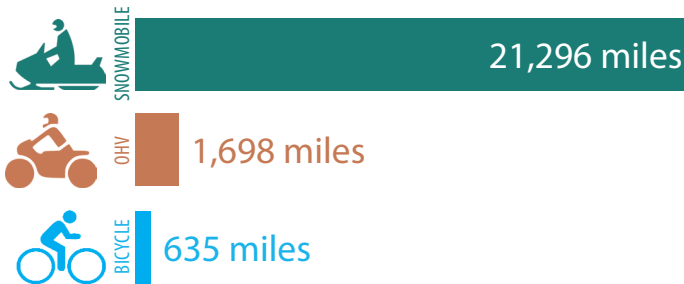
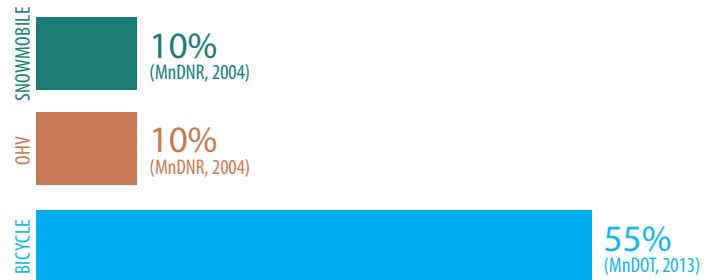


The current size of Minnesota's state trail systems:

Miles of state and state grant-in-aid trails:



Percentage of adult Minnesotans who participate in activity:



How are Minnesota's state trails funded?



Snowmobile trails are funded primarily by a mix of gas taxes and the motor-vehicle registration fees that snowmobile owners pay.



Off-highway vehicle trails are funded primarily by a mix of gas taxes and the motor-vehicle registration fees that OHV owners pay.



Because the vast majority of Minnesotans participate in walking and bicycling, our state's bicycle trails have historically been supported by General Fund dollars for their operations and maintenance. Bicycle sales in Minnesota contribute approximately \$5 million to the General Fund every year.

A state bicycle trail pass doesn't make sense for Minnesota. Here's why:



GREATER MINNESOTA

A state bicycle trail pass would disproportionately affect Greater Minnesota, where most state trails are located. Metropolitan trails are free to use.



ISOLATED USE

Wisconsin is the only state with a state bicycle trail system pass.*



OPEN ACCESS

Continuing to pay for state bicycle trails with general tax dollars rather than fees keeps access open for every one who has a bike - and that's just about everyone.



DISCOURAGES USE

DNR surveys show 60% of current users would use state bicycle trails less frequently or not at all if they had to pay for a trail pass.



TRAILS ARE GOOD FOR MN

Bicycle trails are one of the few state programs that are priorities of multiple departments: Encouraging bike use is a goal of the DNR, MDH, and MnDOT.



MARGINAL REVENUE

Under best-case projections, a trail pass could generate \$1.2 million. But much of that revenue, perhaps up to \$700,000, would be needed to administer and enforce the program.

* A few other states charge various types of fees for one or two state trails. South Dakota has one state trail for which a fee is charged (\$3 daily; \$15 annually). Kansas also has one state trail for which a fee is charged (\$3.50 daily; \$12.50 annually). Texas maintains two state trails in conjunction with nearby state parks that require a park pass to use. Oregon maintains three state trails and 11 bikeways, one of which requires a trail pass. Virginia requires a fee to park at trail heads along one of their state trails.