking lot improvement	Complete	2025
Beltrami County	Puposky Lake, parking lot improvement	Complete	2025
Beltrami County	Whitefish Lake, parking lot improvement	Complete	2025
Carver County	Hydes Lake, parking lot improvement	Complete	2025
Carver County	Swede Lake, parking lot improvement	Complete	2025
Cass County	Stevens Lake, driveway improvement	Complete	2025
Chisago County	East Rush Lake, parking lot improvement	Complete	2025
Chisago County	North Center Lake, parking lot improvement	Complete	2025
Chisago County	West Rush Lake, parking lot improvement	Complete	2025
Clearwater County	Clearwater Lake, parking lot improvement	Complete	2025
Crow Wing County	Kego Lake, parking lot improvement	Complete	2025
Crow Wing County	Strawberry Lake, parking lot improvement	Complete	2025
Dakota County	Isabelle Lake, ramp replacement	Complete	2025
Douglas County	Geneva Lake, West, parking lot improvement	Complete	2025
Hennepin County	Eagle Lake, parking lot improvement	Complete	2025

Hennepin County	Powderhorn Lake, fishing pier replacement	Complete	2025
Hubbard County	Island Lake, ramp replacement	Complete	2025
Hubbard County	Schoolcraft Lake, parking lot improvement	Complete	2025
Kanabec County	Fish Lake South, driveway improvement	Complete	2025
Koochiching County	Rainy River, Kuttus, parking lot improvement	Complete	2025
Otter Tail County	Lake Adley, Parkers Prairie, parking lot improvement	Complete	2025
Otter Tail County	Otter Tail Lake, Riverside, ramp replacement	Complete	2025
Otter Tail County	Prairie Lake, ramp replacement	Complete	2025
Pine County	Sturgeon Lake, ramp replacement	Complete	2025
Polk County	Spring Lake, Lengby, fishing pier replacement	Complete	2025
Roseau County	Hayes Lake, fishing pier replacement	Construction	2025
St. Louis County	Indian Lake, Brimson, fishing pier replacement	Complete	2025
St. Louis County	Island Lake, Dam, ramp replacement	Complete	2025
St. Louis County	Miners Lake, Ely, parking lot improvement	Construction	2025
Stearns County	Grand Lake, driveway and parking lot improvement	Complete	2025
Stearns County	Warner Lake, fishing pier replacement	Complete	2025
Washington County	DeMontreville Lake, ramp replacement	Complete	2025
Wright County	Buffalo Lake, parking lot improvement	Complete	2025
Wright County	Granite Lake, parking lot improvement	Complete	2025
Wright County	Indian Lake, driveway improvement	Complete	2025
Yellow Medicine County	Del Clark Lake, fishing pier replacement	Construction	2025
Hubbard County	Long Lake, parking lot improvement	Planning	2026
Pipestone County	Split Rock Creek, parking lot improvement	Planning	2026
St. Louis County	Lake Vermilion, Oak Narrows, parking lot improvement and ramp replacement	Planning	2026

St. Louis County	Vermilion, Hoodoo, parking lot improvement and ramp replacement	Planning	2026
Washington County	Big Marine Lake, parking lot improvement	Planning	2026
Washington County	West Rush Lake, parking lot improvement	Planning	2026

Table 10. Small-Scale Public Water Access improvement projects funded by Get Out MORE.

Small-Scale Projects in Wildlife Management Areas

The DNR is also making small-scale improvements to PWAs in wildlife management areas (Table 11). These enhancements include additional and ADA parking, new boat ramps, AIS pullouts, and improved traffic flows that will provide improved water access for anglers and hunters in WMAs.

Get Out MORE Small-Scale Public Water Access Improvement Projects in WMAs

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Carlos Avery WMA	South Pool Water Access Improvement	Design	2026
Hornstein WMA	Water Access Improvement	Design	2026
Swan Lake	Water Access Improvement	Design	2026

Table 11. Small-Scale Public Water Access improvement projects funded by Get Out MORE.

Enhancing Fisheries and Fishing Infrastructure

Fishing in Minnesota is a \$4.4 billion industry and a favorite outdoor activity for many Minnesotans and visitors. Several of the state's fish hatcheries were constructed in the 1950s or earlier and are still operating with original equipment. Feasibility studies completed in 2018 and 2019 indicated that the state's fish hatcheries needed significant investment to address critical issues related to biosecurity, aging infrastructure, and safety. Addressing these needs will move Minnesota toward a state-of-the-art fish hatchery system with safe and bio secure water supplies, increased fish production capacity, and improved staff safety. Investments in these facilities will help sustain high-quality fish populations across Minnesota and support fishing opportunities into the future.

The DNR is also working to enhance fishing opportunities by collaborating with local government units on more than 80 shore fishing sites. These shore fishing sites will enhance fishing opportunities for all Minnesotans, including new opportunities for new anglers, families and children, individuals with limited mobility, and people with more limited economic resources. A total of \$60 million in Get Out MORE funding is allowing the DNR to move forward on the most pressing needs within the hatchery system and enhance shore fishing opportunities.

Hatchery and shore fishing enhancements within Get Out MORE received \$35 million in General Fund and \$25 million in capital investments that is being allocated as follows:

- \$24 million for a new hatchery building at the Waterville State Fish Hatchery
- \$19 million to replace water supply lines and construct a new hatchery building at Crystal Springs Hatchery
- \$12 million for improvements at other hatcheries including upgrades to dikes, ponds, raceways, and water and power supply
- \$5 million to enhance shore fishing sites and opportunities across the state

Figure 19 shows project locations for all fisheries and fishing infrastructure projects.

Get Out MORE Shore Fishing and Hatchery Projects

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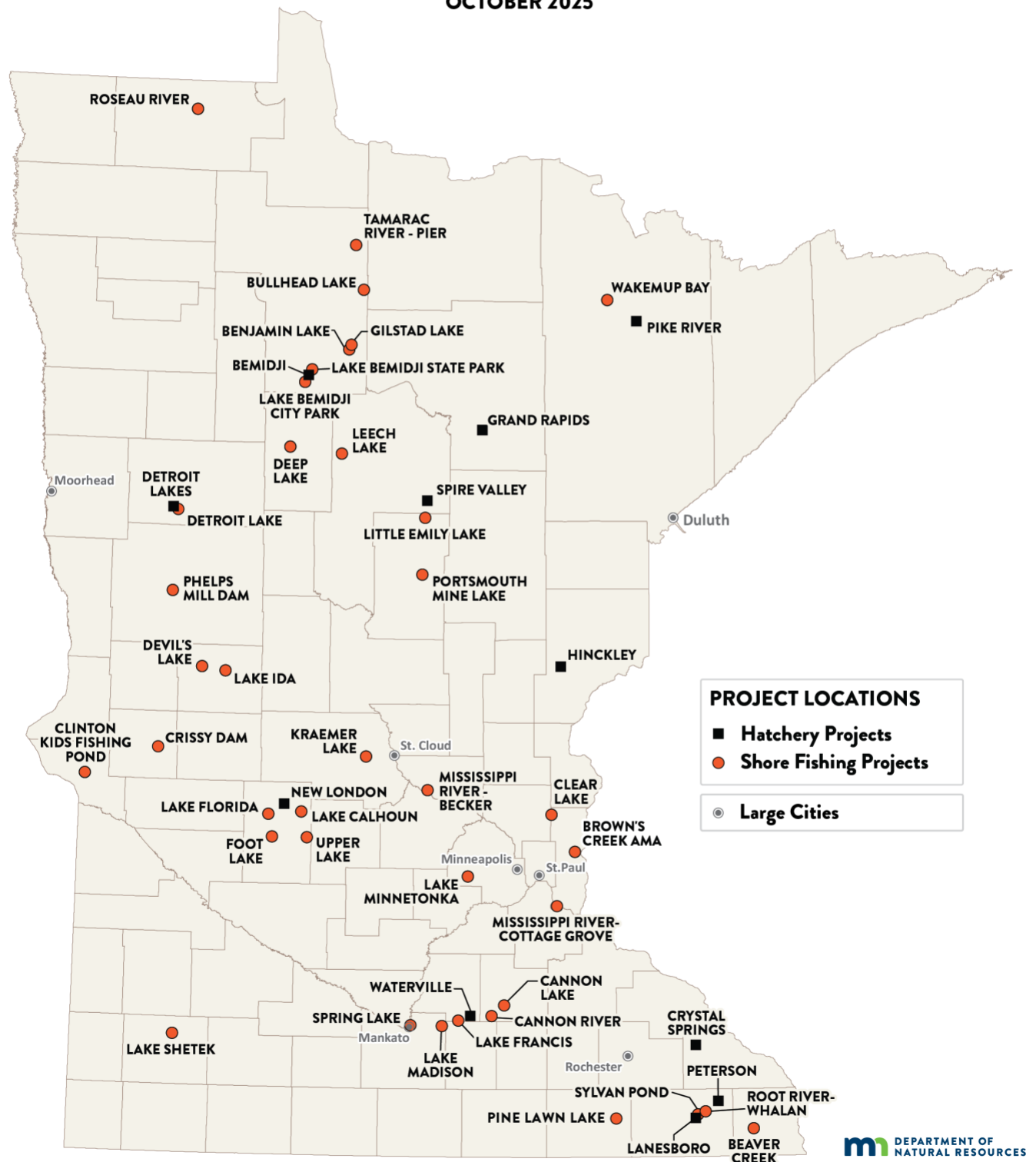


Figure 19. Get Out MORE fisheries and fishing infrastructure project locations.

General Fund (\$35 million)

Projects Funded — Fish Hatcheries

Crystal Springs Hatchery

Crystal Springs Hatchery raises more than 50,000 pounds of brook trout, rainbow trout and steelhead each year to be stocked in lakes and streams across Minnesota. Concrete infrastructure dating to the 1930s is crumbling, and clay water lines that bring 48-degree artesian spring water into the facility have cracked and are beginning to fail, putting the hatchery’s entire operation at risk. To address this risk, Get Out MORE investments are providing \$19 million for upgrades including construction of a new hatchery building and replacement of degraded raceways and water lines. The project pre-design is complete, and design work began in July 2025. The modernized hatchery will allow for continued trout production, greater efficiency, and a more bio secure environment for the fish. The DNR anticipates beginning construction on this project in 2026 and completing the project in early 2028.

New London Hatchery Water Line Repair

The New London Hatchery water supply comes from Mill Pond in the City of New London. The water line is in extremely poor condition, with leaks and cracks that compromise maximum water flow into the hatchery and create safety hazards. A new water supply line will maximize water flow into the hatchery and reduce safety concerns. The new line will connect to previous projects at the hatchery, including a rebuilt drum filter. Construction began in September 2025 and the DNR anticipates project completion in early 2026.

Projects Funded — New and Revitalized Shore Fishing Opportunities

The DNR identified more than 300 potential sites to add or enhance shore fishing opportunities across the state. In coordination with local partners, more than 100 of these potential sites were field-evaluated to determine the highest priority for investing Get Out MORE funding. The DNR was able to move many of the projects forward quickly by connecting with local partners to talk through how to improve shore fishing access and generate additional amenities in their communities. The DNR has completed 17 shore fishing projects and another four are in construction and expected to be complete by the end of 2025. The DNR is evaluating additional shore fishing sites, and with local partners will continue to improve shore fishing opportunities statewide. Table 12 shows the shore fishing projects currently in planning, construction, or complete.

Get Out MORE Shore Fishing Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Atwater	Upper Lake fishing pier	Construction	2025
Beaver Creek Valley State Park	Beaver Creek shore fishing structures	Planning	2026
Becker	Mississippi River fishing pier	Complete	2025

Bemidji	Bemidji Lake accessibility improvement	Complete	2025
Big Bog SRA	Tamarac River accessibility improvement	Complete	2025
Blackduck	Gilstad Lake accessibility improvement	Complete	2025
Blue Earth County	Buckmaster Bridge shore fishing rehab	Complete	2024
Brown's Creek AMA	Trout Stream shore fishing station	Complete	2025
Clinton	Clinton Kids Pond fishing pier	Construction	2025
Cottage Grove	Mooers Lake fishing pier	Planning	2026
Crow Wing County	Little Emily Lake fishing pier extension	Complete	2025
Cuyuna Country SRA	Portsmouth Lake fishing pier	Complete	2025
Detroit Lakes	Big Detroit Lake fishing pier	Planning	2026
Dietrich Lange WMA	Calhoun Lake Dam shore fishing	Construction	2026
Douglas County	Lake Ida fishing pier	Planning	2026
Douglas County	Devil's Lake fishing pier extension	Planning	2026
Elysian	Francis Lake fishing pier	Complete	2025
Forest Lake	Clear Lake shore fishing stations	Planning	2026
Grand Meadow	Pine Lawn Lake shore fishing structures	Planning	2026
Hubbard County	Deep Lake fishing pier	Construction	2026
Kelliher	Bullhead Lake accessibility improvement	Complete	2025
Lake Bemidji State Park	Bemidji Lake accessibility improvement	Complete	2025
Lake Florida AMA	Lake Florida shore fishing structure rehab	Complete	2025
Lake Minnetonka	Coffee Cove shore fishing rehab	Planning	2026
Lake Vermillion	Wakemup Bay fishing pier	Complete	2025
Lanesboro	Sylvan Pond shore fishing structures	Complete	2024
Morris	Crissy Lake Dam shore fishing structures	Planning	2027
Morristown	Cannon River shore fishing stations	Planning	2026
Murray County	Lake Shetek shore fishing structures	Construction	2025
North Mankato	Spring Lake fishing pier	Complete	2025
Otter Tail County	Phelps Mill Dam shore fishing structures	Planning	2026
Rice County	Cannon Lake shore fishing structures	Planning	2026
Roseau	Roseau River shore fishing structure	Planning	2026
Stearns County	Kraemer Lake fishing pier	Planning	2026
Taylor Township	Benjamin Lake accessibility improvement	Complete	2025

Walker	Leech Lake fishing pier	Complete	2025
Willmar	Foot Lake shore fishing sites	Construction	2025
Whalen	Root River shore fishing structure	Planning	2027

Table 12. Shore Fishing projects funded by Get Out MORE.

Example: Lake Shetek Shore Fishing Stations

Lake Shetek is a destination lake for fishing in Murray County in southwestern Minnesota. The DNR regularly stocks Lake Shetek with walleye fry to support this popular fishery. Shore fishing is popular along Murray County Road 13 (Valhalla Drive), which connects to Valhalla Island and Keeley Island. The road is on top of an existing dike that has culverts built in to allow water to freely move through and circulate within the lake, which also makes these popular fishing spots. The road is extensively protected with rip-rap that makes it challenging to fish from the shore. Because the existing road can experience flooding, Murray County is undertaking a project to raise the height of the road, widen the lanes and add a shared-use path from US 59 to Keeley Island. The DNR worked with the county early in the design process to incorporate five accessible shore fishing platforms near the culverts through the dikes (Figures 20 and 21). Get Out MORE is funding four of these structures, and Murray County will fund the fifth structure. This cooperative project will provide accessible and safe fishing locations where anglers will have a chance to catch a walleye without leaving the shore.



Figure 20. Before picture of a section of road along Lake Shetek that will receive accessible shore fishing platforms.



Figure 21. Shore fishing sites under construction at Lake Shetek.

Example: Snuffy's Landing Fishing Pier

Snuffy's Landing Park in the City of Becker provides multiple recreational opportunities, including a playground, public water access, shore fishing on the banks of the Mississippi River, and picnic facilities. The site is a popular location to fish from the riverbank but lacked accessibility before Get Out MORE investment; anglers had to cross turf grass areas to get to the rock-lined shore to fish. This project installed a 38-foot-long fishing pier (Figure 22), which gives anglers access to deeper pool areas of the Mississippi River, as well as an accessible route from the parking lot to the pier. This fishing pier has a wheel system that allows it to be pulled from the river in the winter months or when flooding is anticipated to impact the site. The City of Becker will maintain the pier and take the lead on installation and removal each year.



Figure 22. Snuffy's Landing Park fishing pier in Becker, MN.

Capital Investment (\$25 million)

Projects Funded

Waterville Fish Hatchery Modernization

Opened in 1954, the Waterville Hatchery propagates walleye, northern pike, and muskie and is the state's largest cool-water facility. This modernization project includes design and construction of a new hatchery to increase production and enhance biosecurity. The modern hatchery will include a recirculating aquaculture system, updated growing chambers, and improved egg incubation equipment that will facilitate reduced water consumption, production of larger muskie yearlings, increased reliability of walleye hatching, greater environmental controls on production, and year-round fish production. Design work is underway. The DNR anticipates beginning construction in 2026 and project completion in late 2027.

Additional Fish Hatchery Infrastructure Improvements

Since July 2023, DNR has also used Get Out MORE General Fund and capital investment to initiate important hatchery repairs and improvements, as shown in Table 13. Nine projects are complete, with 15 more in various stages of planning, design and construction.

Get Out MORE Hatchery Infrastructure Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Crystal Springs Hatchery	Replace rearing facility	Design	2028
Lanesboro Hatchery	Repair/replace spring pool impoundment and shelter	Construction	2026
Lanesboro Hatchery	Replace raceway building roof and siding	Planning	2027
Peterson Hatchery	Remodel rearing building	Construction	2026
Spire Valley Hatchery	Install production tank	Complete	2023
Spire Valley Hatchery	Shop/garage construction	Planning	2027
Spire Valley Hatchery	Pond bottom improvements	Complete	2024
Spire Valley Hatchery	Construct spring cover	Construction	2025
Waterville Hatchery	Replace rearing facility	Design	2027
Tower Hatchery	Replace chillers	Construction	2025
Tower Hatchery	Replace generator	Construction	2025
Tower Hatchery	Repair drain line	Complete	2024
Bemidji Hatchery	Repair muskie rearing pond	Construction	2025
Detroit Lakes Hatchery	Source water feasibility study	Complete	2025
Detroit Lakes Hatchery	Replace generator	Planning	2028

Grand Rapids Hatchery	Repair filtration system	Planning	2026
Hinckley Hatchery	Muskie rearing pond water source	Planning	2027
New London Hatchery	Replace water supply line	Construction	2026
New London Hatchery	Upgrade water filtration system	Complete	2025
New London Hatchery	Recirculating system for muskie production	Complete	2024
New London Hatchery	Rearing pond dike and kettle repairs	Design	2026
New London Hatchery	Temperature control for feed storage	Complete	2025
New London Hatchery	UV sterilizer for recirculating system	Complete	2024
New London Hatchery	Rebuild drum filter	Complete	2025

Table 14. Hatchery infrastructure projects funded by Get Out MORE.

Restoring Streams and Modernizing Water-Related Infrastructure to Support Outdoor Recreation

More intense rains combined with changes in land use are causing more flooding and road washouts, degrading streambanks, and overwhelming water control structures. This impacts Minnesota's fish, waterfowl, and recreation opportunities. Using \$10 million in Get Out MORE funding, the DNR is modernizing culverts and removing and modifying dams to enhance climate resiliency and to improve overall stream ecology by ensuring connectivity between upstream and downstream stream segments bisected by this infrastructure. Connectivity is important for the movement of water, sediment, and nutrients, and is also essential to fish and other aquatic species that need to access different habitat areas seasonally or to complete elements of their life cycle. Better fish passage also enhances recreation with improved angling opportunities through new or improved shore fishing sites.

Water-related infrastructure and stream restoration projects have far-reaching, watershed-wide benefits, including enhanced recreation through new and improved paddling or tubing opportunities and improved wildlife viewing. The removal of existing barriers also helps to improve public safety, support movement and migration of mussels (through enhanced fish passage, as fish serve as host for juvenile mussels), increase climate resiliency by reducing erosional energy along banks and ensuring design is appropriate for large flood events, and improve biodiversity within the watershed.

This \$10 million investment includes 10 dam removal or modification projects and five culvert replacements reconnecting an estimated 158 miles of streams (Table 14 and Figure 23). Currently, \$9.125 million has been allocated to 15 projects throughout Minnesota. The DNR is reserving the remaining \$875,000 for possible additional funding needs for the 15 selected projects and staff time for project implementation. If all current projects are within or below budget, the remaining dollars will fund another water-related infrastructure project.

Get Out MORE Stream Restoration and Culvert Projects

Location	Improvement or Project Name	Current Status	Completed Year or Scheduled Completion
Finland, MN	Ramstad/Moosewalk bridge	Complete	2025
Duluth, MN	Lower Knowlton Creek bridge	Construction	2025
Spicer, MN	Lake Calhoun Dam and Lake Calhoun Bypass dam	Construction	2025
Elbow Lake, MN; Morris, MN	Pomme de Terre Dam and Perkins Lake Dam	Construction	2025
Detroit Lakes, MN	Bucks Mill Dam	Design	2026
Eden Valley, MN	Eden Lake Dam	Design	2026
Waterville, MN	Lower Sakatah Dam, Gorman Lake Dam, Gorman culvert	Design	2026
Finland, MN	Baptism and Manitou culverts	Design	2027

Morris, MN	Crissy Lake Dam	Design	2027
Hewitt, MN	Hewitt Dam	Design	2028

Table 14. Stream restoration and culvert projects funded by Get Out MORE.

Get Out MORE Restoring Streams and Modernizing Water-related Infrastructure Projects Status

OCTOBER 2025

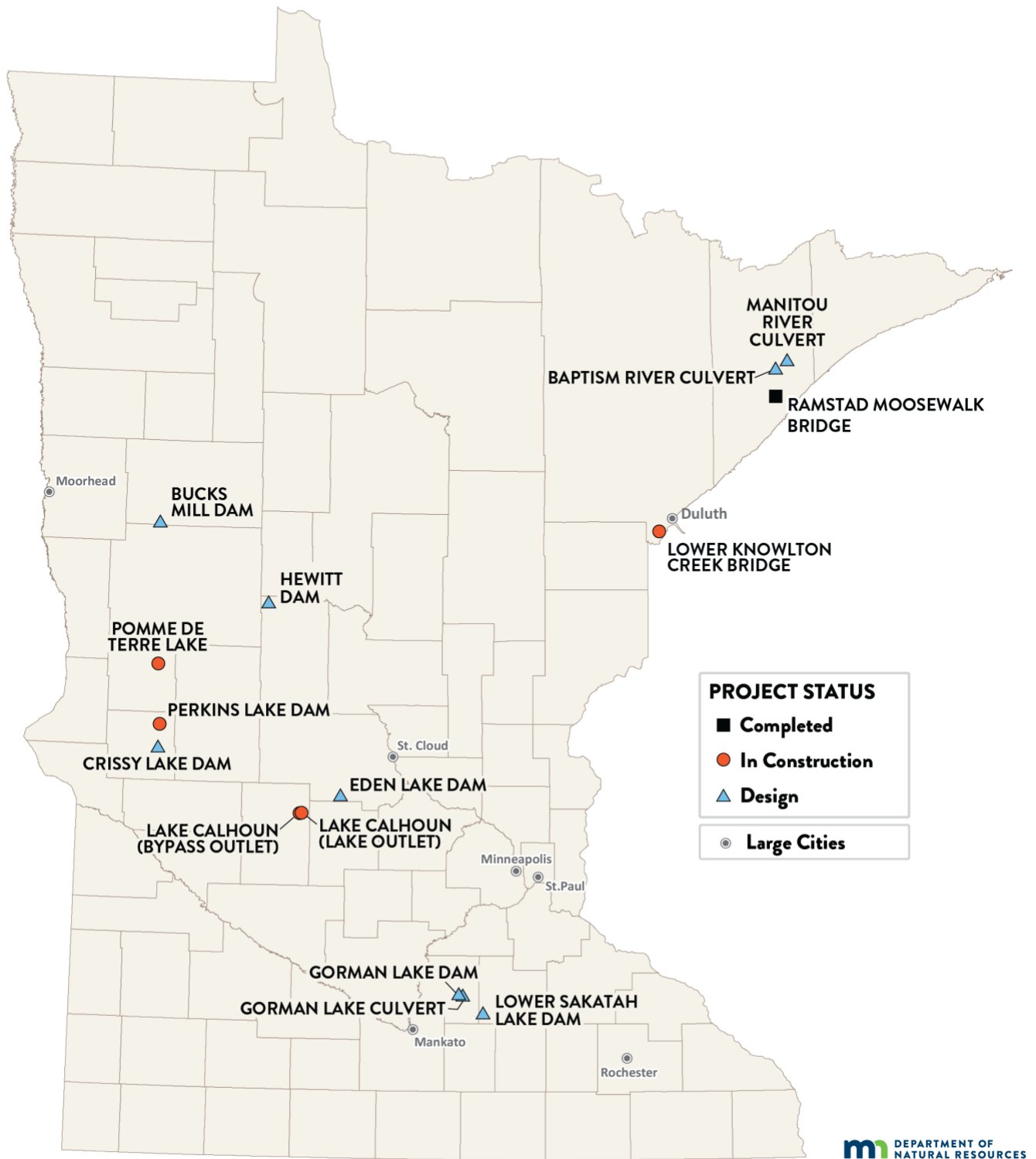


Figure 23. Get Out MORE Restoring Streams and Modernizing Water-related Infrastructure Projects Status.

Example: Lake Calhoun Dam and Lake Calhoun Bypass Dam modifications

This combined project will modify two dams that are currently obstructing the Crow River for fish passage (Figure 24). The Lake Calhoun dam and the Lake Calhoun bypass dam were built in 1937; the useful life of a dam is typically about 50 years and both dams are well beyond their intended lifespan. In partnership with the Middle Fork Crow River Watershed District, the dams will be replaced with rock arch rapids, which improves stream connectivity and fish passage, naturalizes site conditions, and enhances safety and watershed wide public recreation. Additionally, dam modification will reduce the risk of dam failure. Together, the Lake Calhoun and Lake Calhoun bypass dams will reconnect 7.5 miles of fish and mussel habitat in the Crow River Watershed. Construction of the rock arch rapids is set to begin in the fall of 2025.



Figure 24. Lake Calhoun Dam before construction.

Example: Pomme de Terre Lake and Perkins Lake Dam Modifications

The three remaining dams on the Pomme de Terre River — the Perkins, Pomme de Terre and Crissy dams — have outlived their intended lifespan and block a significant portion of the Pomme de Terre watershed for fish migration. Taking a watershed approach, these dams were selected to be converted to rock arch rapids using Get Out MORE funding. Each project will reconnect a portion of the watershed, totaling 53 miles of reconnected

river habitat. A portion of the project will also improve safety by removing the dangerous hydraulic roller downstream of the dam. In addition, dam modification will reduce the risk of dam failure. Converting these dams to rock arch rapids will also provide recreational opportunities for anglers and other visitors. These projects are being completed in partnership with the Pomme de Terre River Association and the Stevens County Soil and Water Conservation District.

Construction of the rock arch rapids began in late October 2025. The Crissy dam is currently in the 60% design phase and will be constructed separately of the Perkins/Pomme de Terre dams.

Expenditure Summary

The DNR spent \$14.3 million of the Get Out MORE investments as of Sept. 30, 2025 — \$11.6 million from the General Fund appropriation (Table 15) and \$2.7 million from the capital investment appropriations (Table 16). Much of the funding expended from capital investment appropriations was in the “Enhancing Access” investment area, including a number of completed accessibility improvements at William O’Brien State Park, improvements to State Forest Roads, and work at the New London hatchery and pre-design of the Waterville Hatchery modernization.

Spending will accelerate in the months ahead as more projects commence. The DNR has encumbered \$31.3 million across the General Fund and capital investment appropriations and anticipates putting numerous projects out for bid for the 2026 construction season.

Get Out MORE General Fund Expenditures

Investments (General Fund)	Amount Appropriated	Amount encumbered* includes pre-encumbrances	Amount expended since last report	Amount previously expended	Total amount expended
Enhancing Access	\$25,000,000	\$1,647,000	\$2,102,000	\$19,000	\$2,121,000
Revitalizing Camping	\$5,000,000	\$80,000	\$0	\$0	\$0
Modernizing Boating	\$35,000,000	\$11,572,000	\$3,306,000	\$1,912,000	\$5,218,000
Enhancing Fishing	\$35,000,000	\$8,027,000	\$2,508,000	\$798,000	\$3,306,000
Modernizing Water-related Infrastructure	\$10,000,000	\$7,110,000	\$868,000	\$86,000	\$954,000
Total	\$110,000,000	\$28,436,000	\$8,784,000	\$2,815,000	\$11,599,000

Table 15. Get Out MORE General Fund expenditures as of September 30, 2025, rounded to the nearest thousand.

Get Out MORE Capital Investment Expenditures

Investments (Bonding)	Amount Available	Amount encumbered Encumbrance totals as of 9/30/2025	Amount expended since last report	Amount previously expended	Total amount expended
Enhancing Access	\$10,400,000	\$1,226,000	\$1,713,000	\$739,000	\$2,452,000
Revitalizing Camping	\$4,500,000	\$10,000	\$12,000	\$0	\$12,000

Modernizing Boating		\$0	\$0	\$0	
Enhancing Fishing	\$25,000,000	\$1,586,000	\$223,000	\$33,000	\$256,000
Modernizing Water-related Infrastructure		\$0	\$0	\$0	
Total	\$39,900,000	\$2,822,000	\$1,948,000	\$772,000	\$2,720,000

Table 16. Get Out MORE capital investment expenditures as of September 30, 2025, rounded to the nearest thousand.

Figure 25 shows the distribution of full project cost estimates by project phase as of September 30, 2025. As of September 30, 8% of Get Out MORE projects have been completed and 84% of projects are in the planning, design, or construction phase. To show the steady increase in progress, figure 26 shows the distribution of projects by phase as of March 2025. In March, only 6% of Get Out MORE projects had been completed and 82% of projects were in the planning, design, or construction phase. The DNR is confident that all of the Get Out MORE projects and improvements will be completed before the funds are due to cancel.

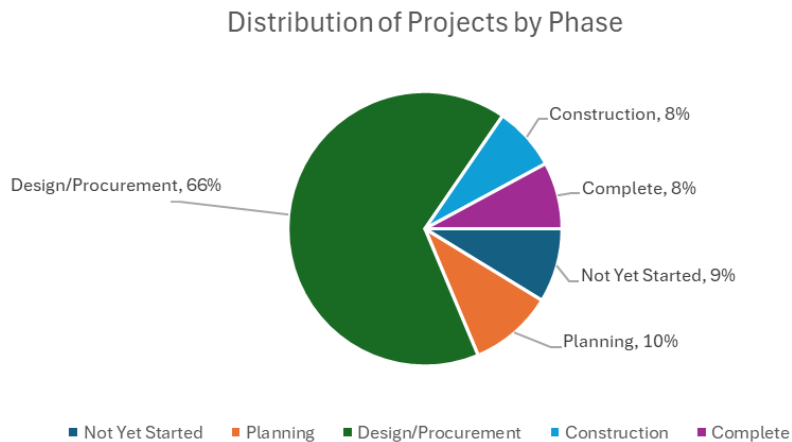


Figure 25. Distribution of full project cost estimates by project phase as of September 30, 2025. 66% of pie chart is design/procurement, construction is 8%, complete is 8%, not yet started is 9% and planning is 10%.

Distribution of Projects by Phase

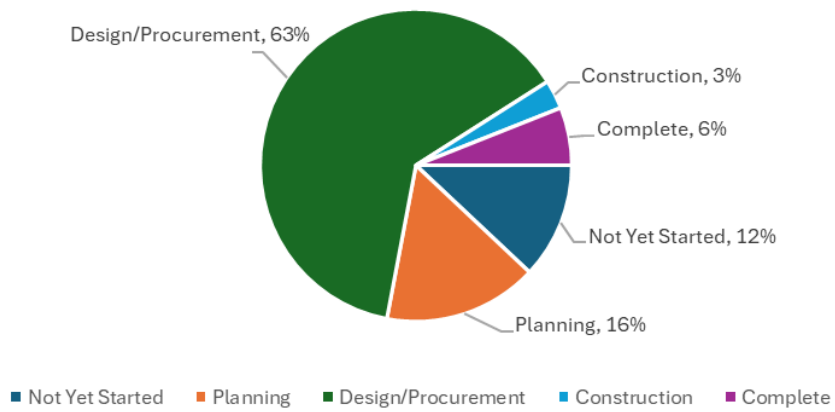


Figure 26. Distribution of full project cost estimates by project phase as of March 2025. 63% of pie chart is design/procurement, construction is 3%, complete is 6%, not yet started is 12% and planning is 16%.



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