

**Starting at 9:30 A.M.**

# **2024 State Assessed Property Fall Forum**



# 2024 State Assessed Property Fall Forum

November 20, 2024

# Disclaimer

This presentation is for educational purposes only and does not provide tax advice. It is meant to accompany an oral presentation and not to be used as a standalone document.

This presentation is based on the facts and circumstances being discussed, and on the laws in effect when it is presented. It does not supersede or alter any provisions of Minnesota laws, administrative rules, court cases, or revenue notices.

If you have any questions, contact us at [sa.property@state.mn.us](mailto:sa.property@state.mn.us) or consult a tax professional.

# Agenda

- Department updates
- Minnesota Department of Transportation
- BNSF Railway
- Lunch
- Minnesota Geospatial Information Office (MNGEO)
- State Assessed Property GIS Resources
- Group Activity

# **Idea for a Gross Operating Revenues Tax**



**WELCOME**

# Open Minnesota Tax Court Petitions

| Company/Cooperative                        | Assessment Year |
|--------------------------------------------|-----------------|
| Blue Earth Nicollet-Faribault Coop. Assoc. | 2023, 2024      |
| Connexus Energy                            | 2023, 2024      |
| Dakota Electric Assoc.                     | 2023, 2024      |
| Mille Lacs Energy Coop.                    | 2024            |
| Minnesota Valley Electric Coop.            | 2023            |
| People's Energy Coop.                      | 2023            |
| Stearns Cooperative Electric Assoc.        | 2023, 2024      |
| Steele Waseca Coop.                        | 2023, 2024      |
| REMC Assets LP / Nexus Line LLC            | 2023, 2024      |
| Minnesota Energy Resources Corp.           | 2024            |



# Virtual Room

## State Assessed Property Virtual Room (for Counties)

- Voluntary
- Provides timely information of the impact of administrative appeal settlements to the certified values

# Virtual Room

 **DEPARTMENT  
OF REVENUE**

 Virtual Room Home

Welcome, Holly Soderbeck 

**Room: State Assessed Property**

What's New

Files

Tasks

Messages

Members

Status

Activity Log

You are getting emails about new items added to this room.

Turn Off

**Unread Items**

There are no new or unread items.

# Virtual Room

 Virtual Room Home

Welcome, Holly Soderbeck 

## Room: State Assessed Property

[What's New](#) [Files](#) [Tasks](#) **[Messages](#)** [Members](#) [Status](#) [Activity Log](#)

New Message

Show  entries Filter List:  [Export](#)

| Unread | Subject                      | Added by        | Date                   | Action                                                                                |
|--------|------------------------------|-----------------|------------------------|---------------------------------------------------------------------------------------|
|        | Certified Values 9/29        | Damaris Ledesma | 10/04/2022 10:34:50 AM |   |
|        | RE: Company Status 9/26/2022 | Buhmann, Brian  | 09/28/2022 04:18:48 PM |  |
|        | Company Status 9/16/2022     | Damaris Ledesma | 09/16/2022 04:12:40 PM |  |

## Room: State Assessed Property

[What's New](#)[Files](#)[Tasks](#)[Messages](#)[Members](#)[Status](#)[Activity Log](#)

Subject: Certified Values 9/29

[Add Reply](#)[Mark All as Read](#)[Return to All Messages](#)

☐ Expand all messages

Show  entries

Filter List:

| Unread | Message                                                                                                                                                                                                                                                 | Added By        | Date                   |
|--------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------------------|
|        | Utility and Pipeline Certified Values â?? The department issued corrected certified equalized utility and pipeline values on September 29, 2022. These corrected orders included any adjustment related to administrative appeals or any other property | Damaris Ledesma | 10/04/2022 10:34:50 AM |

Showing 1 to 1 of 1 entries

[Previous](#) [1](#) [Next](#)

# Virtual Room

The screenshot displays the Minnesota Department of Revenue's Virtual Room web application. A 'View Message' pop-up window is centered on the screen, displaying a message from the Property Tax Division. The background interface includes a header with the department logo, navigation links like 'Virtual Room Home', and a list of messages. The message being viewed is dated September 29, 2022, and discusses certified values for utility and pipeline, and railroad property.

**View Message**

**Subject:** Certified Values 9/29

**Message:**

**Utility and Pipeline Certified Values** â?? The department issued corrected certified equalized utility and pipeline values on September 29, 2022. These corrected orders included any adjustment related to administrative appeals or any other property record corrections identified by the counties or companies. A change in one companyâ??s utility and pipeline property records could impact the certified values for all of the values of that company.

**Railroad Certified Values** â?? The department issued corrected certified equalized railroad values on August 30, 2022. These corrected orders included any adjustment related to administrative appeals or any other property record corrections identified by the counties or companies. A change in one companyâ??s railroad property records could impact the certified values for all of the values of that company.

You can find an electronic version of certified values at the Property Tax Data and Statistics webpage (<https://www.revenue.state.mn.us/property-tax-data-and-statistics>), under the Market Value Section.

Let us know if you have any questions by sending a message through the Virtual Room or emailing us at [sa.property@state.mn.us](mailto:sa.property@state.mn.us).

Thank you,

Property Tax Division  
State Assessed Property Section  
[sa.property@state.mn.us](mailto:sa.property@state.mn.us)

**Minnesota Department of Revenue**  
[www.revenue.state.mn.us](http://www.revenue.state.mn.us)

**Close**

 Virtual Room Home

## Room: State Assessed Property

What's New

Files

Tasks

Messages

Members

Status

Activity Log

Current location: [State Assessed Property](#)

Go to Sub-Folder:

# Virtual Room

## Room: State Assessed Property

What's New **Files** Tasks Messages Members Status Activity Log

Current location: [State Assessed Property](#) / [Documents](#)

Create Sub-Folder

Current Folder Settings

### Room Files

Upload Files

Download Files

Only items selected on the active page will be included. Increase the number of entries shown and/or move to the next page.

☐ Show Deleted Folders and Files

Filter by Date: From  To 

Show 10 entries

Filter List:

| <input checked="" type="checkbox"/> Select All | File Name                                     | Type | Date Added          | Added by        | Comment              | Actions                                                                               |
|------------------------------------------------|-----------------------------------------------|------|---------------------|-----------------|----------------------|---------------------------------------------------------------------------------------|
| <input type="checkbox"/>                       | Uncertified Utility-Pipeline Values 9-26-2022 | xlsx | 09/26/2022 11:09 AM | Damaris Ledesma | <a href="#">View</a> |  |
| <input type="checkbox"/>                       | Company Status 9-26-2022                      | xlsx | 09/26/2022 11:09 AM | Damaris Ledesma | <a href="#">View</a> |  |
| <input type="checkbox"/>                       | Uncertified Utility-Pipeline Values 9-16-2022 | xlsx | 09/16/2022 04:07 PM | Damaris Ledesma | <a href="#">View</a> |  |
| <input type="checkbox"/>                       | Company Status 9-16-2022                      | xlsx | 09/16/2022 04:07 PM | Damaris Ledesma | <a href="#">View</a> |  |
| <input type="checkbox"/>                       | Uncertified Utility-Pipeline Values 9-2-2022  | xlsx | 09/02/2022 04:17 PM | Damaris Ledesma | <a href="#">View</a> |  |

# Virtual Room

Railroad, Utility, and Pipeline 2022 Valuations  
Company Status



| Company Name | Date of Valuation | Appeal Deadline (w/o Extension)<br>30 days | Date Admin Appeal Requested | Date Conference Scheduled<br>20 days | Latest Date for Appeal Determination<br>30 days | Appeal Settlement or Determination Date |
|--------------|-------------------|--------------------------------------------|-----------------------------|--------------------------------------|-------------------------------------------------|-----------------------------------------|
|              | 7/5/2022          | 8/4/2022                                   | 7/22/2022                   | 8/1/2022                             | 8/31/2022                                       | 8/3/2022                                |
|              | 5/31/2022         | 6/30/2022                                  | 6/30/2022                   | 7/13/2022                            | 8/12/2022                                       | 7/18/2022                               |
|              | 5/31/2022         | 6/30/2022                                  | 6/30/2022                   | 7/13/2022                            | 8/12/2022                                       | 7/18/2022                               |
|              | 5/31/2022         | 6/30/2022                                  | 6/27/2022                   | 7/12/2022                            | 8/11/2022                                       | 8/1/2022                                |
|              | 5/26/2022         | 6/25/2022                                  | 6/22/2022                   | 7/11/2022                            | 8/10/2022                                       | 8/2/2022                                |
|              | 5/26/2022         | 6/25/2022                                  | 6/22/2022                   | 7/6/2022                             | 8/5/2022                                        | 7/28/2022                               |
|              | 5/26/2022         | 6/25/2022                                  | 6/22/2022                   | 7/11/2022                            | 8/10/2022                                       | 8/2/2022                                |
|              | 5/27/2022         | 6/26/2022                                  | 6/15/2022                   | 6/28/2022                            | 7/28/2022                                       | 7/7/2022                                |
|              | 5/26/2022         | 6/25/2022                                  | 6/6/2022                    | 6/21/2022                            | 7/21/2022                                       | 6/22/2022                               |
|              | 7/5/2022          | 8/4/2022                                   | 8/4/2022                    |                                      |                                                 |                                         |
|              | 7/5/2022          | 8/4/2022                                   | 8/4/2022                    |                                      |                                                 |                                         |
|              | 7/5/2022          | 8/4/2022                                   | 8/3/2022                    |                                      |                                                 |                                         |
|              | 7/5/2022          | 8/4/2022                                   | 8/3/2022                    |                                      |                                                 |                                         |
|              | 6/15/2022         | 7/30/2022                                  | 7/29/2022                   | 8/18/2022                            | 9/17/2022                                       |                                         |
|              | 7/5/2022          | 8/4/2022                                   | 7/28/2022                   | 8/17/2022                            | 9/16/2022                                       |                                         |
|              | 7/1/2022          | 7/31/2022                                  | 7/27/2022                   | 8/15/2022                            | 9/14/2022                                       |                                         |
|              | 7/1/2022          | 7/31/2022                                  | 7/27/2022                   | 8/4/2022                             | 9/3/2022                                        |                                         |
|              | 6/28/2022         | 7/28/2022                                  | 7/27/2022                   | 8/16/2022                            | 9/15/2022                                       |                                         |
|              | 6/28/2022         | 7/28/2022                                  | 7/27/2022                   | 8/16/2022                            | 9/15/2022                                       |                                         |

### Uncertified State Assessed Utility and Pipeline Market Values (Assessment Year 2022)

This spreadsheet is intended to be an **unofficial copy** of the utility and pipeline operating property values. **These are not certified equalized values.** The department will issue corrections to the certified equalized utility and pipeline values by

You can filter and sort by each column.

**Dated: 9/26/2022**

| County Name | Company Name        | COMP ID | DOR ID | Parcel ID   | City/Township Name         | Property Name                     | New Or Retired Property | Property Type Description | County Notes | Prior Year Cost | Current Year Additions | Current Year Value |
|-------------|---------------------|---------|--------|-------------|----------------------------|-----------------------------------|-------------------------|---------------------------|--------------|-----------------|------------------------|--------------------|
| AITKIN      | ALLETE INC          | 049     | 0001   | 01-6-000400 | AITKIN TOWN OF             | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 331,749      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0001   | 01-6-000401 | AITKIN TOWN OF             | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 247,383      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0002   | 12-6-000100 | HILL LAKE TOWN OF          | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 304,491      | \$ 1,031               | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0002   | 12-6-000101 | HILL LAKE TOWN OF          | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 233,831      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0003   | 15-6-000100 | KIMBERLY TOWN OF           | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 337,225      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0003   | 15-6-000100 | KIMBERLY TOWN OF           | TRANSMISSION LINES (roads, trails | Pre-Existing            | Structure, Leased Land    | none         | \$ 209          | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0003   | 15-6-000101 | KIMBERLY TOWN OF           | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 260,947      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0004   | 20-6-000300 | MACVILLE TOWN OF           | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 1,323,890    | \$ 1,086               | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0004   | 20-6-000301 | MACVILLE TOWN OF           | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 451,642      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0005   | 27-6-000100 | SALO TOWN OF               | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 328,906      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0005   | 27-6-000101 | SALO TOWN OF               | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 259,483      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0006   | 30-6-000100 | SPALDING TOWN OF           | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 340,387      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0006   | 30-6-000101 | SPALDING TOWN OF           | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 261,879      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0007   | 31-6-000800 | SPENCER TOWN OF            | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 345,346      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0007   | 31-6-000801 | SPENCER TOWN OF            | DISTRIBUTION                      | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 262,545      | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0535   | 69-0-001000 | NONE                       | RURAL DISTRIBUTION LINES          | Pre-Existing            | Elec Dist Lines Twp       | none         | \$ 1,074,836    | \$ -                   | \$                 |
| AITKIN      | ALLETE INC          | 049     | 0535   | 69-0-001000 | NONE                       | RURAL TRANSMISSION LINES          | Pre-Existing            | Elec Trnsm > or = 69kV U  | none         | \$ 1,305,775    | \$ 75,532              | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1553   | 06-6-000400 | CORNISH TOWN OF            | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 330,099      | \$ 9,101               | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1554   | 33-6-000700 | VERDON TOWN OF             | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 196,179      | \$ 5,409               | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1555   | 33-6-000800 | VERDON TOWN OF             | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 13,200       | \$ 364                 | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1556   | 33-6-000900 | VERDON TOWN OF             | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 126,118      | \$ 3,477               | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1557   | 20-6-000600 | MACVILLE TOWN OF           | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 324,702      | \$ 33,191              | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1605   | 69-0-002000 | UNORG TWP                  | 250KV LINE MNDC                   | Pre-Existing            | Elec Trnsm > or = 200kV U | none         | \$ 850,014      | \$ 70,451              | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1764   | 57-6-029600 | HILL CITY CITY OF          | none                              | Pre-Existing            | Elec Trnsm > or = 69kV C  | none         | \$ 23,581       | \$ 82                  | \$                 |
| AITKIN      | ALLETE INC          | 049     | 1869   | 20-6-050400 | MACVILLE TOWN OF           | SWATARA TAP to Enbridge           | New                     | Structure, Owned Land     | none         | \$ -            | \$ 28,755              | \$                 |
| AITKIN      | EAST CENTRAL ENERGY | 070     | 0024   | 34-6-013102 | WAGNER TOWN OF             | RADIO TOWER                       | Pre-Existing            | Structure, Owned Land     | none         | \$ 2,463        | \$ -                   | \$                 |
| AITKIN      | EAST CENTRAL ENERGY | 070     | 0025   | 58-6-000100 | MCGRATH CITY OF            | DISTRIBUTION LINES                | Pre-Existing            | Elec Dist Lines City      | none         | \$ 38,890       | \$ 995                 | \$                 |
| AITKIN      | ENBRIDGE ENERGY     | 044     | 0009   | 43-6-000300 | UNORG 52-22                | none                              | Pre-Existing            | Trans Pipeline            | none         | \$ 9,590,933    | \$ -                   | \$                 |
| AITKIN      | ENBRIDGE ENERGY     | 044     | 0158   | 42-6-039300 | Township 51, Range 22      | none                              | New                     | Trans Pipeline            | none         | \$ -            | \$ 62,279,256          | \$                 |
| AITKIN      | ENBRIDGE ENERGY     | 044     | 0159   | 06-6-042400 | Township 51, Range 23 (    | none                              | New                     | Trans Pipeline            | none         | \$ -            | \$ 63,300,228          | \$                 |
| AITKIN      | ENBRIDGE ENERGY     | 044     | 0160   | 33-6-041200 | McGregor School District   | none                              | New                     | Trans Pipeline            | none         | \$ -            | \$ 24,503,314          | \$                 |
| AITKIN      | ENBRIDGE ENERGY     | 044     | 0161   | 33-6-045100 | Aitkin School District and | none                              | New                     | Trans Pipeline            | none         | \$ -            | \$ 37,775,942          | \$                 |

## Become a member of the State Assessed Property Virtual Room

Email [sa.property@state.mn.us](mailto:sa.property@state.mn.us) with your:

- Name
- Email
- Phone Number
- Position
- Jurisdiction (county/city/etc.)



# e-Services

Every county and state assessed company has an e-Services account, with multiple “tax type” accounts linked.

Examples include:

Statewide Property Tax, Railroad, Utility and Pipeline, Solar Energy Production Taxes, etc.

Counties and companies can add multiple users and limit access based on user needs.

The screenshot shows the Minnesota Department of Revenue e-Services portal. At the top, the logo for the Minnesota Department of Revenue is on the left, and a yellow 'Testing' button is on the right. Below the logo is a dark blue navigation bar with a home icon, the text 'MN e-Services', and user icons. The main content area is titled 'SPRUCE COUNTY' and includes address information: '00-0000001', '307 2ND ST NW RM 120', and 'AITKIN MN 56431-2501'. On the right, it says 'Welcome, CountyTest' and 'Manage My Profile'. A navigation menu below the address bar includes 'Favorites', 'Accounts', 'Alerts' (with a red notification badge), and 'I Want To...'. A search bar labeled 'Filter:' is positioned below the menu. The 'Accounts' section displays two entries: 'Energy Production Tax' and 'Railroad Property Tax'. Each entry shows the same address and a balance of '\$0.00' for account number '1192216'. Links for 'Returns and Periods' and 'Close Account' are provided for each account. The 'Energy Production Tax' entry also includes a 'Filing Frequency: When Applicable' note.

**mn** DEPARTMENT OF REVENUE

Testing

MN e-Services

**SPRUCE COUNTY**  
00-0000001  
307 2ND ST NW RM 120  
AITKIN MN 56431-2501

Welcome, CountyTest  
[Manage My Profile](#)

[Favorites](#) [Accounts](#) [Alerts](#) [I Want To...](#)

Filter:

**Energy Production Tax**  
SPRUCE COUNTY  
307 2ND ST NW RM 120  
AITKIN MN 56431-2501

**1192216**  
Balance  
**\$0.00**  
Filing Frequency: When Applicable

[Returns and Periods](#)  
[Close Account](#)

**Railroad Property Tax**  
SPRUCE COUNTY  
307 2ND ST NW RM 120  
AITKIN MN 56431-2501

**1192216**  
Balance  
**\$0.00**  
Filing Frequency: Annual

[Returns and Periods](#)



Testing



MN e-Services



SPRUCE COUNTY

00-0000001

307 2ND ST NW RM 120

AITKIN MN 56431-2501

Welcome, CountyTest

[Manage My Profile](#)

Favorites

Accounts

Alerts <sup>1</sup>

I Want To...

Enter

SPRUCE COUNTY

00-0000001

307 2ND ST NW RM 120

AITKIN MN 56431-2501

You have 5 unread letters

Letters sent to you may contain important information about your accounts.

[View Letters](#)



[← SPRUCE COUNTY](#)

Not all letters mailed to you are available for viewing in e-Services.

Letters will not be available online until five business days after they have been mailed.

## Letters

Letters older than 36 months can be found using the search.

SPRUCE COUNTY

00-0000001

[Inbox](#) [Archived](#) [Search](#)

## Letters

[Archive All](#)

| Sent        | Type                                          | Account               | Account ID | Period      |                         |
|-------------|-----------------------------------------------|-----------------------|------------|-------------|-------------------------|
| 01-May-2022 | <a href="#">County Final Apportionment</a>    | SA Property           | 1192216    |             | <a href="#">Archive</a> |
| 01-May-2022 | <a href="#">County Railroad Values</a>        | Railroad Property Tax | 1192216    |             | <a href="#">Archive</a> |
| 10-Feb-2022 | <a href="#">Wind Energy Notice to County</a>  | Energy Production Tax | 1192216    | 31-Dec-2021 | <a href="#">Archive</a> |
| 10-Feb-2022 | <a href="#">Solar Energy Notice to County</a> | Energy Production Tax | 1192216    | 31-Dec-2021 | <a href="#">Archive</a> |
| 10-Feb-2022 | <a href="#">Property Tax Free Form</a>        | Energy Production Tax | 1192216    |             | <a href="#">Archive</a> |

## Access Types:

- **e-Services Master:** can view, file, and/or pay one or more accounts. They can add, delete, and change security levels for all users.
- **Account Manager:** can view, file and/or pay for one or more accounts.
- **User access:** determined by the e-Services Master. Can allow users All Access, file only, pay only, or view only.



# Utility and Pipeline Reports in e-Services

# Utility & Pipeline in e-Services

## Utility & Pipeline Reports in e-Services:

- Added efficiency and security to our report filing process
- Greatly decreased the amount of email communication

# Utility & Pipeline in e-Services

## **Planned improvements to the e-Services filing system:**

- Attachment screen for Property Record Report filing
- Allow importing the Property Record Report on amends
- Display in e-Services the attachments that were submitted by a company
- Valuation letter updates

# Utility & Pipeline in e-Services

**Other feedback or ideas on the e-Services Filing System?**

Email us at [sa.property@state.mn.us](mailto:sa.property@state.mn.us)



# Construction Work in Progress (CWIP)

# Construction Work in Progress

## What is Construction Work in Progress (CWIP)?

- Costs associated with construction of plant that is not yet complete.

# Construction Work in Progress

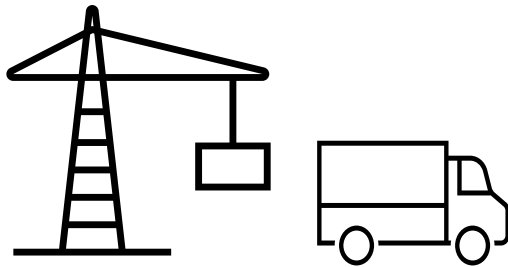
## CWIP is not taxable if:

- 1.) It is locally assessed property (i.e. Office Buildings)
- 2.) Property that will not be taxable when it is placed in its permanent location (i.e. Solar Energy Generating System)
- 3.) CWIP not yet placed in its permanent location.

# Construction Work in Progress

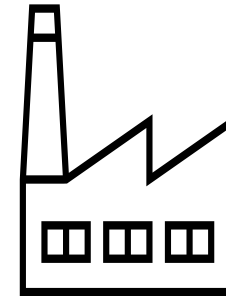
## Example of non-taxable Construction Work in Progress

Property not installed  
at permanent location



**Non-taxable**

Property placed in its  
permanent location



**Taxable**

# Construction Work in Progress

## How to report CWIP on the Property Record and Market Value Report?

- Taxable CWIP must be reported on Property Record and Market Value Report.
- Non-taxable and locally assessed CWIP should be listed as excludable on the Market Value Report, and omitted on the Property Record Report.
- You must state why it is non-taxable or locally assessed on the Market Value Report.

\* See Market Value Report instructions for more detail.



# Contributions in Aid of Construction

# Contributions in Aid of Construction

## What is Contributions in Aid of Construction (CIAC)?

Money paid to a company to be used directly or indirectly for the construction or acquisition of property.

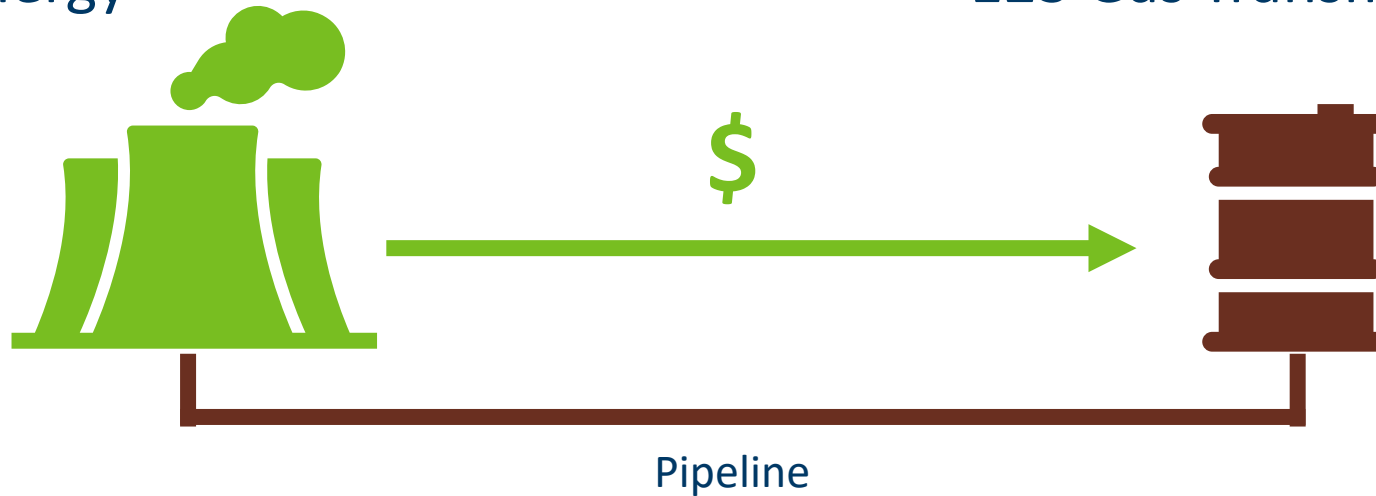
# Contributions in Aid of Construction

## Contributions in Aid of Construction (CIAC)

**Example:**

ABC Energy

123 Gas Transmission



# Contributions in Aid of Construction

## How to report CIAC on the Property Record and Market Value Report?

- CIAC paid to others
  - Considered non-operating, if it is not associated with property that is part of the company's operations. Should be excluded, if it is included in company's system plant costs reported to the State.
- CIAC received from others
  - Considered operating, if the CIAC is associated with property that is part of your operations. Must be included in your system plant costs in the Market Value Report and accounted for in your Property Record Report. Not excludable unless it is associated with property that would otherwise be excludable.

A horizontal band with a background of blue binary code (0s and 1s) on a black background.

# PRISM & Assessment Codes, and Tax Rates

## PRISM Review of State Assessed Records

# Assessment Codes Tables

Example:

| State Assessed Code       | PRISM Codes | Assessment Codes |
|---------------------------|-------------|------------------|
| Distribution Line in City | K50, D04    | 200              |

# Assessment Codes Tables

| Property Type Description                                                                                     | Property Type (Abbreviated)    | PRISM - Property Type | PRISM - Property Subtype |
|---------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------|--------------------------|
| Structure on Leased or Unowned Land                                                                           | Structure, Leased Land         | K10                   | D04                      |
| Structure on Owned Land                                                                                       | Structure, Owned Land          | K10                   | D02                      |
| Electric Generating Machinery                                                                                 | Elec Gen Machinery             | K20                   | D04                      |
| Other Machinery                                                                                               | Other Machinery                | K30                   | D04                      |
| Electric Transmission Lines under 69 kilovolts                                                                | Elec Trnsm < 69kV              | K41                   | D03                      |
| Electric Transmission Lines 69 kilovolts or more Inside a City or Organized Township                          | Elec Trnsm > or = 69kV Cty Org | K42                   | D04                      |
| Electric Transmission Lines 69 kilovolts or more in an Unorganized Twp                                        | Elec Trnsm > or = 69kV Unorg   | K42                   | D03                      |
| High Voltage Transmission Lines (100- 200 kilovolts) in an Unorganized Township, built after 7/1/1974         | Elec Trnsm 100-200kV Unorg Blt | K43                   | D03                      |
| High Voltage Transmission Lines (200 kilovolts or more) in a City or Organized Township, built after 7/1/1974 | Elec Trnsm > or = 200kV CtyOr  | K44                   | D04                      |
| High Voltage Transmission Lines (200 kilovolts or more) in an Unorganized Township, built after 7/1/1974      | Elec Trnsm > or = 200kV Unorg  | K44                   | D03                      |
| Electric Distribution Lines Outside of a City                                                                 | Elec Dist Lines Twp            | K50                   | D03                      |
| Electric Distribution Lines in a City                                                                         | Elec Dist Lines City           | K50                   | D04                      |
| Personal Property of a Gas Distribution Utility                                                               | Gas Distrib Utility            | K60                   | D04                      |
| Personal Property of a Water Utility                                                                          | Water Utility                  | K70                   | D04                      |
| Personal Property of a Transportation Pipeline                                                                | Trans Pipeline                 | K75                   | D03                      |
| Railroad                                                                                                      | Railroad                       | L00                   | D01                      |

# Assessment Codes Tables

## What next?

- Work with vendors to help clean up the assessment codes used for state assessed property
- Cleaner PRISM submissions, and internal state assessed property records

# Tax Rate Application for State Assessed Property

## Common Questions

**Are all electric distribution lines taxed at the countywide average tax rate?**

Yes. Electric distribution line in the city, and electric distribution line outside of a city are both subject to the county wide average tax rate.

**Can a company get multiple preferred rate applications in a county?**

No. A company receives one preferred rate per county. Meaning all of a company's property should be linked for purposes of applying the preferred rate.

# Tax Rate Application

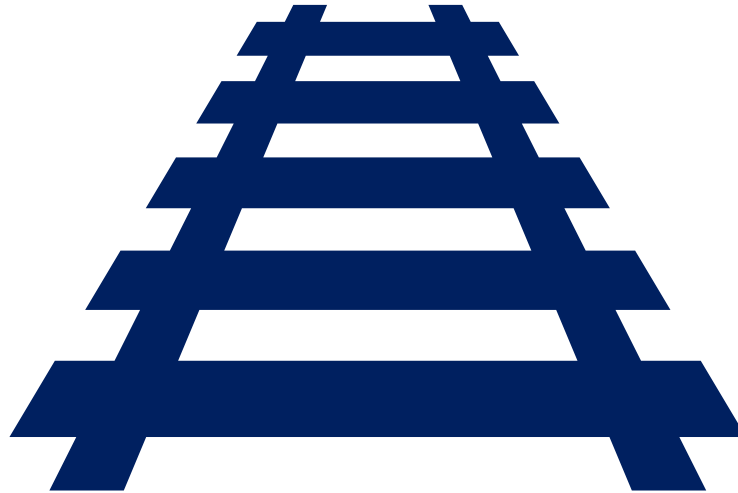
## Tax Rate Application to Utility & Pipeline Property

<https://www.revenue.state.mn.us/tax-rates-utility-and-pipeline-property>



# Break

What connects us?



# Minnesota Department of Transportation



# Railway Highway Crossing Program

**State Assessed Property Fall Forum**

11/20/2024

# Railway Highway Crossing Program Overview

## Section 130 Program

- Elimination of hazards at public crossings
- Correlated with a significant decrease in fatalities Nationally
  - 41% from 2000 to 2023
- Overall reductions despite an increase in vehicle miles traveled

# Program Funding Priorities – Program-wide



## Federal Section 130 funds - \$6,000,000 Annually

1. Program support:
  - Annual Inventory data collection - \$200,000/year
2. Closures/Consolidations of crossings
3. Installation of active warning devices (risk-based selection process)
4. Replace malfunctioning, obsolete or antiquated systems

# Minnesota Grade Crossing Facts

- There are approximately 4,000 at-grade public crossings
- Of the 4,000 public crossings over a third have active warning devices (Gates, Flashers).
- Over 85% of trips (AADT) and 60% of trains cross at active crossings





U.S. Department of Transportation  
Federal Railroad Administration

## FRA District 4 Grade Crossing and Trespasser Outreach Information

Illinois\*, Indiana, Michigan, Minnesota, and Wisconsin

\*D4 & D6 data included for Illinois.

### District 4 Railroad System

124

Railroads

21,469

Route Miles of Track

37,903

At-Grade Railroad Crossings (Public, Private, and Pedestrian)



### Nationwide Public At-Grade Crossings

Active

56%

(with gates, bells,  
and/or flashing lights)



Passive

44%

(with signs and markings,  
but not active warning  
devices)



### Nationwide Incident Statistics

8 people or vehicles are hit by a train daily.



96%

of rail-related fatalities  
over past 10 years are due  
to railroad grade crossing  
and trespassing incidents.

### 5-Year Grade Crossing Trends (2019-2023 and includes Public and Private Grade Crossings)

Fatalities

45

(2019)

46

(2023)



2%



### Grade Crossing Fatalities

(2019-2023 and includes Public and Private Grade Crossings)



96



69



21



19



14

### 5-Year Trespassing Trends (2019-2023, suicide fatalities NOT included)

Fatalities

45

(2019)

58

(2023)



29%



### Trespassing Fatalities

(2019-2023, suicide fatalities NOT included)



128



52



25



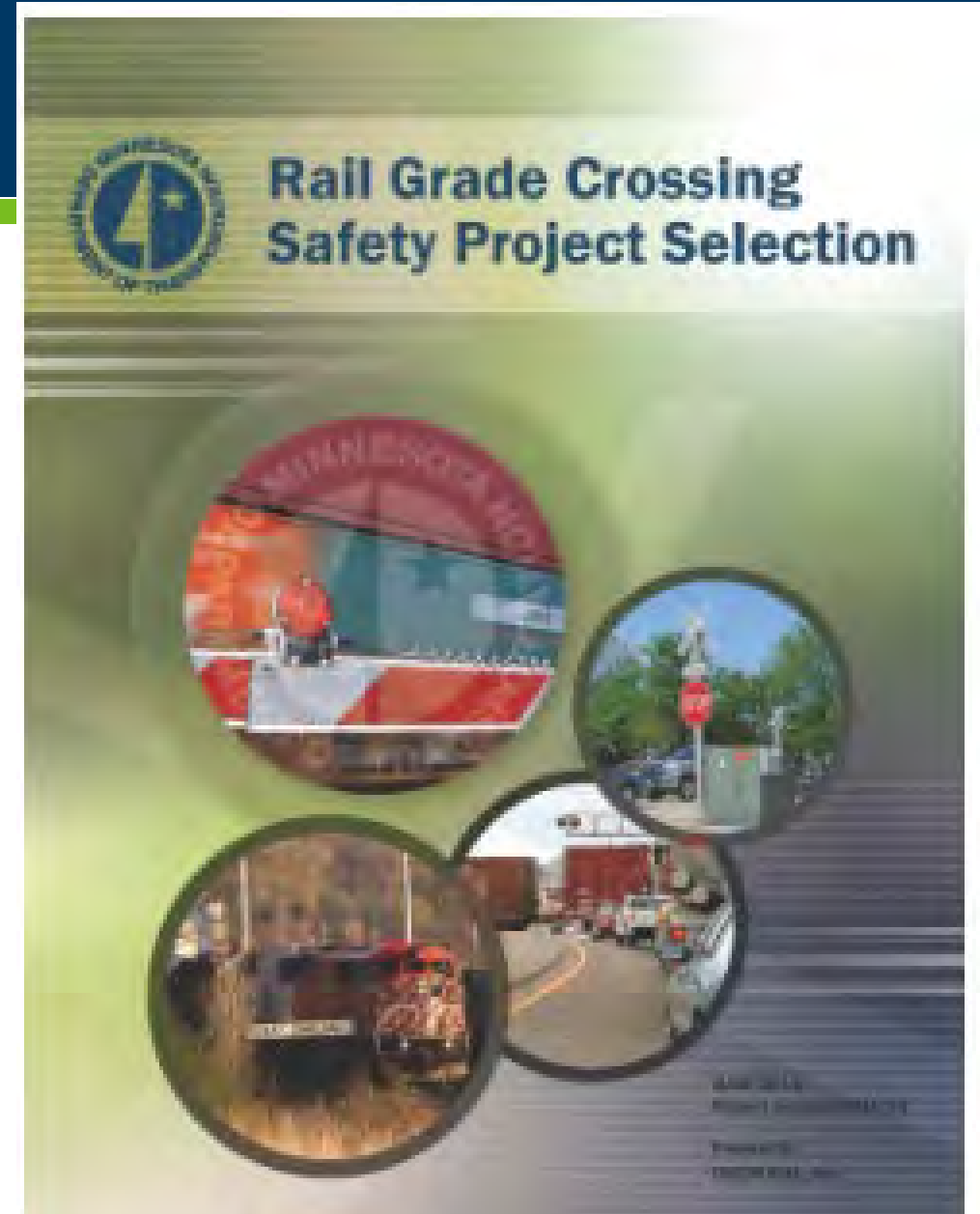
25



21

# Risk Rankings

- 2016 Rail Grade Crossing Safety Project Selection
- Each Crossing is assigned a risk ranking based on existing conditions at the crossing
  - Roadway Volume
  - Number of Trains
  - Speed
  - Distance to nearest Intersection
  - Clearing Sight Distance
  - Approaching Sight Distance



# SELECTED RISK FACTORS

| Risk Factors                    | Active             |           | Passive            |           |
|---------------------------------|--------------------|-----------|--------------------|-----------|
|                                 | Minimum            | Maximum   | Minimum            | Maximum   |
| <b>Volumes</b>                  |                    |           |                    |           |
| Roadway AADT*                   | 2500               | Unlimited | 150                | Unlimited |
| Total Trains per Day *          | 10                 | Unlimited | 4                  | Unlimited |
| Volume Cross Product *          | 20,000             | Unlimited | 750                | Unlimited |
| <b>Speeds</b>                   |                    |           |                    |           |
| Roadway Speed Limit             | 45                 | Unlimited |                    |           |
| Maximum Timetable Speed *       | 31                 | Unlimited | 36                 | Unlimited |
| <b>Design</b>                   |                    |           |                    |           |
| Number of Mainline Tracks *     | 2                  | Unlimited |                    |           |
| Skew                            | ≥15°               |           | ≥15°               |           |
| <b>Surroundings</b>             |                    |           |                    |           |
| Distance to Nearby Intersection | 1 foot             | 99 feet   | 40 feet            | 160 feet  |
| Distance to Nearest Crossing    | 0.5 mile           | 1 mile    | 0.5 mile           | 1 mile    |
| Clearing Sight Distance         | Any Quadrant Fails |           | Any Quadrant Fails |           |
| Approaching Sight Distance      |                    |           | Any Quadrant Fails |           |

\* Data is also an input in the USDOT Accident Prediction Model

# Solicitation Steps

1. OFCVO prescreens list of eligible projects (Grade Crossing Control Locations)
  1. Risk factors
  2. Preliminary site review
2. Complete list of Grade Crossings Control Locations posted on MnDOT website
  1. List indicates which crossings are eligible
3. RDCs, MPOs, Counties, Cities, Townships, Railroads and MnDOT districts notified they have an eligible crossing
4. LRA & RR submits prioritized list of project locations
5. Solicitation Closes
6. Project selection begins
  1. Projects ranked
  2. Site Visits if needed
7. RDCs, MPOs, Counties, Cities, Townships, Railroads and MnDOT districts notified what projects have been selected

# The Future of Rail Safety in Minnesota

## Railroad Crossing Elimination Grant Program (RCE)

### 2022 RCE grant for Hinckley Corridor Study

- Data-driven analysis to identify and prioritize projects that will drive a measurable improvement in safety outcomes for motorists and pedestrians along the corridor.



Figure 1 Project Location Map

Source: Prepared by HDR using FRA geospatial data (<https://fra.fra.dot.gov/gisfrasafety/>)

# Now What?

1. Get everyone out of the vehicle
2. Injuries? Call 911
3. Find the blue sign
4. Call the number
5. Give dispatch the US DOT crossing number and the details



# Contacts



Julie M. Whitcher, P.E., PTOE

State Rail Safety Engineer

612-518-2817

[Julie.Whitcher@state.mn.us](mailto:Julie.Whitcher@state.mn.us)

# Freight, Railroads & Waterways



## State Assessed Property Fall Forum at the Department of Revenue

Presented by: Freight, Rail and Waterways Unit |  
Office of Freight & Commercial Vehicle Operations  
November 20, 2024

# Agenda

Time

Topic

Rail Safety Inspection Program & Minnesota Rail Improvement Program  
Kelly Christenson

Positive Train Control  
Brent Lunde

Grade Crossing Program  
Julie Witcher

# Office of Freight and Commercial Vehicle Operations

## Freight, Railroads & Waterway (Torey Hunkus)

Rail Safety Coordination &  
Weigh Stations  
(Julie Whitcher)

Freight & Rail Program  
(Kelly Christenson)

Freight and Rail Planning  
(Andrew Andrusko)

\*Passenger Rail Unit

\*Commercial Vehicle Operations

## FREIGHT AND RAIL PROGRAMS

- 6 State Safety Rail Inspectors
- 2 Grant Program Coordinators

Kelly Christenson, Freight and Rail Supervisor

Kelly Christenson | [Kelly.Christenson@state.mn.us](mailto:Kelly.Christenson@state.mn.us)

# State Rail Safety Inspectors

Mn Statute Section §219.015 (subd. 1 & subd. 2b)

- The commissioner of transportation must establish a state rail safety inspection program that includes up to six state rail safety inspectors. (subd 1 and subd. 2b).
- The commissioner shall apply to and enter into agreement with the Federal Railroad Administration (FRA) to participate in the federal State Rail Safety Participation program to train and certify inspectors under CFR, title 49 part 212.



# State Rail Safety Inspectors

- Track & Structures (2)
- Motive Power & Equipment (1)
- Signal & Train Control (1)
- Operating Practices (1)
- Hazardous Materials (1)



# State Rail Safety Inspectors

- Information on Rail Inspectors

- Experience with Class I railroads.
- In addition, some inspectors also have Class III railroad experience.
- Hazardous Materials Inspector had many years of experience in Commercial Trucking.
- 2 Trainings a year – Recurrency to get Recertified & an annual Training.
- Federal Rail Administration Local/Regional contacts for each inspector.
- Monthly Team Meetings, Coordinate with MnDOT Legal and other FRW members.

# More information on Inspectors

- Cover the state/year round
  - Coordinate with each other/FRA.
  - Observe and Interview Rail Employees.
- 
- Verify information, answer questions of Rail Employees
  - Write reports that are submitted to FRA on defects, violations.

# Railroad Safety State Participation Grant Program



- 33 states currently participate
- Covers cost of computers for inspectors
- Travel costs for Inspectors to attend FRA Trainings
- Grant Based, Application to apply, Submit for Reimbursements



# Minnesota Rail Service Improvement Program (MRSI)

Program Coordinator: Meredith Alt ([Meredith.Alt@state.mn.us](mailto:Meredith.Alt@state.mn.us))

# Rail Service Improvement Program

Established in 1976, strengthens Minnesota's shipping economy by providing financial assistance to improve rail service and support economic development in the state.

## Loan Program

- Provides no-interest loans to railroads and shippers for rail projects that increase freight rail use
- Maximum loan amount is \$200K
- Grant Program
  - MnDOT issue grants for "freight rail service improvements that support **economic development**"



# Purpose & Eligibility

- The MRSI Program provides grants and loans for freight rail service improvement projects that support economic development in accordance with Minnesota Statutes §222.50, Subdivision 6.
- Eligible Applicants include:
  - Railroads
  - Rail users
  - Local units of government



## **Funding available: General Funds and/or General Obligation Bond Funds**

- State general funds come from the state's primary cash revenue source (taxes, etc.)
- Funding with general obligation bonds which is debt-based funding.
- Applicants are not required to provide a funding match. However, applicants are encouraged to pursue funding from a variety of sources. This application requests information on non-MRSI funding sources and MnDOT does consider this information in the application scoring.
- Most recently 2023 MN Legislature appropriated \$9.6 million in GO Bonds to the MRSI program.

# Eligible Projects

- A project must be for a major rail service improvement that **supports economic development.**
- Grant funds can only be used for direct railroad-related “fixed assets” on railroad right-of-way or railroad facilities.
  - Fixed assets are items that cannot easily be moved from one site to another.
- *Examples: Railroad tracks and turnouts, fixed loading and unloading facilities, Railroad components of intermodal facilities (etc.)*

# Most recent projects (sampling) awarded grants

<https://www.dot.state.mn.us/ofrw/railroad/MRSI.html> Past Grants Grants/Awarded Projects

- Minnesota Northern Railroad Company \$1,565,451  
Crookston Industrial Park and Innovation Center
- Louisiana Pacific Corporation \$1,500,000  
Louisiana – Pacific Watkins Rail Improvements
- Nexus Cooperative:  
Phase 2 Rail Loader & Storage: \$1,900,000
- Meadowlands Farmers Co-op:  
Echo Agronomy Siding Track Construction: \$1,106,942
- American Crystal Sugar Company \$960,000  
Crookston Packaged Product Rail Transportation Capacity Increase

# Challenges and Opportunities

- G.O. Bond Funds has many requirements
- State Rules are added
- Projects Change
- General Funds don't expire – Bond Funds expire.

# Thank you

[Kelly.christenson@state.mn.us](mailto:Kelly.christenson@state.mn.us)

[Brent.Lunde@state.mn.us](mailto:Brent.Lunde@state.mn.us)

[Julie.Whitcher@state.mn.us](mailto:Julie.Whitcher@state.mn.us)



**DEPARTMENT OF  
TRANSPORTATION**

PTC

Positive Train Control

# Positive Train Control

What's  
being  
covered

- What PTC is at its core
- Why PTC was mandated
- How PTC works
- What the future of PTC possibly looks like

> \$780  
Billion  
Dollars

- The total cost spent to date to implement Positive Train Control by the government, railroads, and private businesses has exceeded \$780 billion dollars to date.

# What is Positive Train Control?

- **Positive Train Control (PTC)** is a safety system that uses GPS, wireless radio, and computing technology to prevent:
  - Train-to-train collisions
  - Derailments
  - Incursions into established work zone limits
  - Movement of a train through a switch left in the wrong position

# What is Positive Train Control?

- **PTC must also include safety-critical integration of:**
  - All track authorities
  - Indications of wayside or cab signal systems
  - Other similar appliance, method, device, or system of equivalent safety
  - Must provide an appropriate warning or enforcement when:
    - A derail or switch protecting access to the main line is not in its derailing position
    - A mandatory directive is issued associated with a highway-rail grade crossing warning system malfunction
    - An after-arrival mandatory directive has been issued and the train or trains to be waited on has not yet passed the location of the receiving train
    - Any movable bridge within the route ahead is not in a position to allow permissive indication for a train movement
    - A hazard detector integrated into the PTC system that is required by regulation

Why was  
Positive  
Train  
Control  
Mandated?





The Graniteville train crash was an American rail disaster that occurred on January 6, 2005, in Graniteville, South Carolina. At roughly 2:40 am EST, two freight trains collided near the Avondale Mills plant in Graniteville.

The  
consequences  
of the  
Graniteville,  
South Carolina  
train collision  
were  
avoidable.

- 9 Deaths
- 250 people were treated for toxic chlorine exposure
- 5,400 people had to be evacuated
- The cause of the incident was found to be a misaligned switch



On September 12<sup>th</sup> 2008 at 4:22 PM a commuter passenger train collided head on with a freight train in Chatsworth Illinois.

The  
consequences  
of the  
Chatsworth  
train collision  
were  
devastating,  
and avoidable.

- 25 Deaths
- 135 people injured
- NTSB found that a Positive Train Control system would have prevented the incident.

# What caused the Chatsworth Collision?

- The 2008 Chatsworth train collision was caused by a commuter train engineer who was texting while on duty, which led to the train passing a red signal and colliding with an oncoming freight train:
- **Texting**
- The engineer was texting a message at 4:22:01 PM and received one at 4:21:03 PM, and the accident occurred at 4:22:23 PM.
- **Positive train control (PTC) system**
- The NTSB found that a PTC system could have likely prevented the accident by automatically braking the commuter train prior to it passing the red signal.

# New Legislation RSIA 2008

- 34 days after the Chatsworth train collision, on October 16, 2008, the President of the United States signed into law the Rail Safety Improvement Act of 2008.

# RSIA 2008

- **The Rail Safety Improvement Act of 2008 (RSIA) is a federal law that was passed by Congress to improve railroad safety. The act was a response to several fatal train accidents that occurred between 2002 and 2008. The RSIA's main provisions include:**
- **Positive Train Control (PTC)**
  - The act mandated that PTC technology be installed on most of the US railroad network by 2015. The deadline was extended multiple times and was finally met on May 1, 2021.
- **New safety regulations**
  - The act authorized the Federal Railroad Administration (FRA) to create new safety regulations for railroad safety. These regulations cover a range of topics, including a change in the hours of service for railroad workers, track inspections, and locomotive conductor certification.
- **Fatigue management plans**
  - The act emphasized the importance of fatigue management plans for train and engine workers.

# PTC RSIA Legislation

- **The Rail Safety Improvement Act 2008 (RSIA'08) requires**
  - Railroads to install PTC on all lines carrying passenger and Toxic-by-Inhalation Hazmat goods
- **About 2/3 of all Class I US lines, ~60,000 route miles**
- **Per RSIA '08, PTC is defined as a system designed to prevent:**
  - Train-to-train collisions,
  - Derailments,
  - Incursions into established work zone limits,
  - Movement of a train through a switch left in the wrong position
  - Other functions are applicable within the requirements as specific conditions warrant.
- **PTC is designed to provide protection against human error**

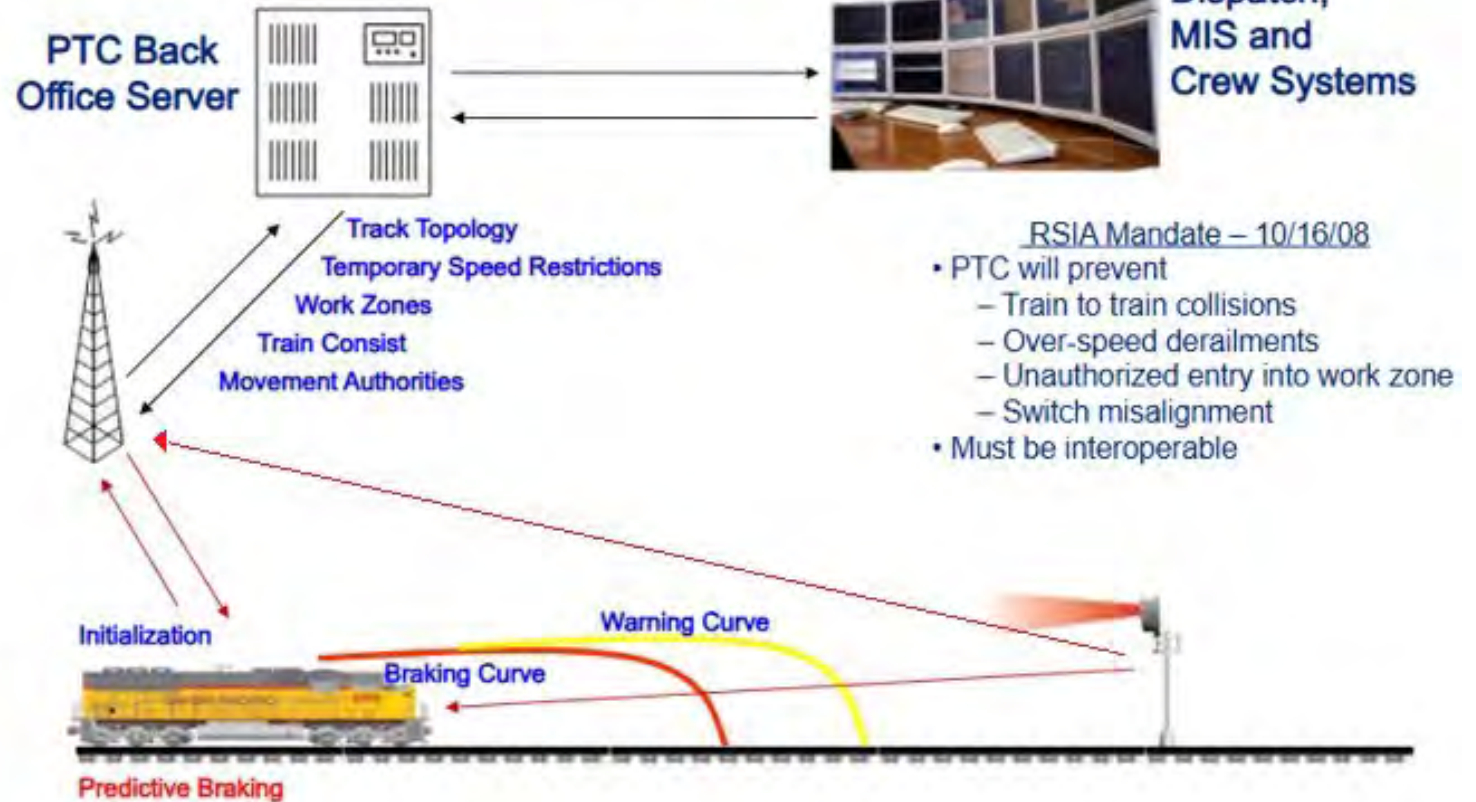
# So how does PTC work?

PTC systems use communication-based and processor-based train control technology to reliably and functionally prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and movements of trains through switches in the wrong position.

- **Location and speed**
  - PTC determines the train's consist and tonnage, location, direction, and speed.
- **Movement authorities**
  - PTC provides information about where the train is allowed to travel safely.
- **Warnings**
  - PTC sends visual and audible warnings to the train crew if the train is at risk.
- **Braking**
  - If the train crew doesn't respond to the warning, PTC automatically applies the brakes to stop the train.

So how does  
PTC work?

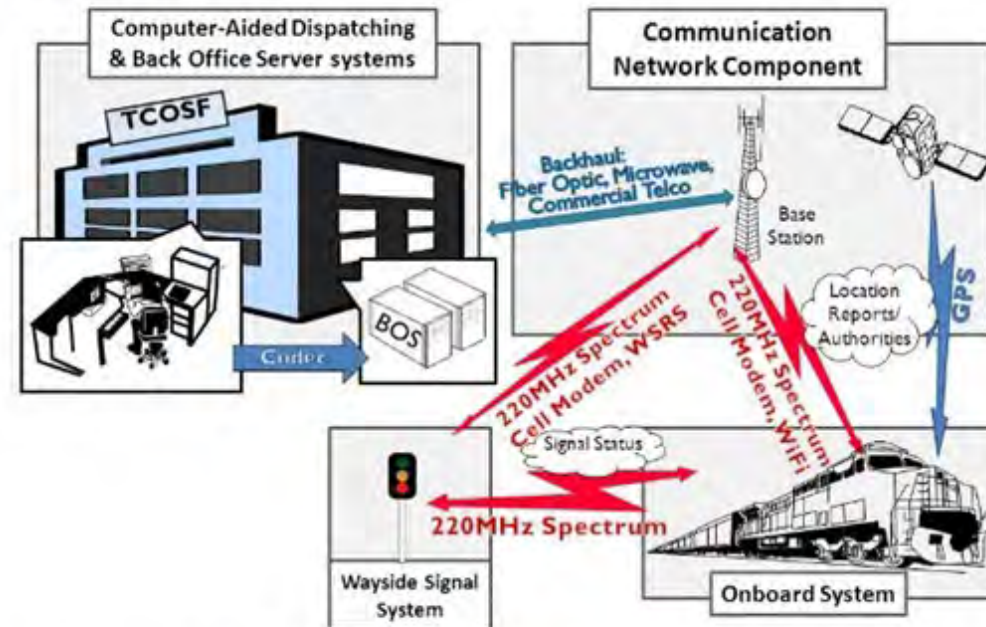
## PTC – System Overview



# So how does PTC work?

PTC generally consists of the following four segments, as shown in the general schematic in Figure 1:

1. Onboard segment
2. Communications segment
3. Wayside segment
4. Back office segment



The underlying concept of PTC is that the locomotive knows the following:

- Where it is (critical asset database)
- The train's braking characteristics (e.g., how long it will take to stop).
- Where, how far, and how fast it can go (movement authority and speed restrictions).

Using knowledge of these three items, PTC enforces limits to prevent violations without the ability to override.

As a train moves, the onboard computer constantly calculates a warning and braking distance based on the train's speed, speed limits, signals, switch positions, grade and work zones. PTC gives an onboard warning if the train moves within the warning curve of a potential violation. If the locomotive engineer doesn't respond before the train reaches the calculated braking distance, PTC will stop the train.



A short  
video  
overview  
explaining  
the  
operation  
of PTC.

- [How Does Positive Train Control \(PTC\) Work - AAR Video](#)



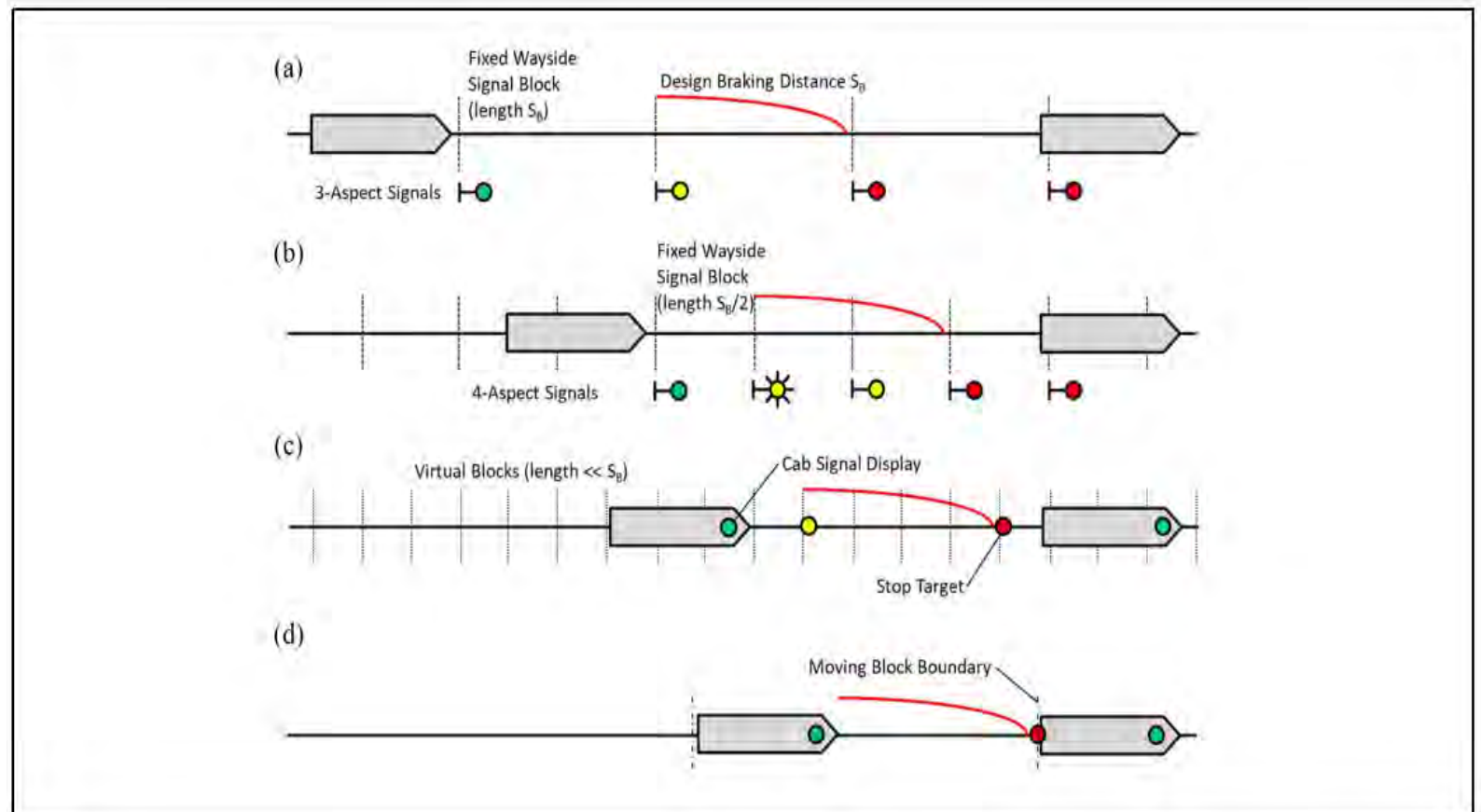
# Where do we go from here?

**The future of Positive Train Control (PTC) looks promising, with the potential to improve safety, efficiency, and sustainability:**

- **Safety**
  - PTC can help prevent accidents like train-to-train collisions and over-speed derailments. The NTSB has called for the development of new technologies to enhance PTC's capabilities, such as identifying the end of a train and relaying that information to other trains.
- **Efficiency**
  - PTC can help railroads improve efficiency and reduce congestion. For example, railroads can use PTC to allow trains to operate closer together and more efficiently.
- **Sustainability**
  - PTC can help railroads reduce their environmental impact. For example, railroads can use PTC to optimize fuel use by adjusting train speeds and braking curves.
- **Innovation**
  - PTC can provide the foundation for future innovations in the rail industry. For example, railroads can use PTC to develop advanced communications systems and upgraded locomotive hardware.

# Moving Block Signaling

A moving-block system maintains safe train separation by continually comparing the calculated braking distance of a train to the distance to the next train ahead of it or other speed reduction and stop targets. The block of track occupied by each train is customized to the length of each train and is constantly updated as it travels along the mainline; effectively the occupied block moves along with the train, hence the term “moving block”.



Questions?



**BNSF Railway**



# Minnesota Fall Forum BNSF Presentation

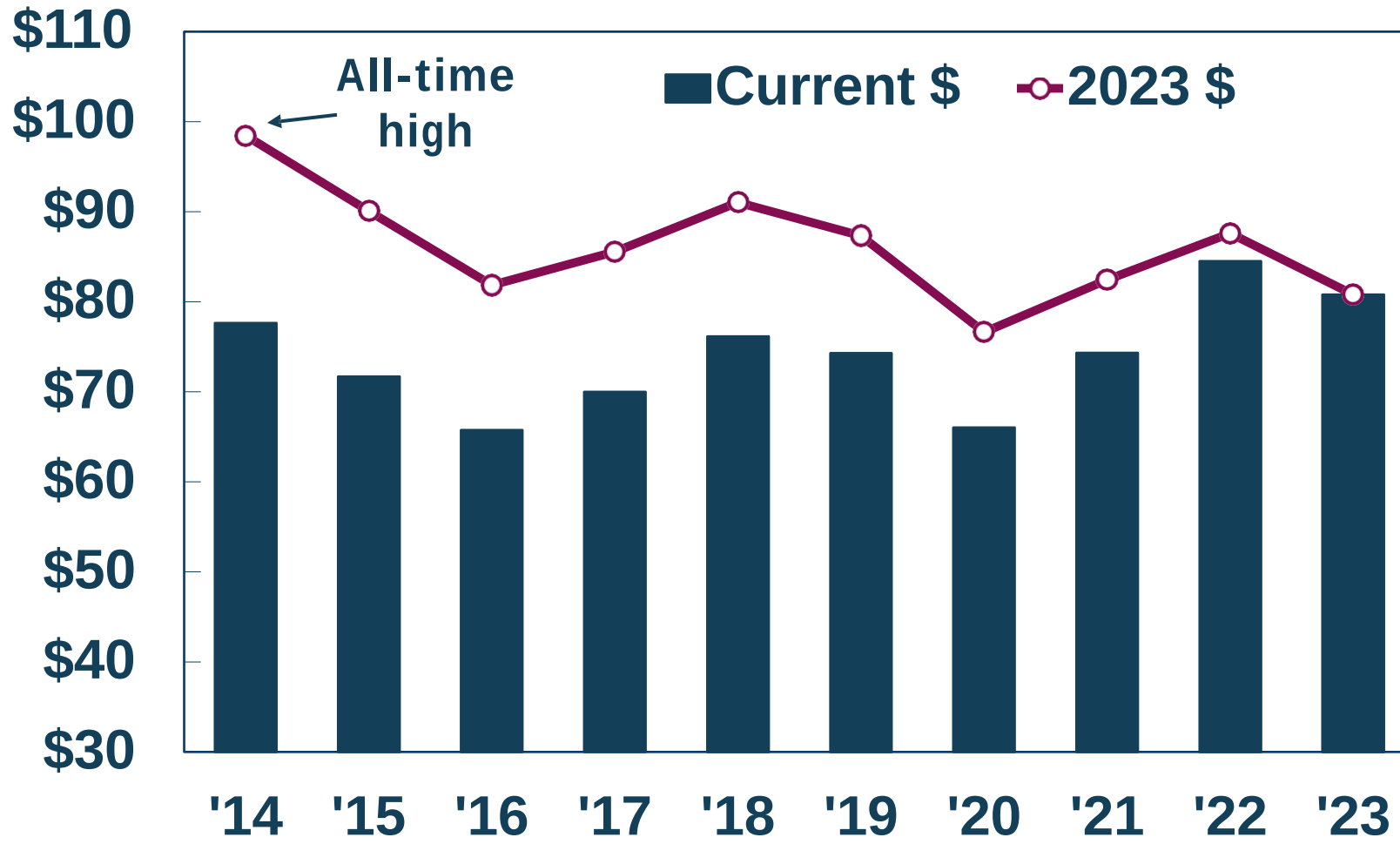
NOVEMBER 20, 2024



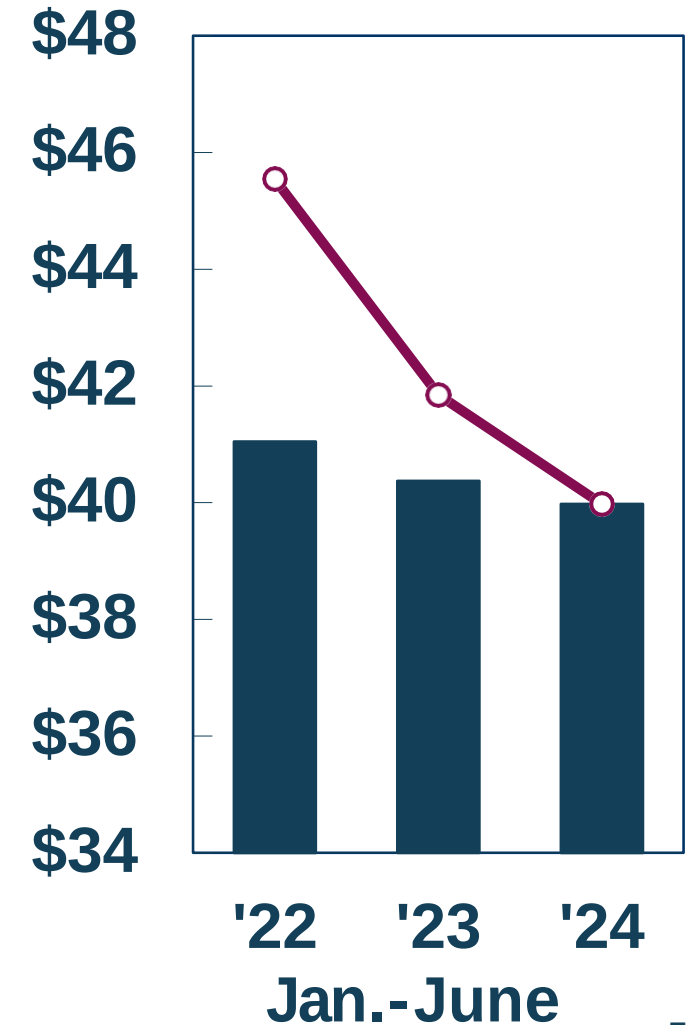
# Industry Overview

NOVEMBER 20, 2024

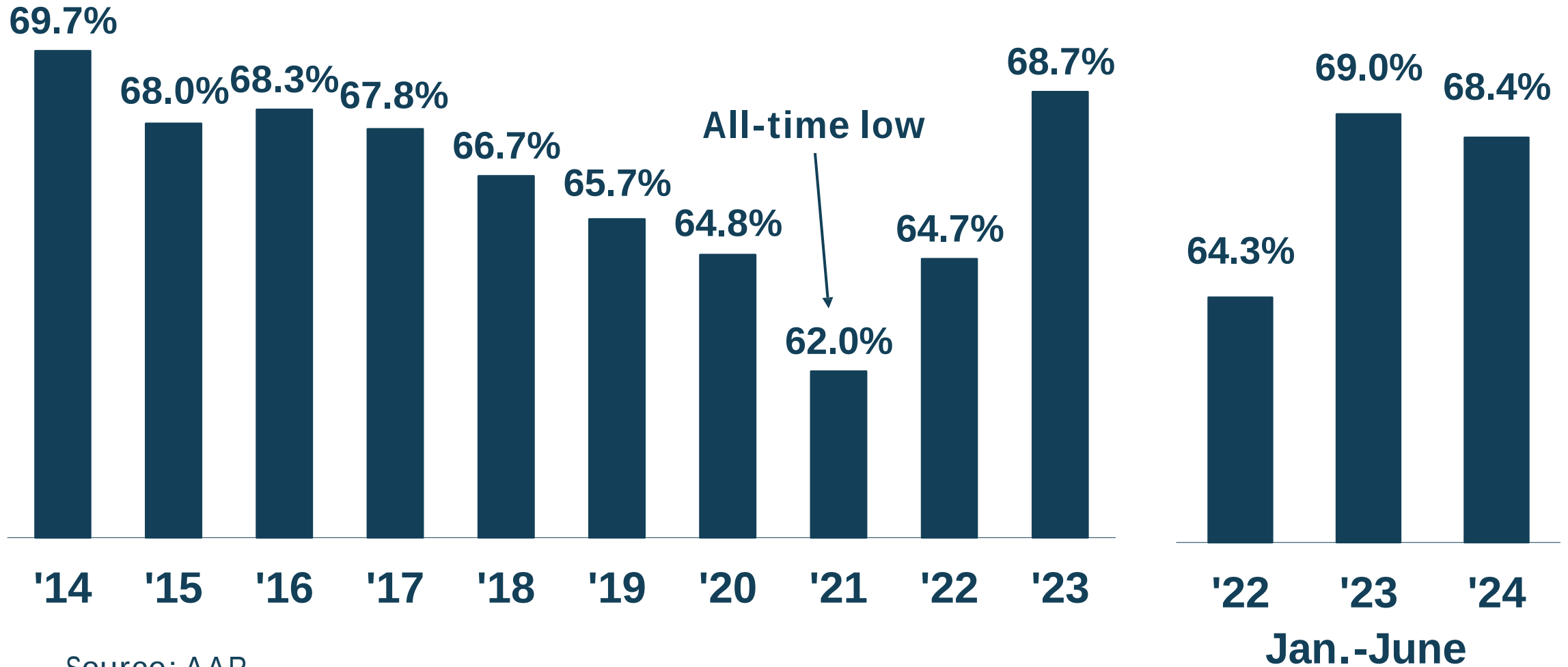
# Class I Operating Revenue



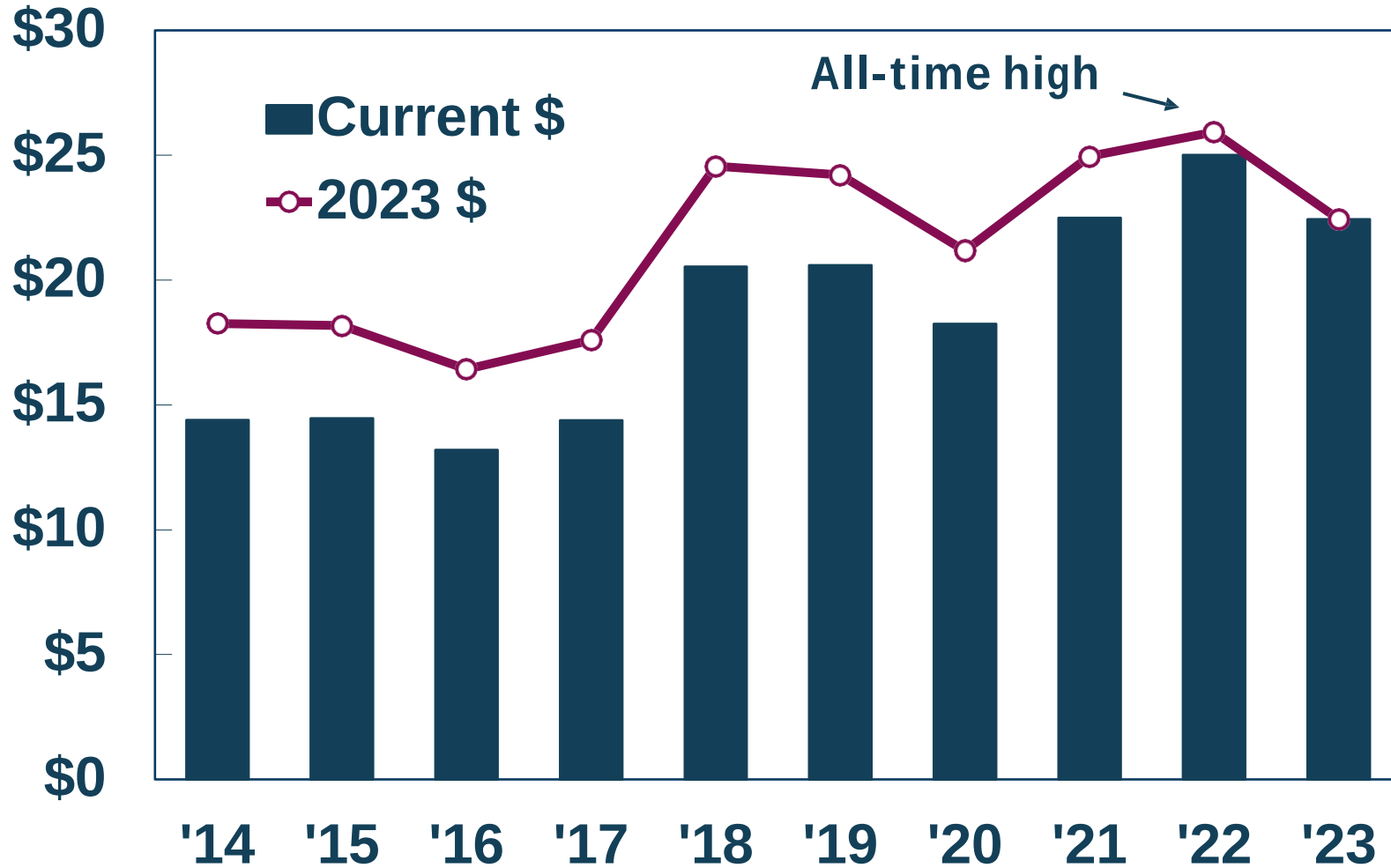
Source: AAR



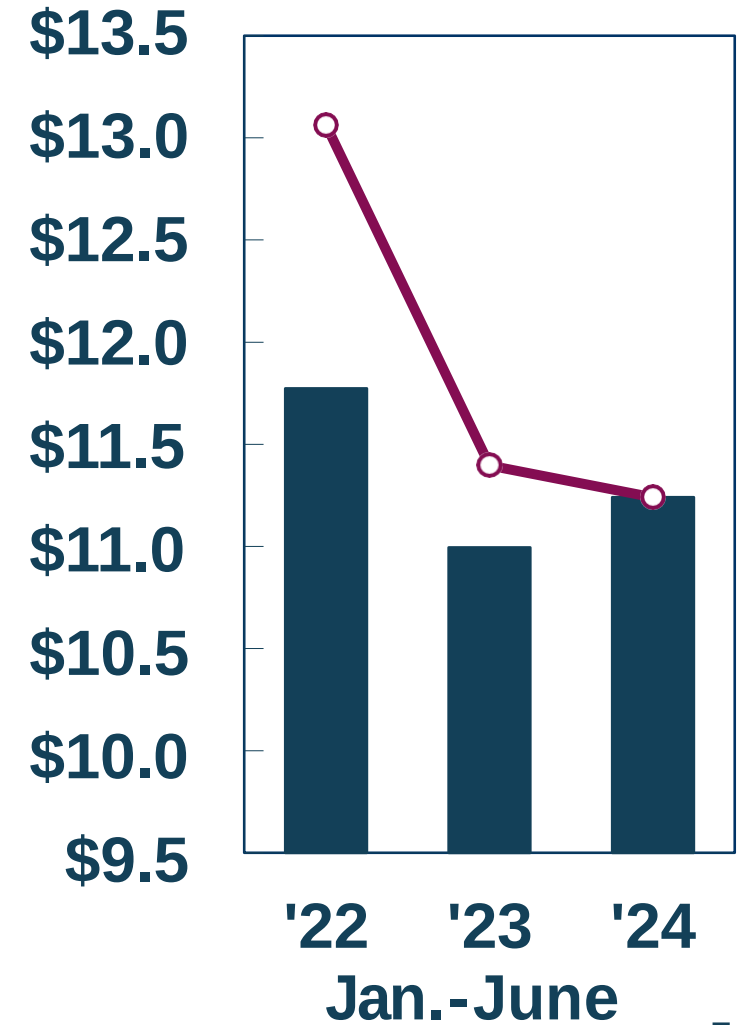
# Class I Operating Ratio



# Class I Net Income

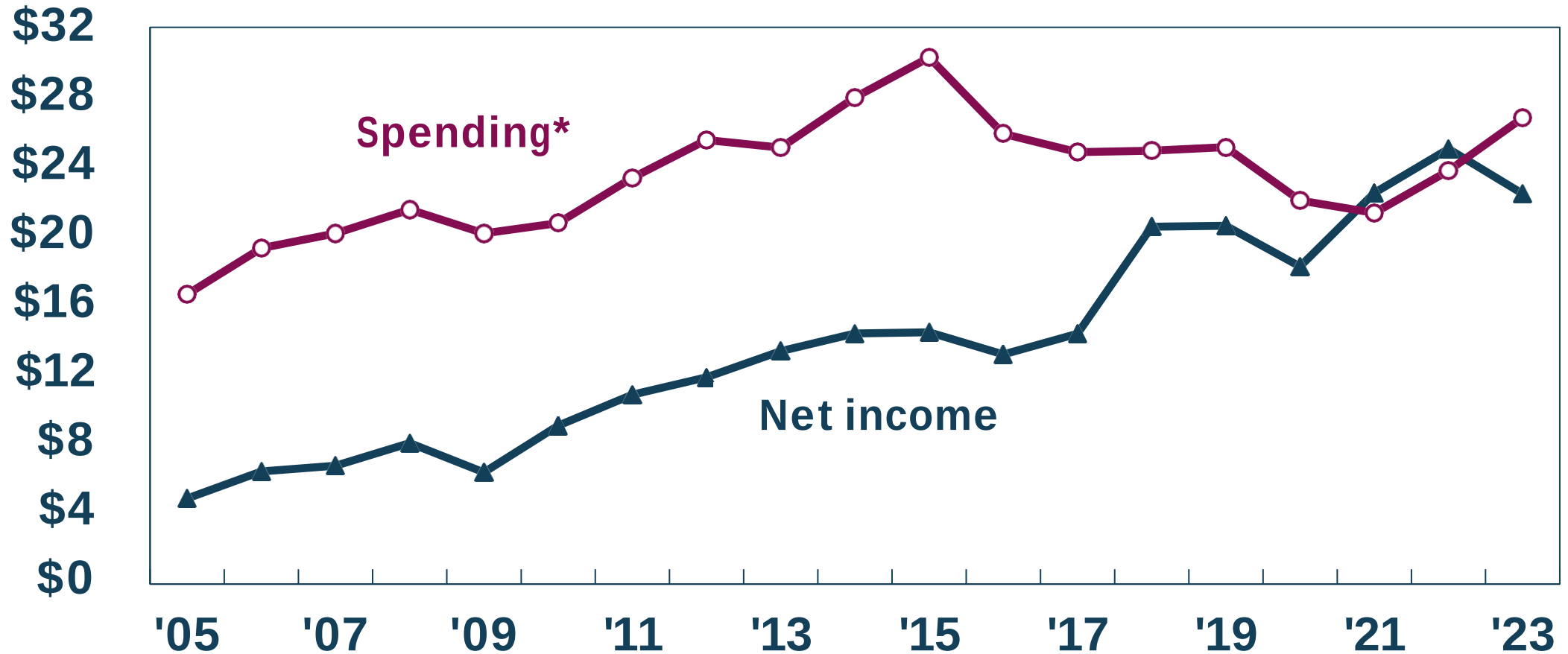


Source: AAR



# Today's Earnings Pay For Tomorrow's Railroads

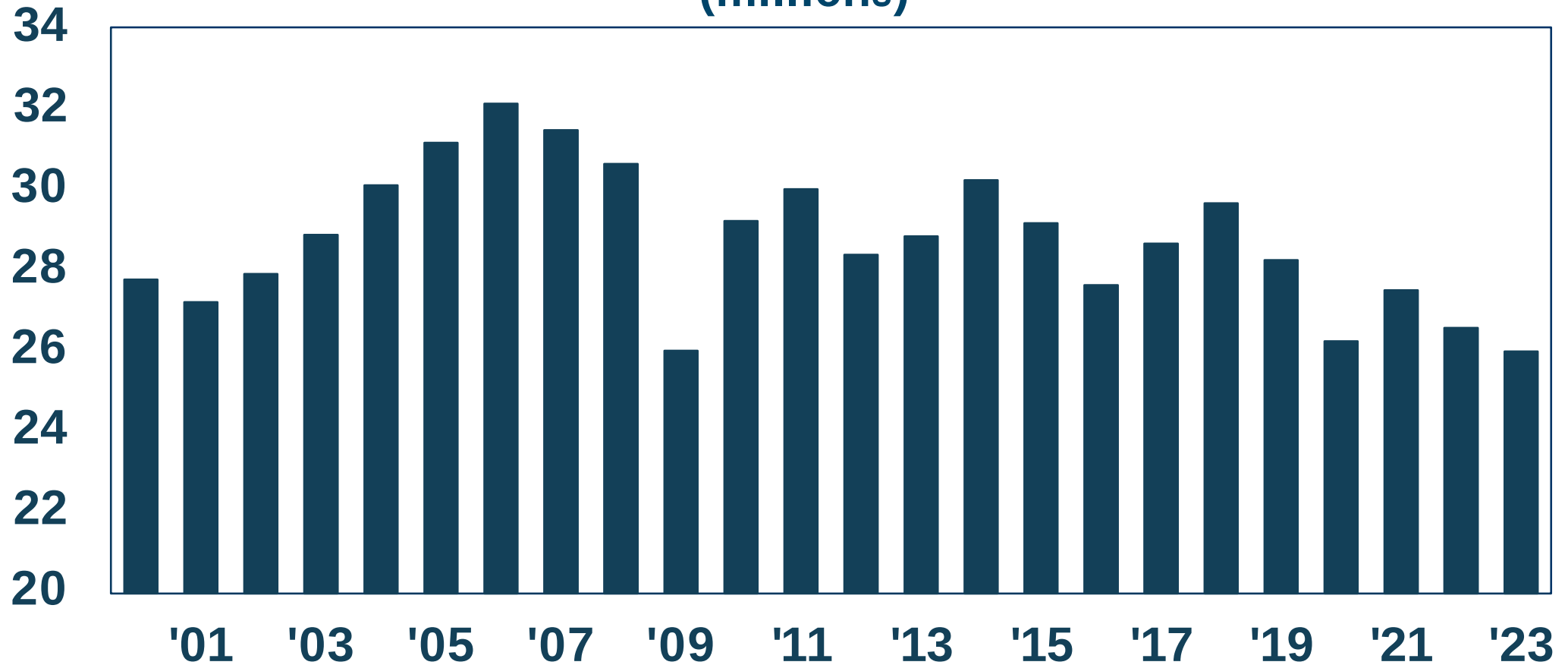
\$ billions



\*Capital spending + maintenance expenses. Data are current dollars and are for Class I railroads. Source: AAR

# Total Originated Rail Units

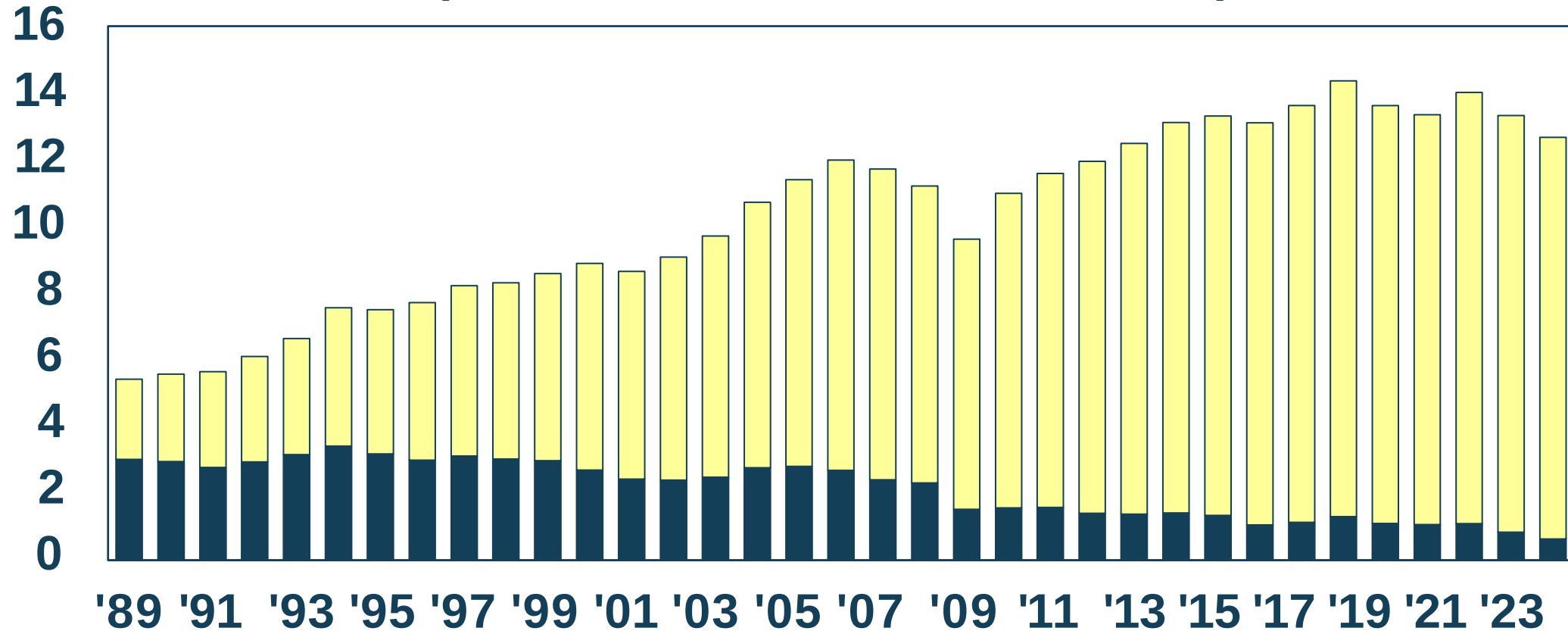
(millions)



Data are for U.S. Class I railroads. Source: AAR *Freight Commodity Statistics*

# Huge Intermodal Growth

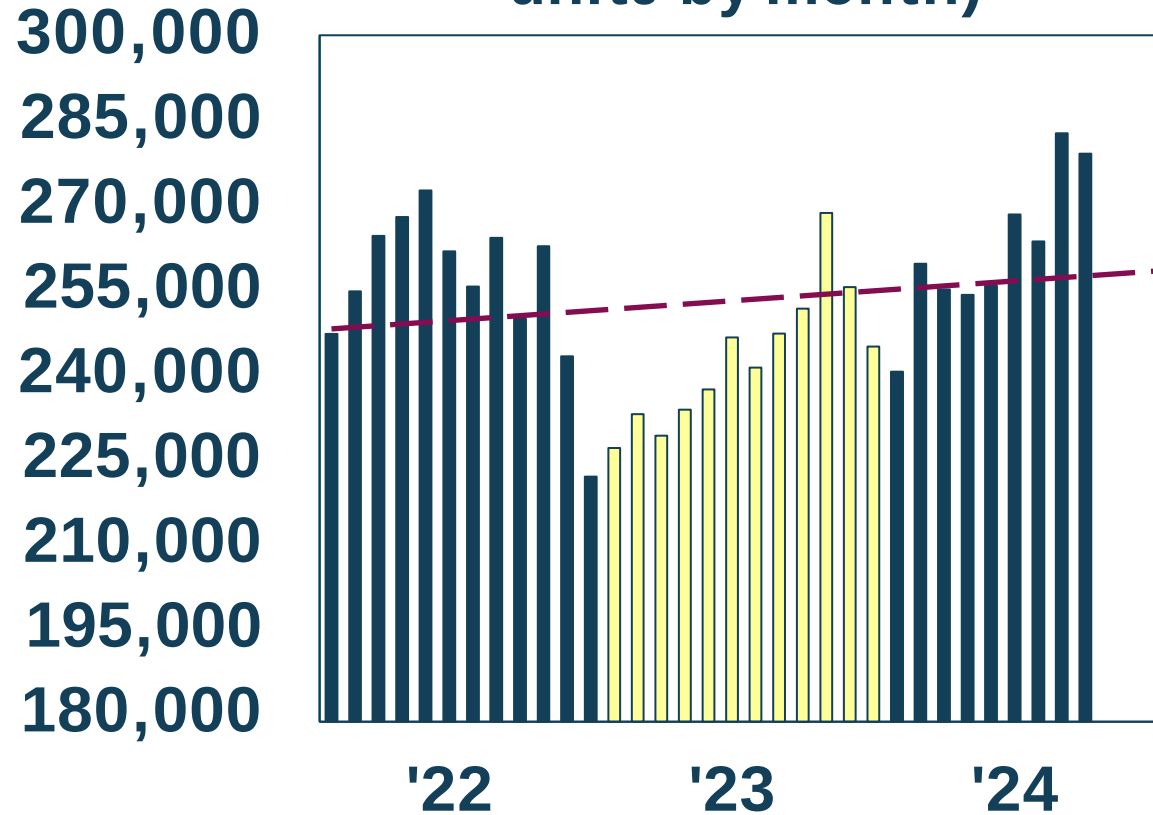
(millions of containers and trailers)



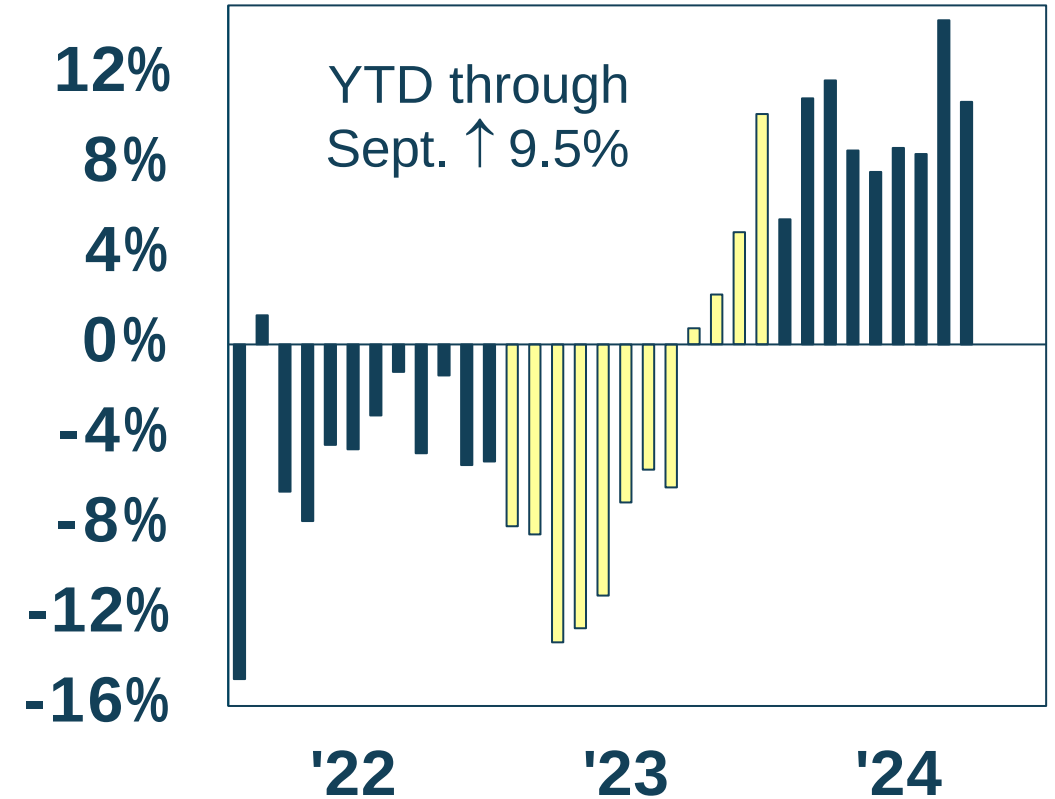
Data are originations and do not include the U.S. operations of CN, CPKC, and GMXT. Source: AAR *Rail Time Indicators*

# U.S. Rail Intermodal

(avg. weekly originated units by month)



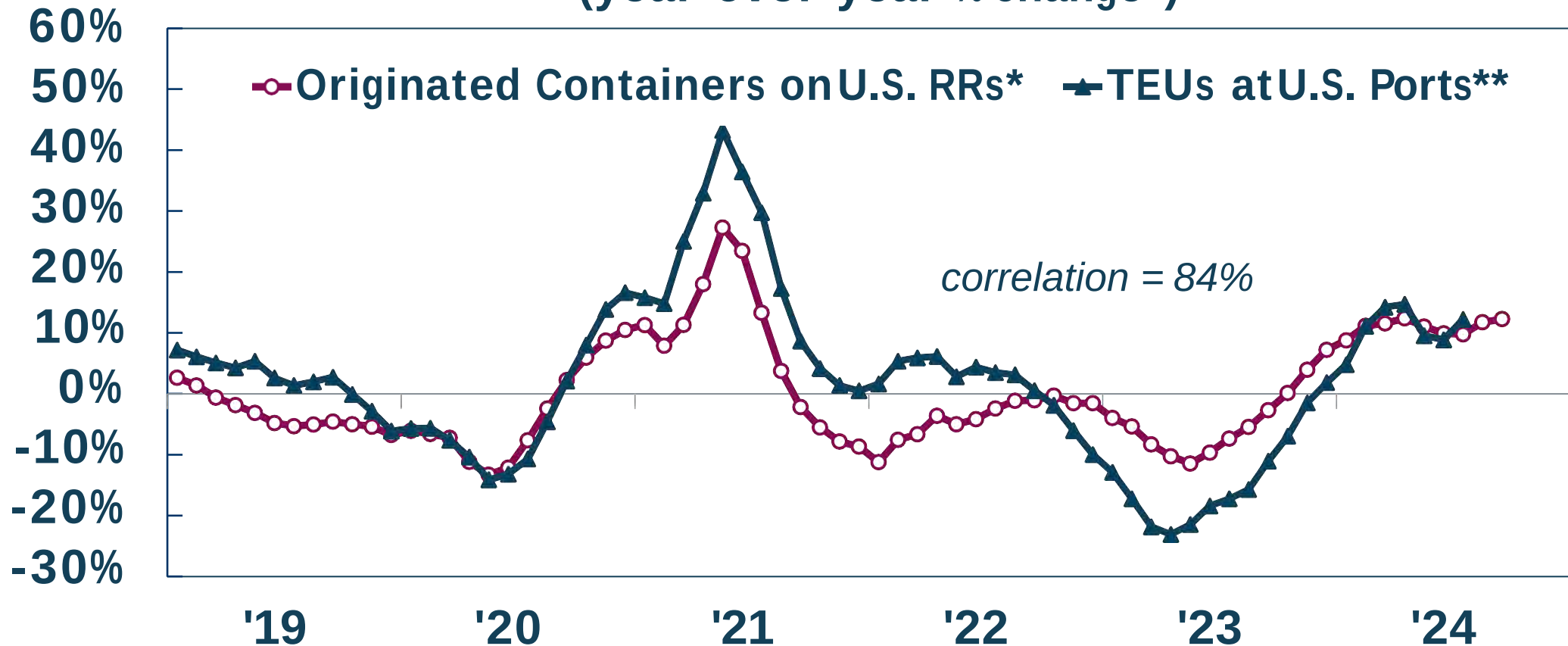
(year-over-year % change)



Data are not seasonally adjusted and do not include the U.S. operations of CN, CPKC, and GMXT. Source: AAR *Rail Time Indicators*

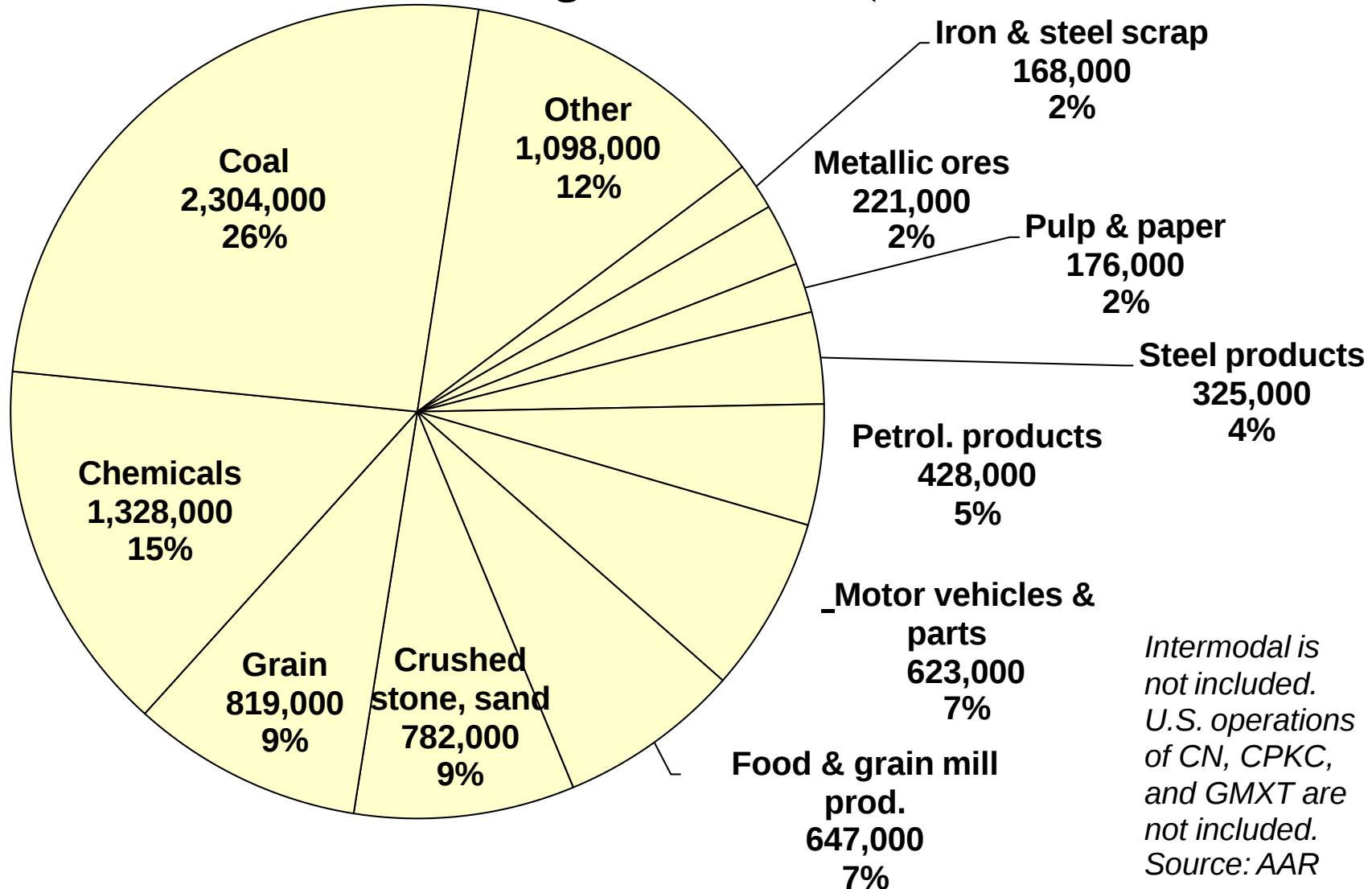
# As Ports Go, So Goes Intermodal

(year-over-year % change\*)



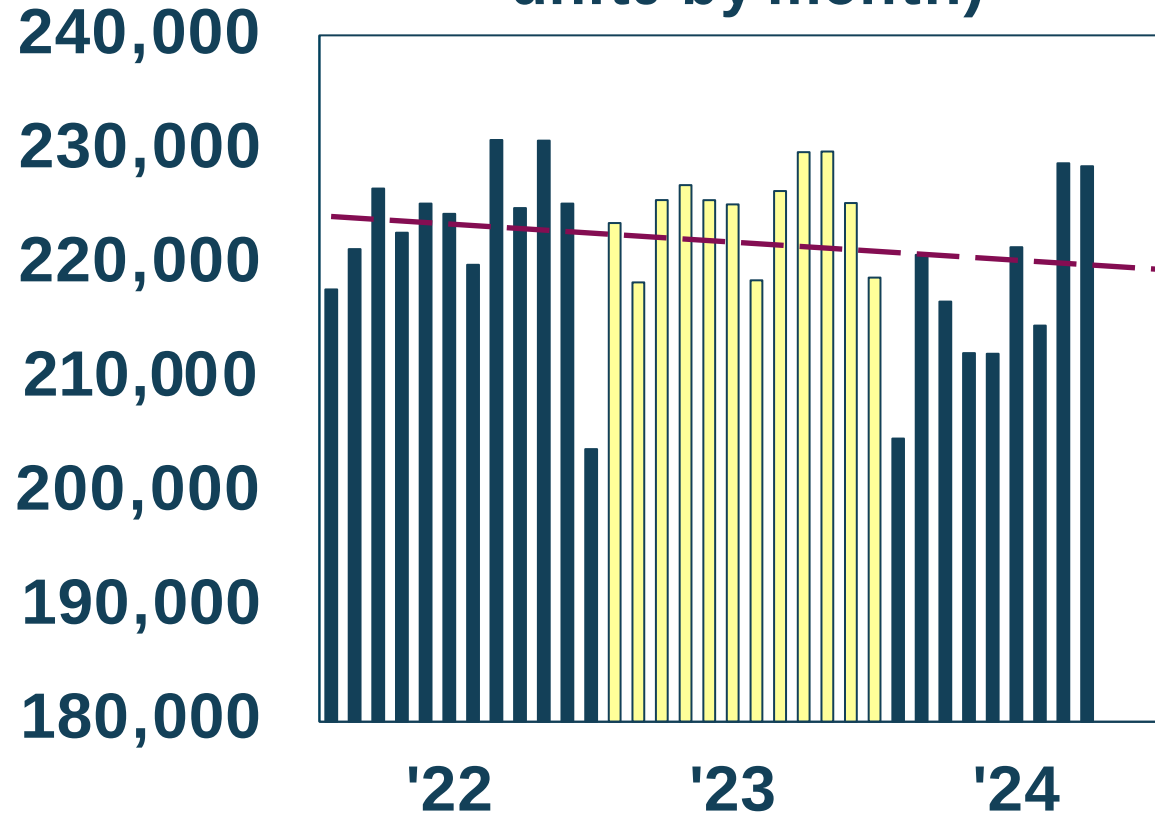
\*BNSF, CSX, NS and UP combined. \*\*Combined loaded + empty TEUs at Baltimore, Charleston, Houston, Long Beach, Los Angeles, New York/New Jersey, Oakland, and Savannah, Seattle/Tacoma, and Virginia. Data are based on 3-month averages. Source: AAR, individual ports

## U.S. Rail Carloads in 2024 Through Week 41 (Units and Share of Total)

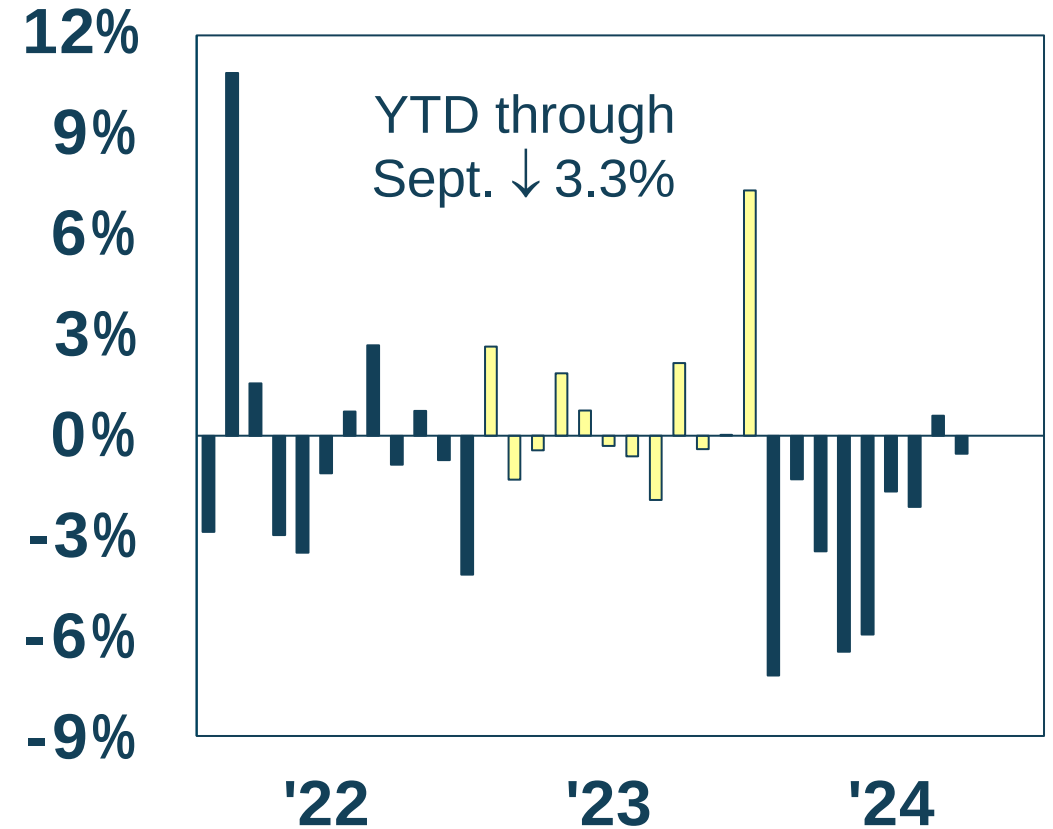


# U.S. Total Carloads

(avg. weekly originated units by month)



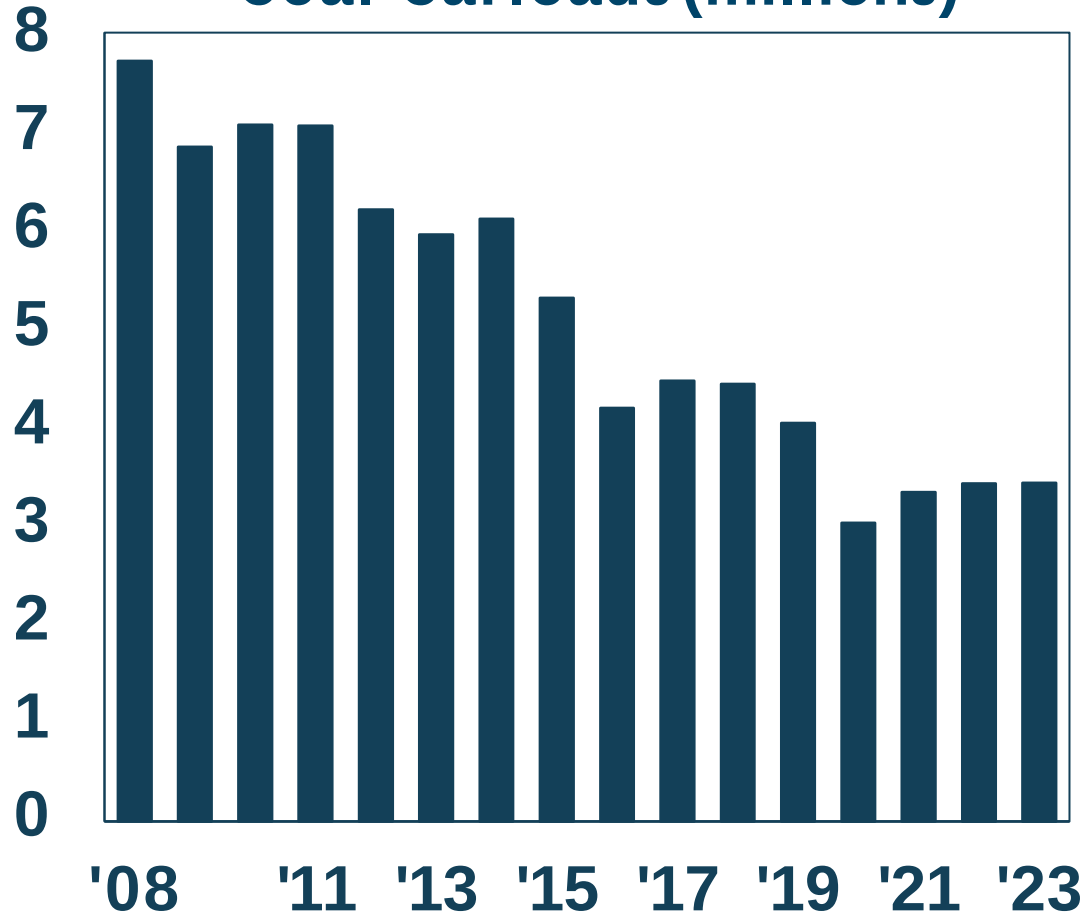
(year-over-year % change)



Data are not seasonally adjusted and do not include the U.S. operations of CN, CPKC, and GMXT. Source: AAR *Rail Time Indicators*

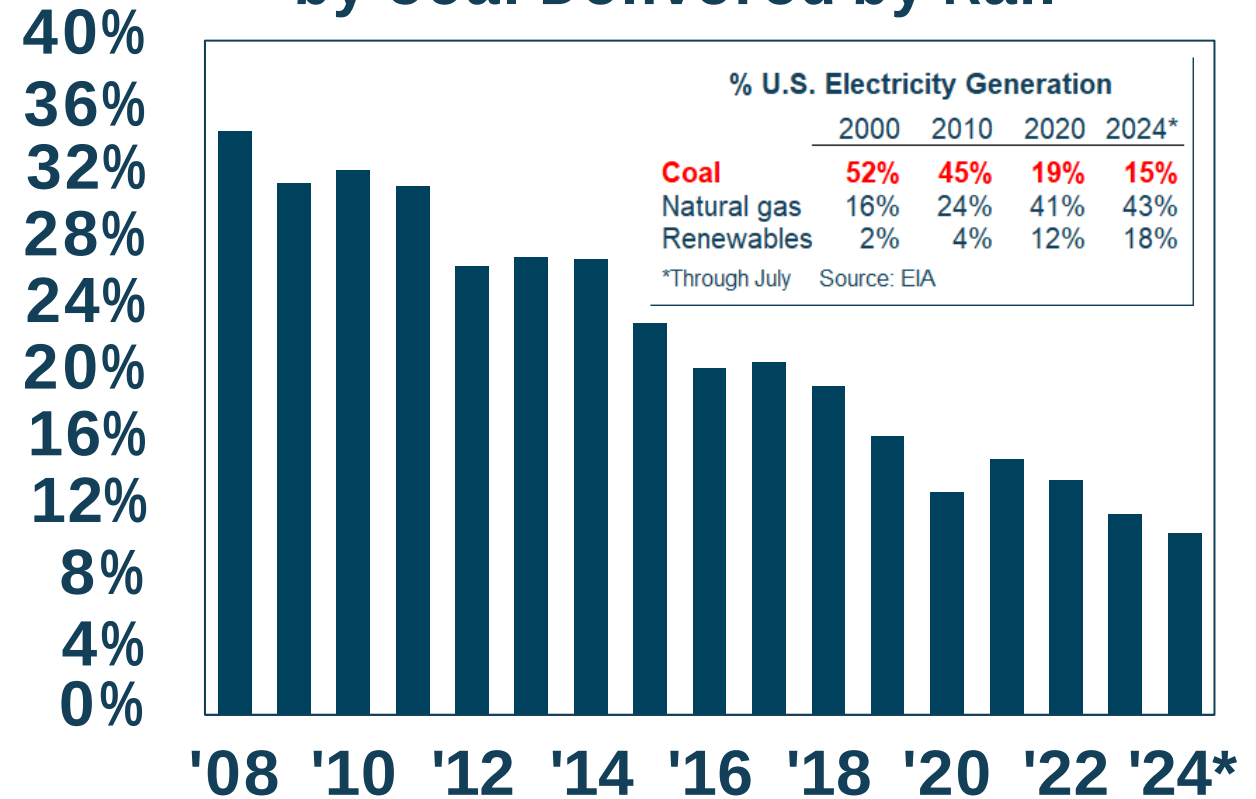
# Coal is Holding Rail Volumes Back

Coal Carloads (millions)



Data are originations for Class I railroads.

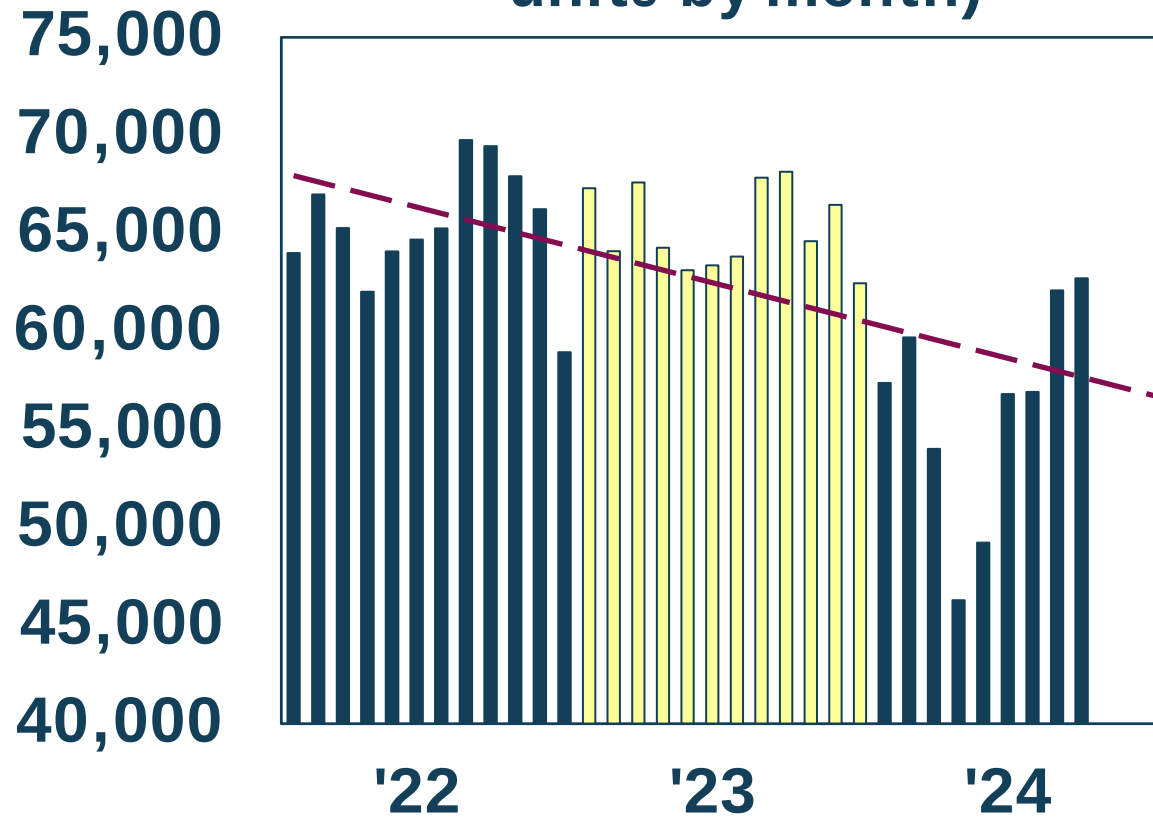
Share of U.S. Electricity Generated by Coal Delivered by Rail



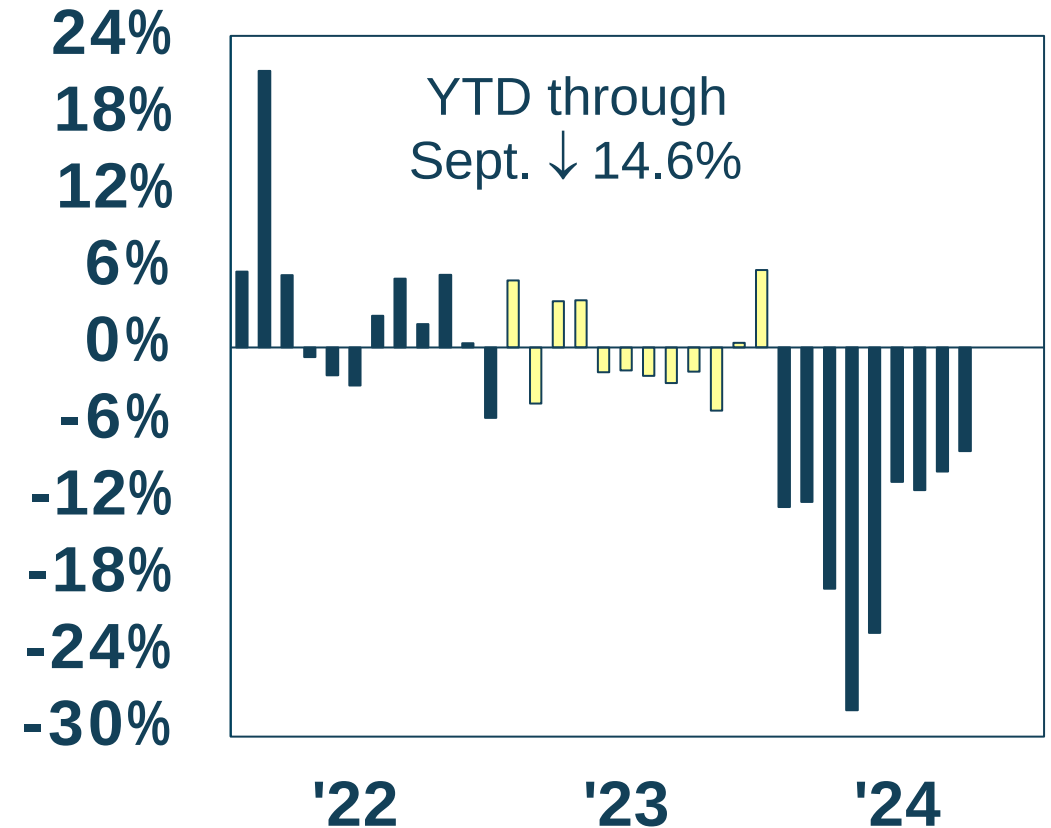
\*Based on Jan.-July. Figures are estimates based on AAR analysis of EIA data.

# U.S. Coal Carloads

(avg. weekly originated units by month)



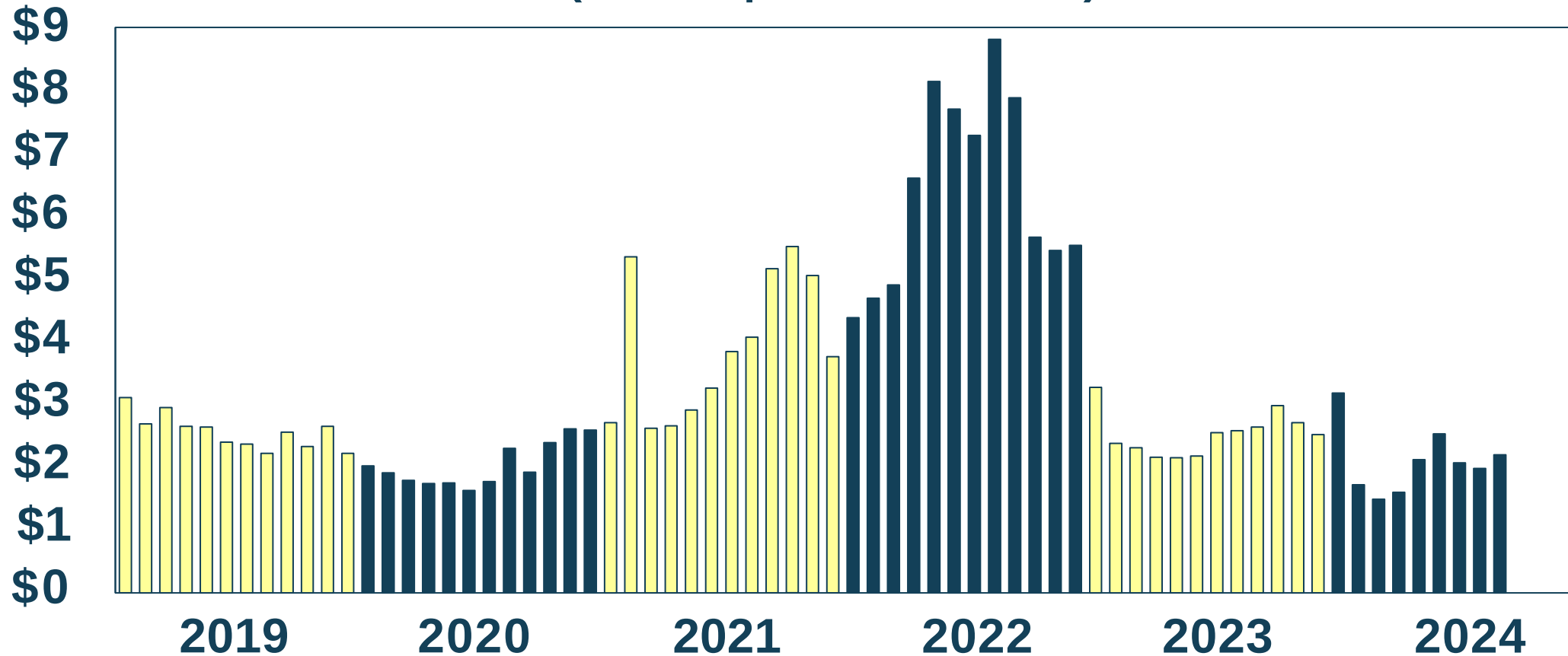
(year-over-year % change)



Data are not seasonally adjusted and do not include the U.S. operations of CN, CPKC, and GMXT. Source: AAR *Rail Time Indicators*

# Extremely Low Recent Natural Gas Prices

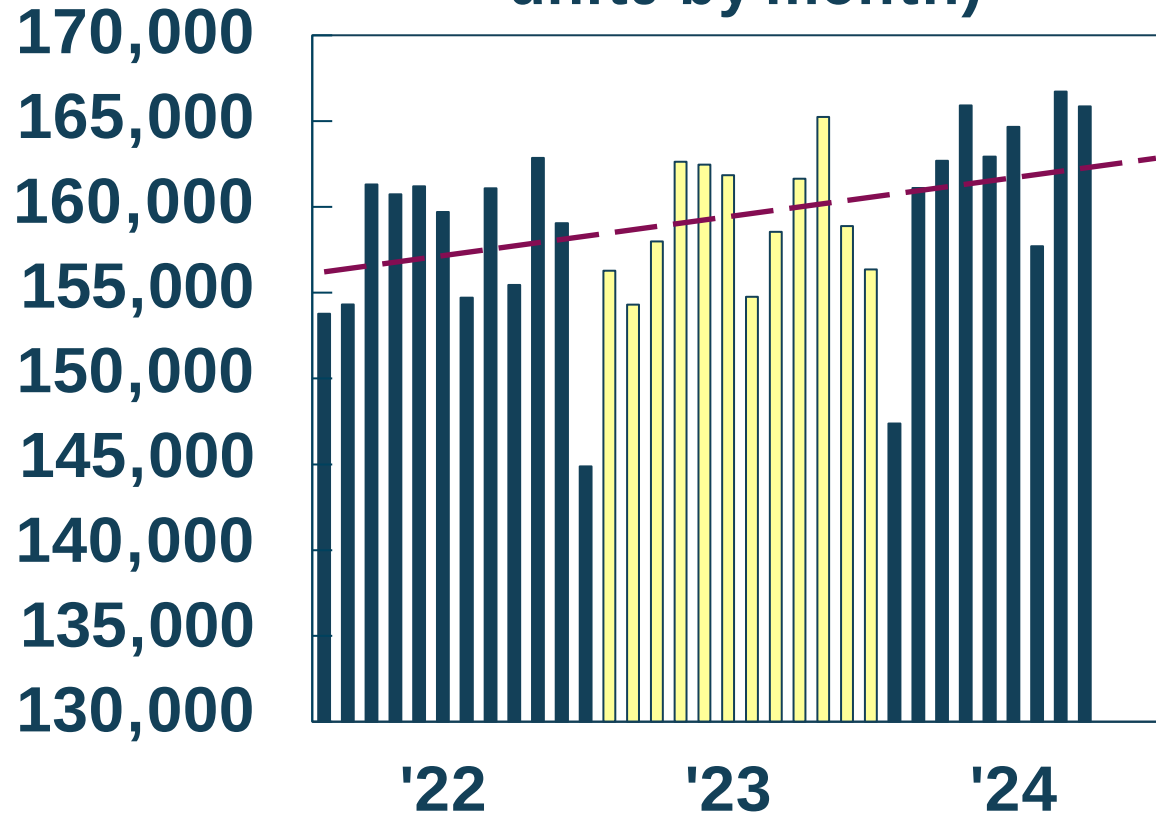
(dollars per millionBTU\*)



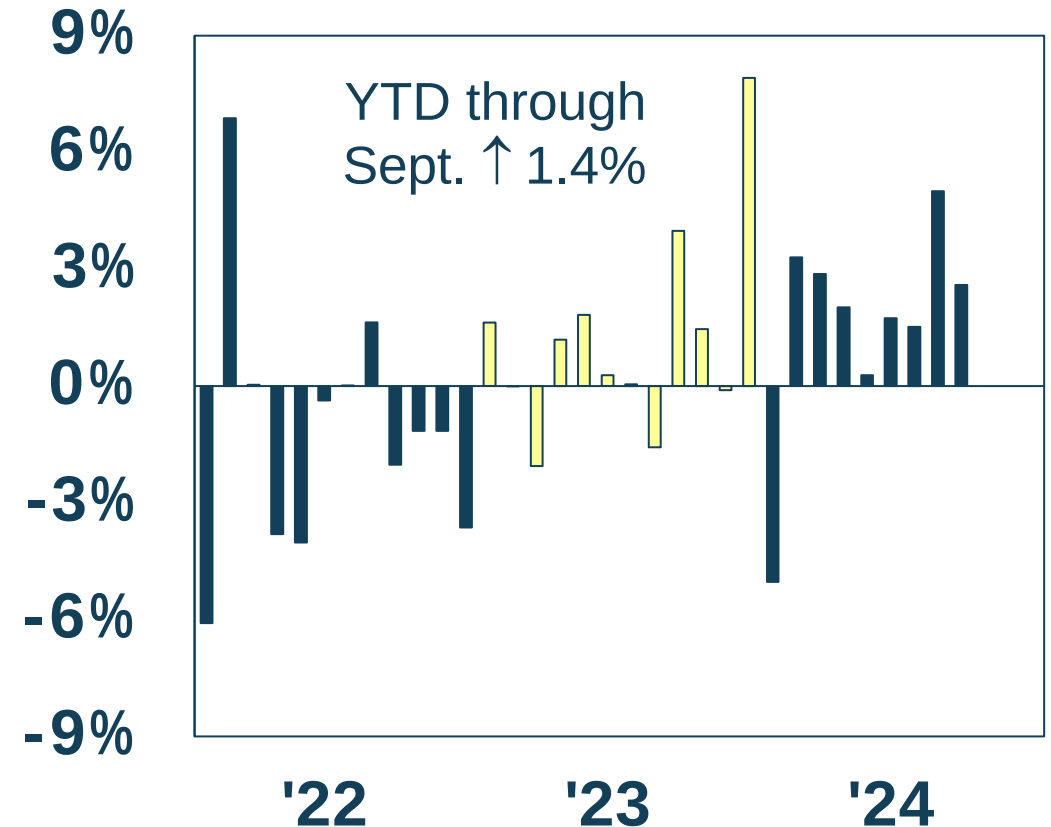
\*Henry Hubspot price. Source: Energy Information Administration

# U.S. Carloads Excluding Coal

(avg. weekly originated units by month)

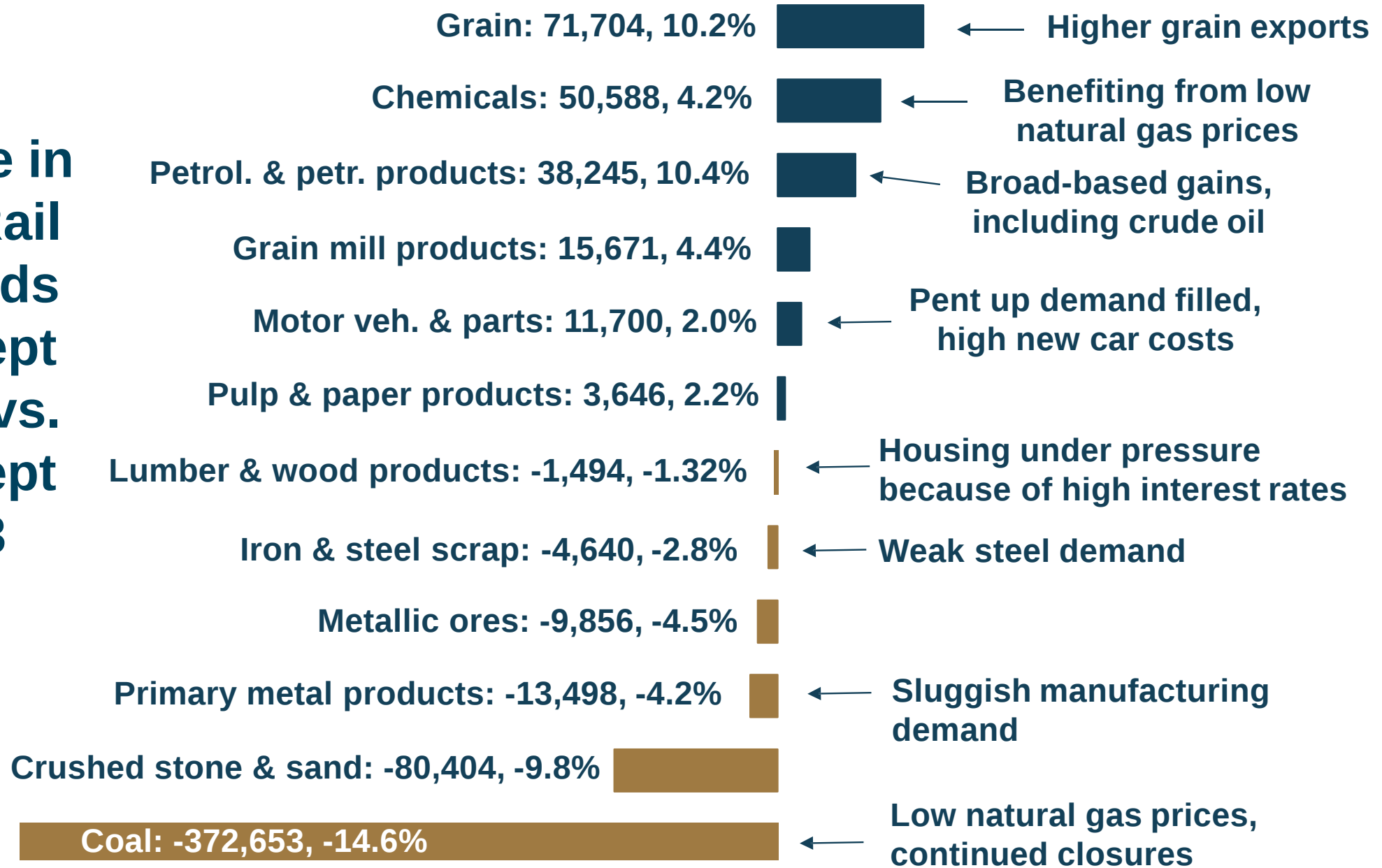


## (year-over-year % change)



Data are not seasonally adjusted and do not include the U.S. operations of CN, CPKC, and GMXT. Source: AAR *Rail Time Indicators*

# Change in U.S. Rail Carloads Jan-Sept 2024 vs. Jan-Sept 2023





# BNSF Network Overview

NOVEMBER 20, 2024

# BNSF Railway

BNSF Railway is committed to serving our customers today and investing to accommodate their growth tomorrow.

**28** States Served  
+3 Canadian Provinces



**26**  
Intermodal Facilities



**~35,000**  
Employees



**32,500**  
Route Miles



**~7,500**  
Locomotives



**10.1M**  
Carloads Shipped in 2021



**~415**  
Transload Facilities  
on Network



**40+**  
Ports Served



**\$42B+**  
Invested Since 2012



# BNSF Railway

- **32,500 route miles** in 28 states and three Canadian provinces
- **13,000** bridges and **89** tunnels
- Serves **+40 ports**
- **26** intermodal facilities

A Berkshire Hathaway company

~**35,000** employees

~ **8,000** locomotives

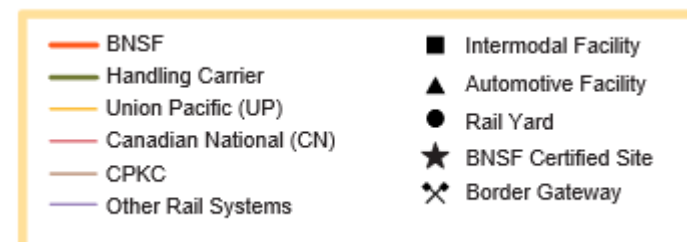
Operates an average of 1,200 trains/day



# BNSF Railway - Minnesota

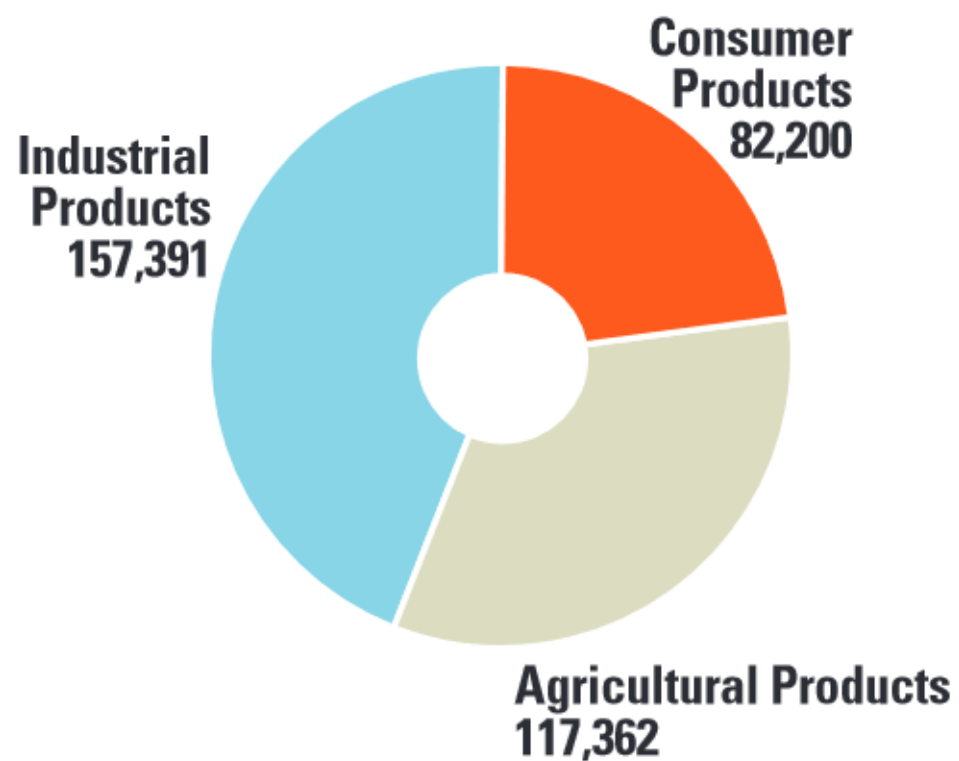


- **1,851 employees** with payroll of over **\$190 million**.
- **1,489 route miles** with 222 miles of trackage rights
- **356,953** carloads originating in Minnesota
- Rail yards include **Dilworth, Minneapolis, Saint Paul, Willmar**
- **Saint Paul** intermodal facility



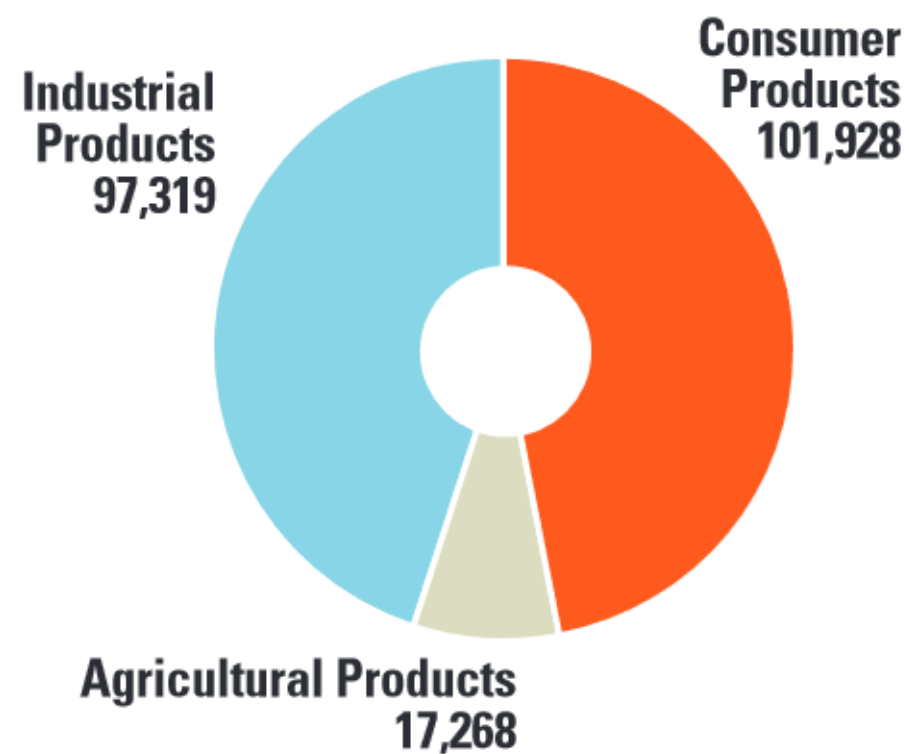
# BNSF 2023 Volume - Minnesota

## Products Shipped from Minnesota



**356,953 Carloads and Intermodal Units**

## Products Shipped to Minnesota



**216,515 Carloads and Intermodal Units**

# Safety

# BNSF – A Culture Focused on Safety

---

SAFETY VISION: To operate free of accidents and injuries



EMPLOYEE



OPERATIONAL



COMMUNITY

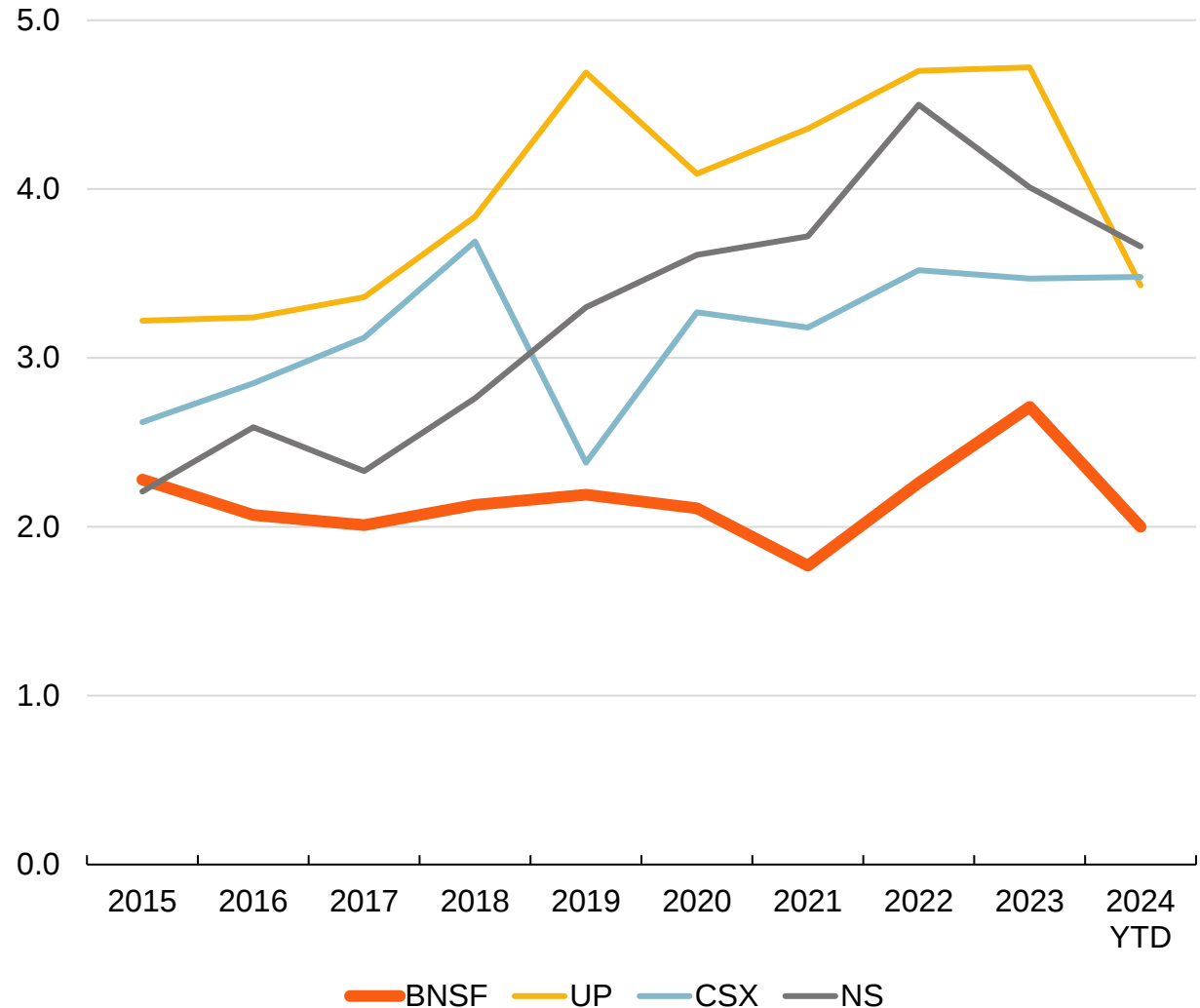
# BNSF's Strong Safety Record

- Led the industry with the lowest reportable train accident rate for the past 9 years
- Reduced mainline train accidents 63% since 2000

**FRA Train Accident Definition:** A safety-related event involving on-track rail equipment which includes derailments, collisions and other events involving the operation of on-track equipment.

## U.S. Class I Train Accidents

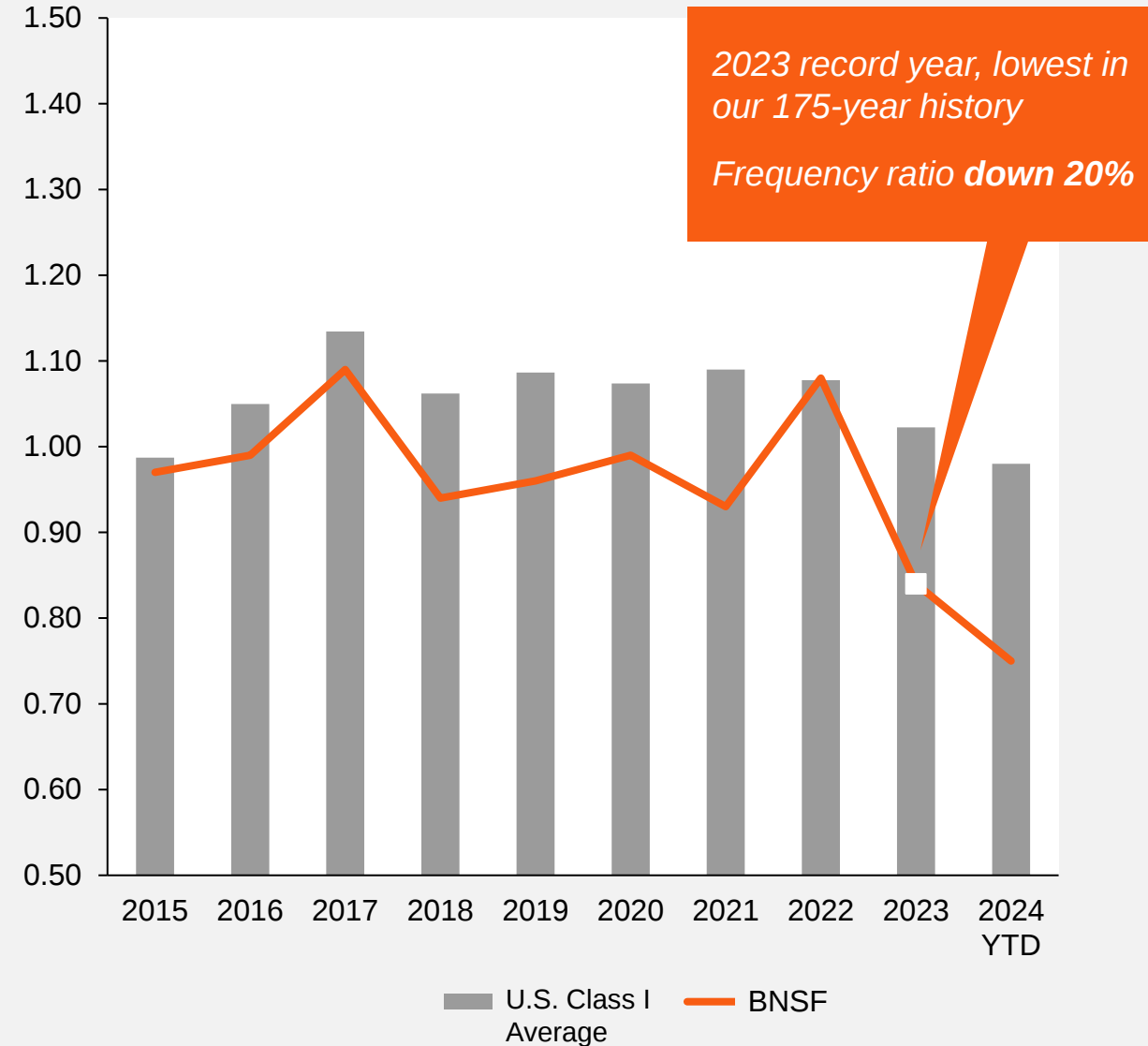
Rate of train accidents  
per million train miles



# Strive to Continuously Improve Safety



## Reportable Injury Rates Per 200,000 Workhours



## Rail Transports Hazardous Materials Safely

- Since 2000, the train accident rate is down **28%** and hazmat accident rates are down **78%**
- **99.99%** of all BNSF hazmat shipments reach their destination without a derailment caused release.

## BNSF's Safety Overview

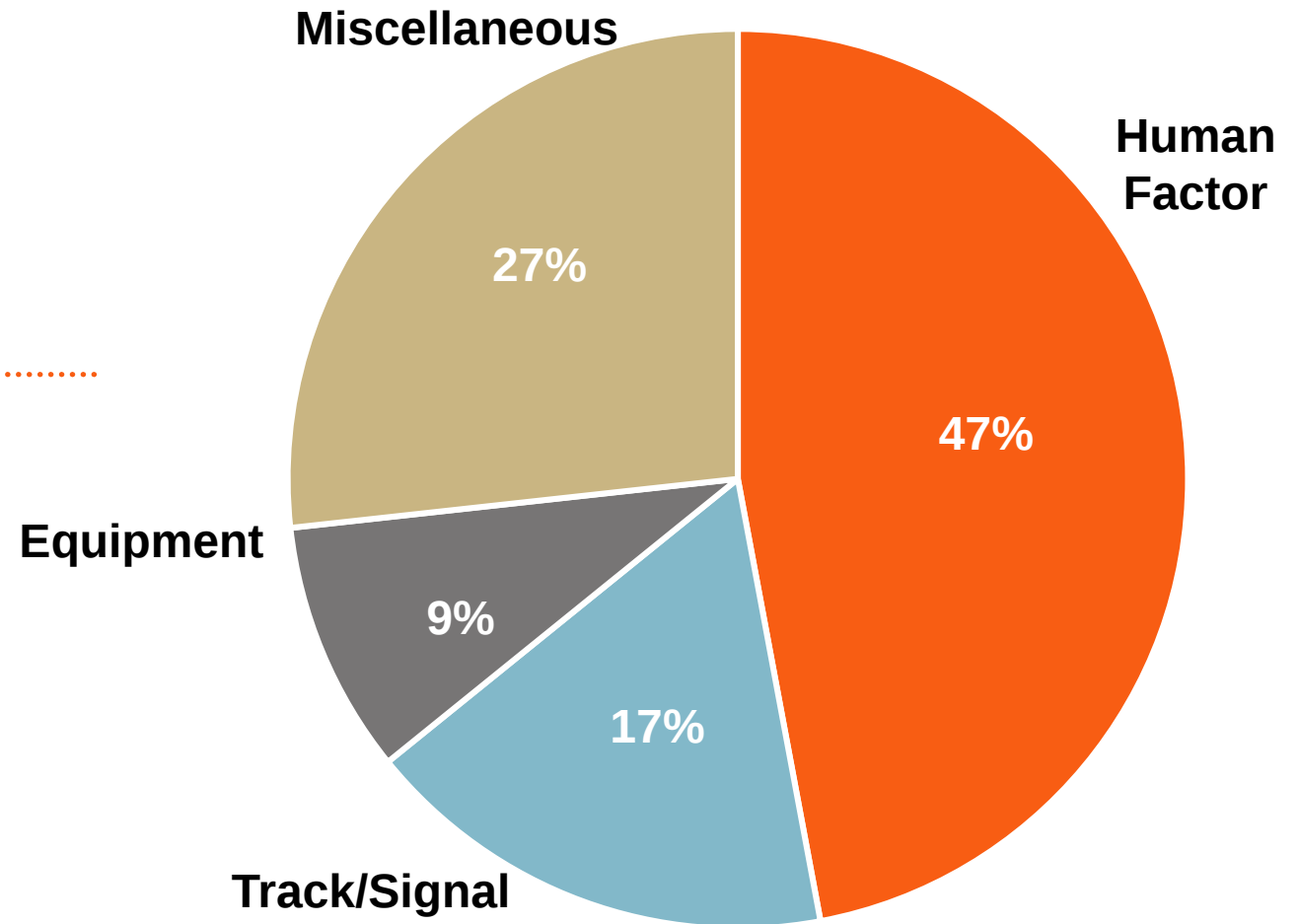
---

- Rail is the safest mode of land transportation.
- BNSF's safety vision is to prevent accidents in the first place.
- BNSF has a broad-based risk reduction program.



## Prevention:

### Causes for Train Accidents



BNSF REPORTABLE TRAIN  
ACCIDENT CAUSES - 2023

# Prevention: Reducing Risk

---

## Human Factor

- Training
- Remote monitoring
- Positive Train Control
- Self reporting protocol

## Equipment/Mechanical

- Mechanical inspection per AAR, FRA guidelines/rules
- Detector network - dragging equipment, Acoustic, Thermal, Vision

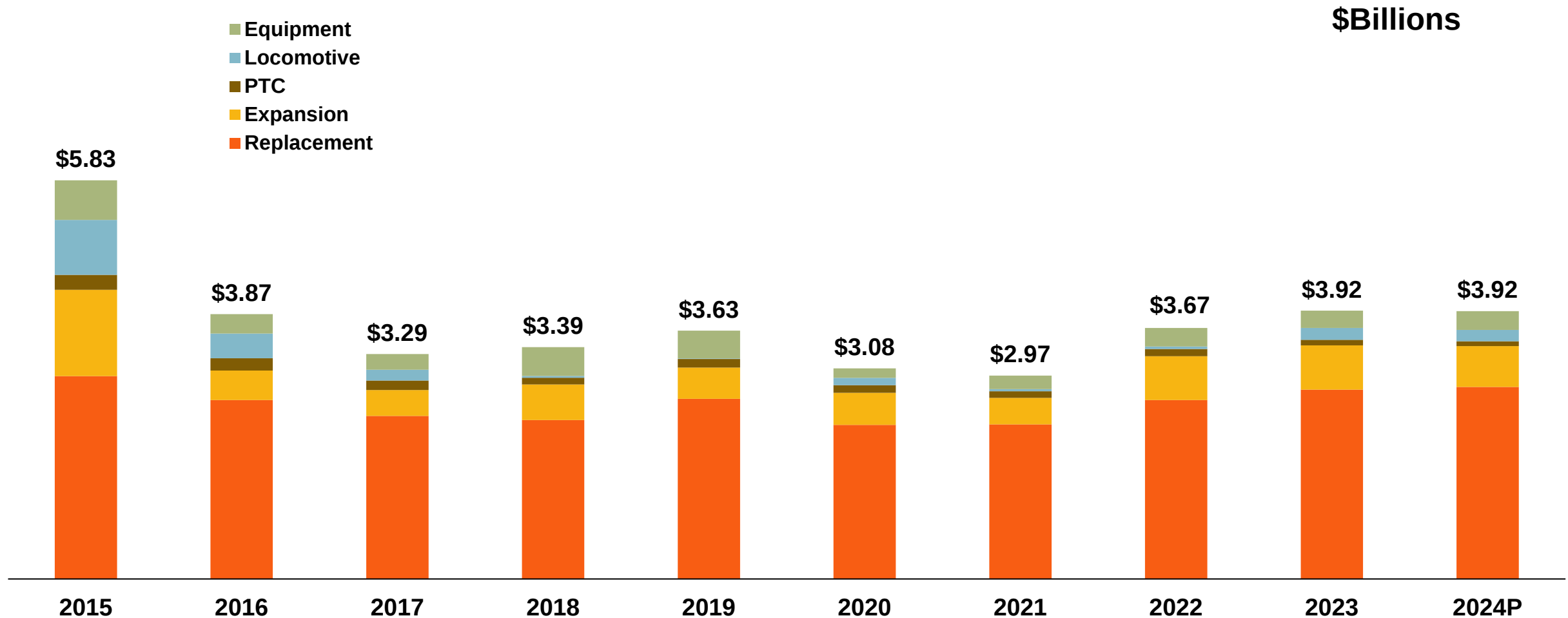
## Track/Signal

- Enhanced track inspection training
- Continued elimination of jointed rail
- Strong capital program for tie renewal
- Technology - ground penetrating radar and enhanced geometry testing



**Our ongoing focus is on instilling a culture of commitment and compliance – a culture that is sensitive to exposure and risk.**

# Prevention: BNSF's Capital Investments



# Future Technology Plays a Key Role in Driving Safety Improvements

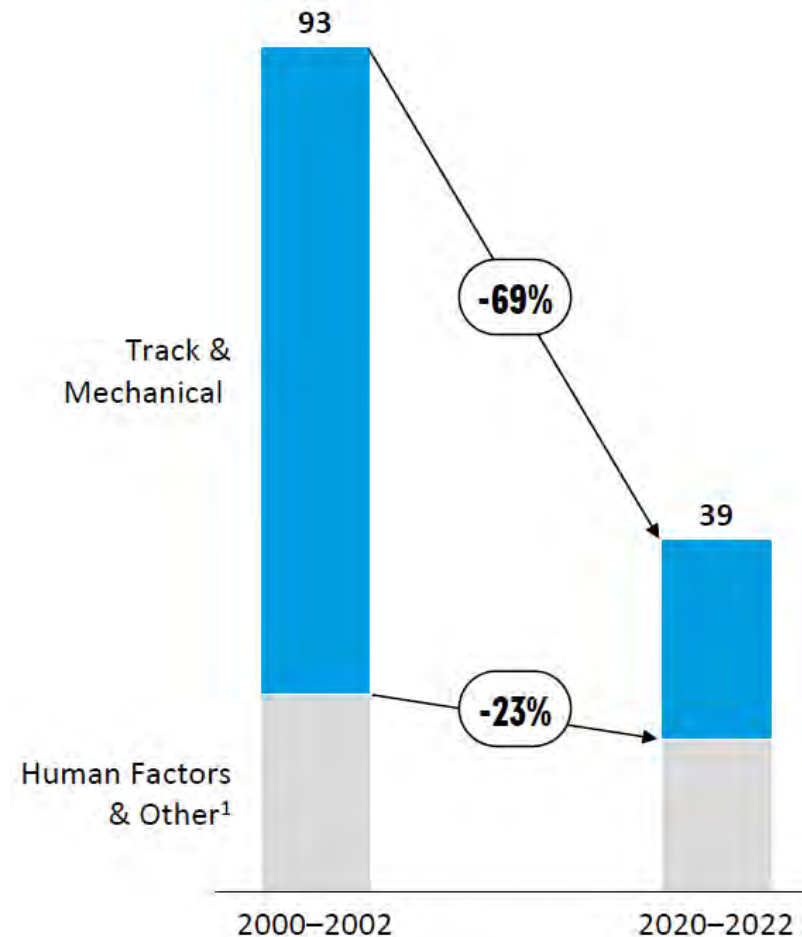
Leveraging  
Advanced  
Technology,  
Innovation

# BNSF Railway Safety Leadership – Technology Investments

Continuous railroad investments and advancements in technology:

- Wayside detectors
- Track geometry cars
- Automated inspection portals
- UAVs/drones.

Number of Class I mainline hazardous materials derailments by primary cause  
Annual average for 2000-2002 and 2020-2022



# Prevention: Technology Enhances Safety and Efficiency



PTC covers  
**94 percent** of  
our freight  
volume



**Autonomous  
Track Geometry  
Cars** increase the  
number of miles  
inspected



Wayside  
Detectors take  
**+35 million**  
readings daily



Utilizing **Big  
Data Analytics**  
for a  
comprehensive  
view

# Leveraging Advanced Technology: Automated Track Inspections

---



**More Miles Tested  
(under load)**



**Fewer Defects per  
Track Mile**



**Increased  
Safety**



# Prevention: Equipment Detection Technology



## Technology

Acoustic Bearing Detector (ABD)

Cold Wheel Detector (CWD)

Cracked Wheel and Axle Detector (CWAD)

Dragging Equipment Detector (DED) \*

High / Wide

Hot Bearing Detector (HBD)

Hot Wheel Detector (HWD)

Machine Vision System (MVS)

Truck Geometry Detector (TGD)

Truck Hunting Detector (THD)

Truck Performance Detector (TPD)

Wheel Impact Load Detector (WILD)

Wheel Condition Monitor (WCM)

# Prevention: Rail Equipment Detector Examples

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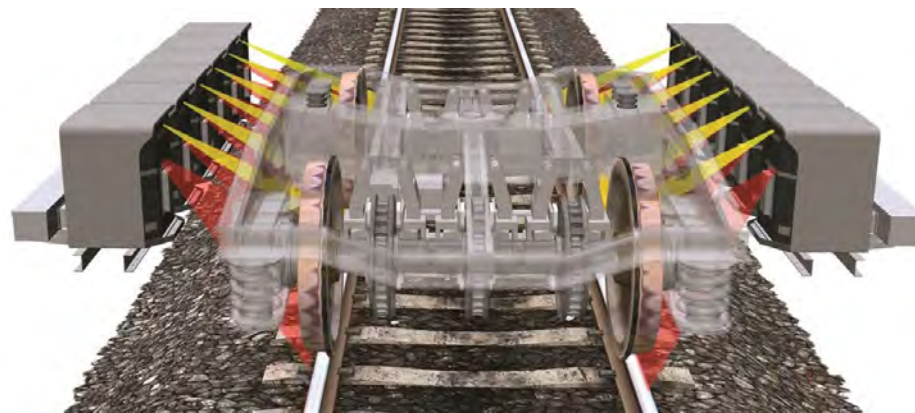
**Acoustic Bearing Detector (ABD)** –  
Microphone-based systems used to evaluate sounds generated by specific bearing component defects

---



**Hot Box Detector (HBD)** –  
Pyrometer-based system that evaluates bearing temperature history for statistical outliers; brake issues, burned off journals

---



**Wheel Tread Inspection Detector (WTID)** –  
Camera-based system that is capable of performing a visual inspection of the entire wheel plate and tread surface, identifying cracks, breaks and missing pieces

# First Responder Training

BNSF and the railroad industry train first responders in their communities under a longstanding program called “TRANSCAER” (*Transportation Community Awareness and Emergency Response*)

- Hands-on equipment in field – Instructor lead
- Train list/shipping papers
- Placards
- Equipment
- Incident assessment

BNSF trained **more than 4,000** local first responders in 2022.

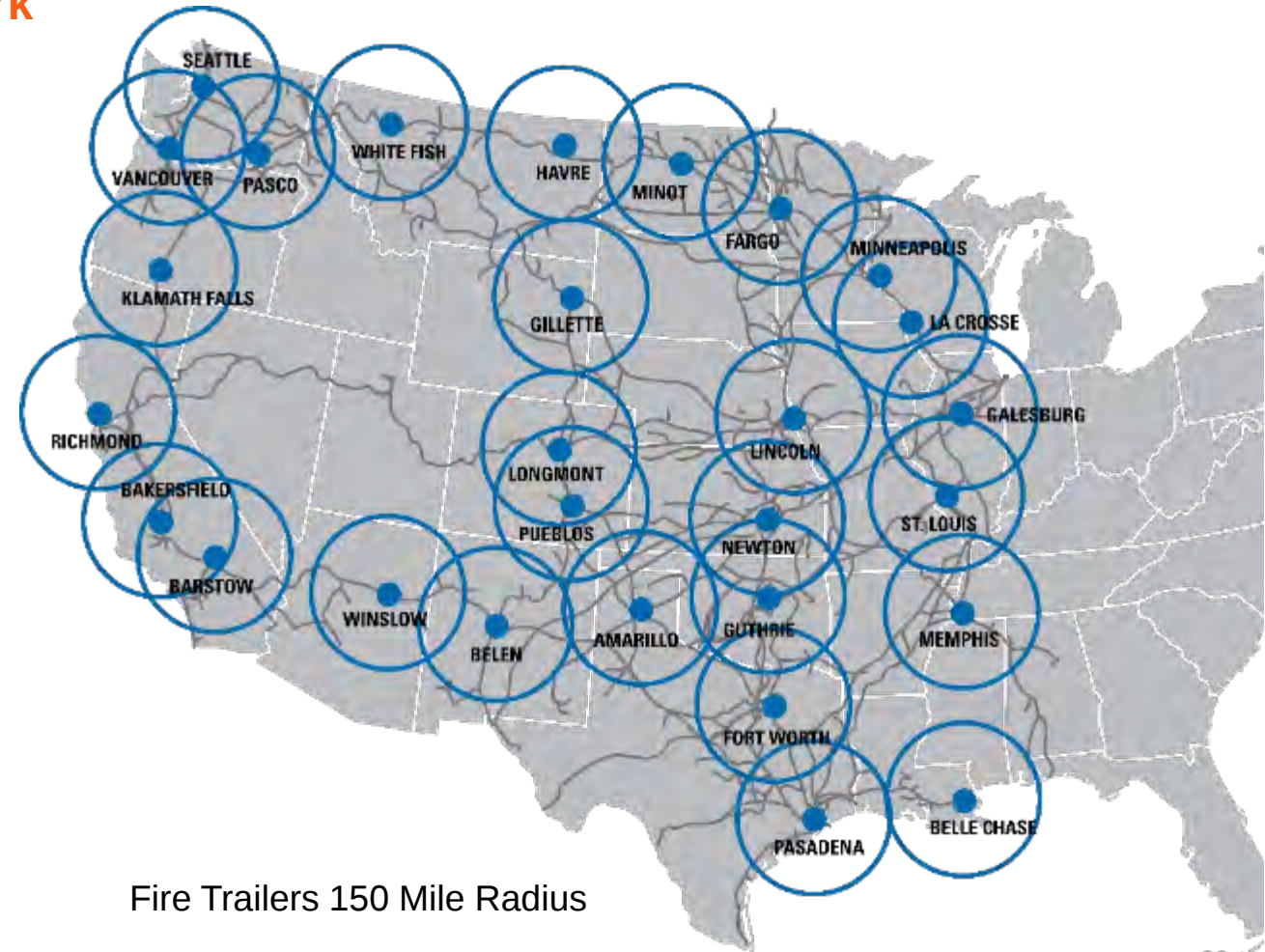
More than **128,000 emergency responders** trained by BNSF since 1996.



# Response: Incident Mobilization

## BNSF pre-positions equipment across its network

- Industrial fire-fighting foam trailers
- Emergency breathing air trailers
- Chlorine kits
- Midland kits
- Air monitoring assets



Fire Trailers 150 Mile Radius

# Response: Mobilization of Prepositioned Hazmat Responders

More than  
**140 hazmat  
responders and  
40 advisors at  
60 locations**



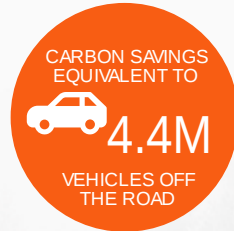


# Environmental Commitment

---

Rail is the most environmentally friendly mode of surface transportation, and BNSF is an industry leader in environmentally responsible solutions.

# Rail is the Most Environmentally Efficient Mode of Surface Transportation



In 2021, customers **reduced total carbon emissions by 21 million metric tons** by shipping with BNSF. That's the equivalent of taking 4.4 million vehicles off the road.



On average, BNSF trains move one ton of freight **nearly 500 miles on just one gallon** of diesel fuel.



On average, trains are **three to four times more fuel efficient** than their highway counterparts and lower greenhouse gas emissions by more than 75%.\*



If 25% of truck traffic moving at least 750 miles went by rail instead, **annual greenhouse gas emissions would fall by 13.1 million tons.**\*

# We Care

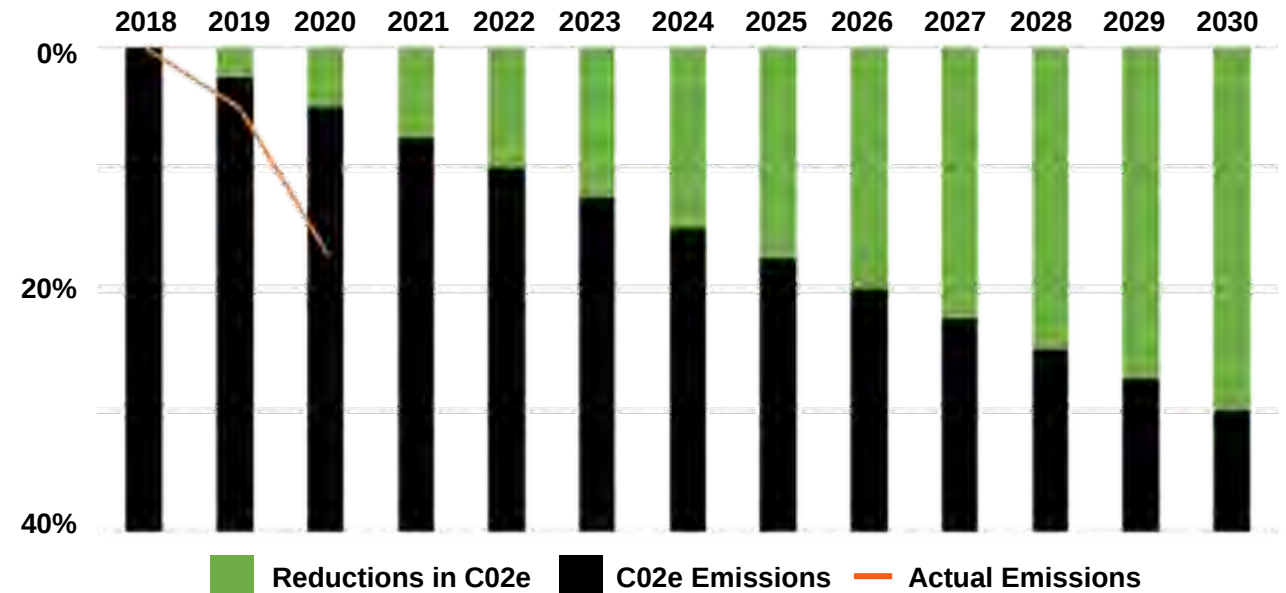


## Leading the Way:

- Sustainable practices
- Next generation of locomotives
- Testing new technologies

With these efforts and many more, BNSF is committed to reduce our emissions by 30% by 2030.

**BNSF Emissions Reductions by Year**





**BNSF**<sup>®</sup>  
*RAILWAY*

# Check-In for MN Assessor Continuing Education





# Lunch Break

# Minnesota Geospatial Office



# MnGeo and GIS at the State of Minnesota

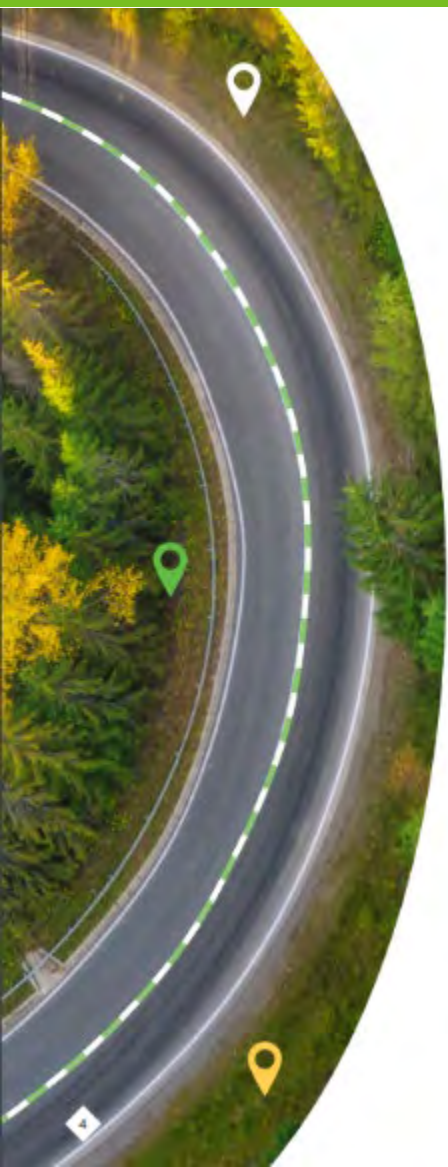
**Alison Slaats** | Minnesota GIO & Director, MnGeo

**Sally Wakefield** | Program Manager, MnGeo

- About MnGeo
- About GIS
- GIS Data
- Applications of GIS
- Questions and discussion



# About MnGeo



By [statute](#) MnGeo provides coordination, guidance, and leadership for the state's use of geographic information systems (GIS)

- MnGeo is the Minnesota Geospatial Information Office and is an office within—the State of Minnesota IT Services (MNIT) agency
- MnGeo is led by MnGeo's director and Minnesota Chief Geospatial Information Officer (GIO), 2 supervisors and has 18 staff members
- MnGeo is guided by the Geospatial Advisory Council (GAC) that is representative of the Minnesota geospatial community
- Being part of MNIT, MnGeo also provides IT geospatial services to state agencies through a service bureau model
- **As GIO, my role is to help coordinate the use of GIS and geospatial data in Minnesota!**

# MnGeo - key points of legislation

- The office has authority to provide coordination, guidance, and leadership, and to plan the implementation of Minnesota's geospatial ... technology.
- coordinate and guide the efficient and effective use of available federal, state, local, and public-private resources to **develop statewide geospatial information technology, data, and services**;
- ...avoid or eliminate unnecessary duplication of existing GIS technology services and systems
- Electronic geospatial government data must be shared at no cost with government entities .. and federal and tribal government agencies.
- **Geospatial Advisory Council**. The chief information officer must utilize a governance structure that includes **an advisory council** to provide recommendations for improving the operations and management of geospatial technology **within state government** and also on issues of importance to **users of geospatial technology throughout the state**.



# Geospatial Advisory Council (GAC)

“The Geospatial Advisory Council **must advise** the Minnesota Geospatial Information Office regarding the improvement of services statewide through the coordinated, affordable, reliable, and effective use of geospatial technology.”

- The GAC has 23 voting members who are representative of geospatial community
- GAC positions are appointed for 2 years
- GAC meets quarterly, meetings **open to all**

| Sector                                 | Number of members |
|----------------------------------------|-------------------|
| At-large                               | 3                 |
| Business                               | 2                 |
| City, Greater Minnesota                | 1                 |
| City, Twin Cities Metro                | 1                 |
| County, Greater Minnesota              | 1                 |
| County, Twin Cities metro              | 1                 |
| Federal Government                     | 2                 |
| Higher Education                       | 2                 |
| K-12 Education                         | 1                 |
| MN GIS/LIS Consortium                  | 1                 |
| Nonprofit                              | 1                 |
| Regional Government, Greater Minnesota | 1                 |
| Regional Government, Twin Cities metro | 1                 |
| Regional, MetroGIS                     | 1                 |
| State Government                       | 2                 |
| Surveyor                               | 1                 |
| Tribal Government                      | 1                 |
| MnGeo (ex-officio)                     | 1                 |

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# How do we get started with GIS or take it to the next level?



# The geographic approach and GIS

The geographic approach is using to **create, manage, map, and analyze** *geospatial data* to make data-driven decisions and improve outcomes.

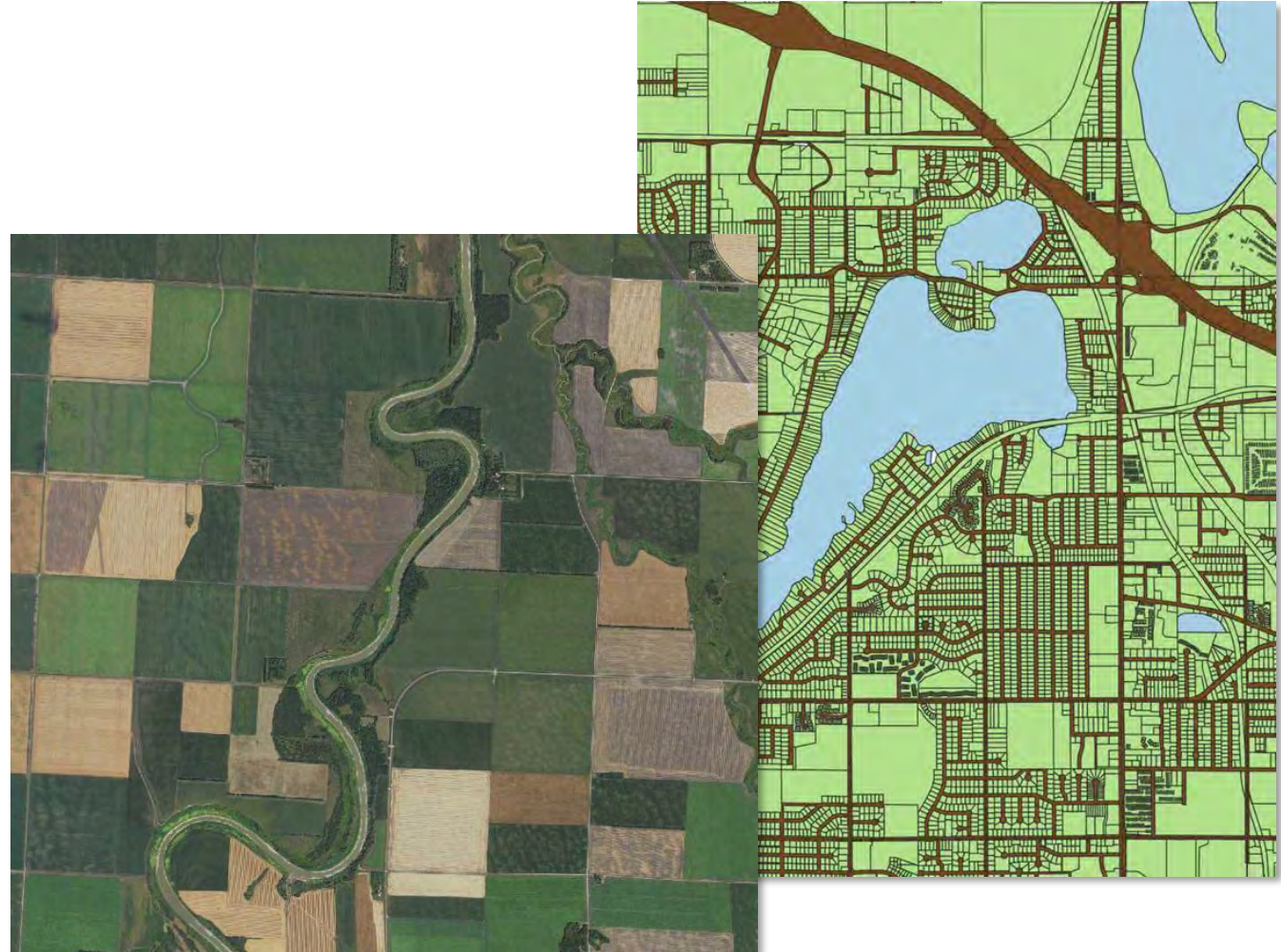
How?

- Make location part of your data
- Share your location data
- Use location data for analysis and decision making



# MnGeo works on statewide geospatial data foundations

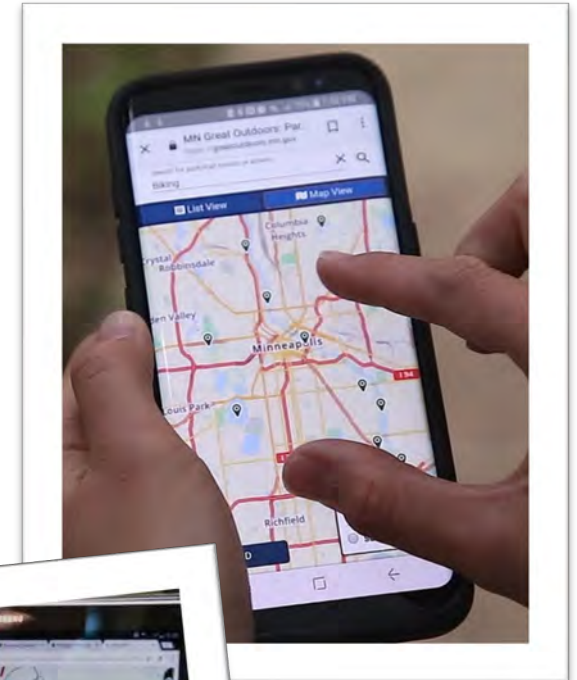
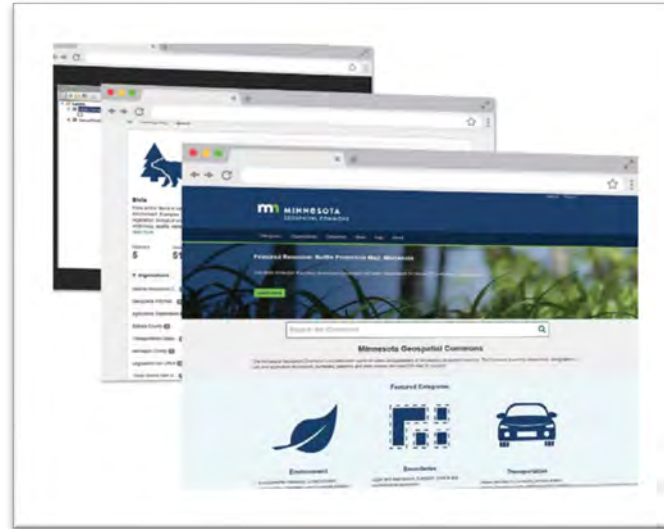
- Statewide geospatial foundations are key datasets useful to many, including
  - Parcel data
  - Addresses and geocoding
  - Imagery data
  - Critical infrastructure
  - Boundaries
- MnGeo's goal is to have foundational data ready for use, when you need it for the questions you have





# Data sharing

- MnGeo can help you share your geospatial data
  - Within your agency
  - With other state agencies
  - With the public on the Geospatial Commons
- Sharing data enables others to use data for other data-driven analysis
  - Web maps, desktop tools and mobile apps



# Making location enables analysis

- By adding location to tabular lists, we can map the locations, and analyze the relationships with other data
- What if we developed a walk score for neighborhoods to childcare locations?

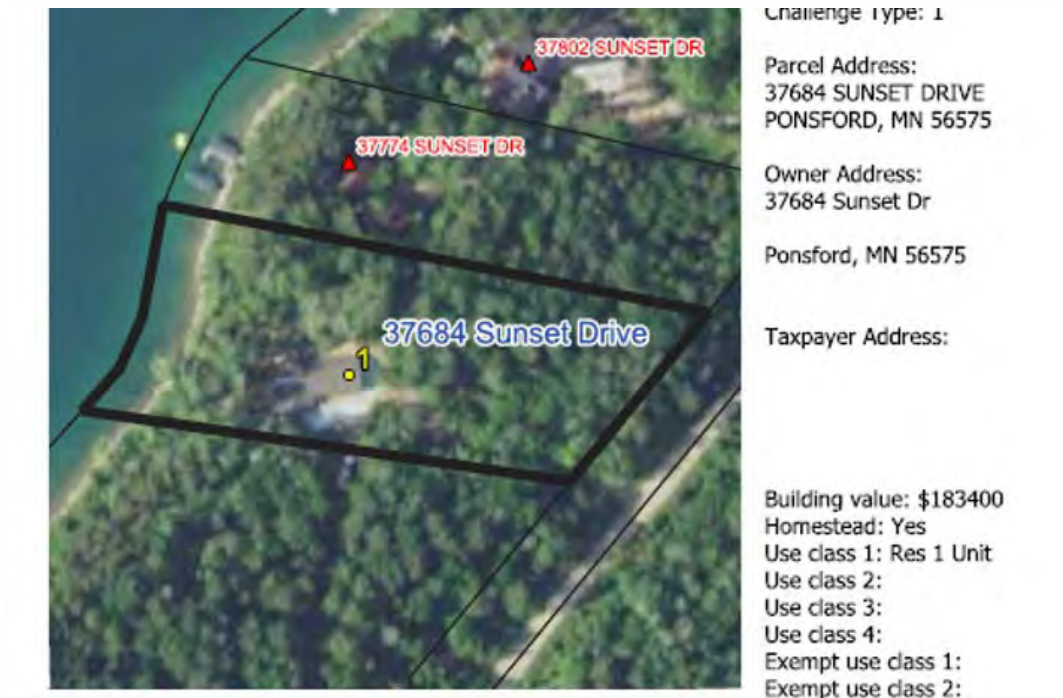
|    | A              | B                 | C                                                                      |
|----|----------------|-------------------|------------------------------------------------------------------------|
| 1  | License Number | License Type      | Name of Program                                                        |
| 2  | 1081858        | Child Care Center | Faithful Beginnings at St Timothy School                               |
| 3  | 1004396        | Child Care Center | French Academie (The)                                                  |
| 4  | 1086983        | Child Care Center | 1st Lutheran Preschool and Extended Day Program                        |
| 5  | 1080082        | Child Care Center | 2nd Home Childcare LLC                                                 |
| 6  | 1108608        | Child Care Center | 3Rs Early Childhood Learning Center                                    |
| 7  | 1081425        | Child Care Center | A Better Childcare                                                     |
| 8  | 800003         | Child Care Center | A Child's Delight Too, Inc.                                            |
| 9  | 1096017        | Child Care Center | A Child's Place Daycare Center                                         |
| 10 | 1112619        | Child Care Center | A New Hope Family Child Care LLC, DBA A New Hope Preschool & ECE Progr |
| 11 | 1097992        | Child Care Center | A Plus Universal Child Care and Learning Center                        |
| 12 | 1105095        | Child Care Center | Aaron Child Care Inc.                                                  |
| 13 | 1052797        | Child Care Center | AB Bohlman Inc dba Little Red Wagon                                    |
| 14 | 1101850        | Child Care Center | AB.SEE Preschool & Early Learning Center                               |
| 15 | 1112247        | Child Care Center | ABC Academy                                                            |
| 16 | 800020         | Child Care Center | ABC Express                                                            |
| 17 | 1095850        | Child Care Center | ABC Learning Center Inc                                                |
| 18 | 1077914        | Child Care Center | ABC123 Child Enrichment Center LLC                                     |

|                       |
|-----------------------|
| 3596 LINDEN AVE ST    |
| 1208 Shakopee Town    |
| 2500 MINNEHAHA A      |
| 901 S Main St         |
| 300 PARK ST W         |
| 160 3RD AVE W         |
| 6820 St. Patrick Lane |
| 2533 24th AVE S       |
| 1710 CENTER AVE W     |

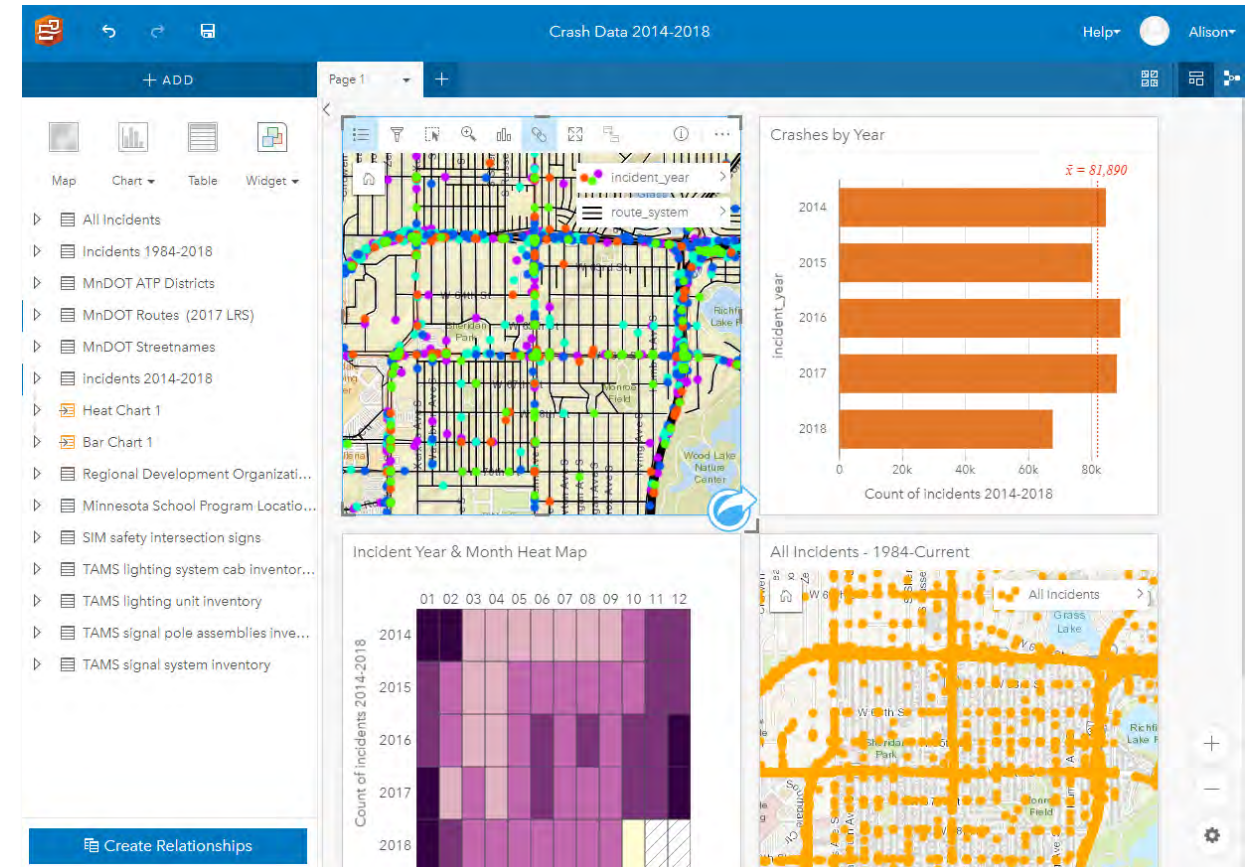


# Guide decision making through GIS Analysis

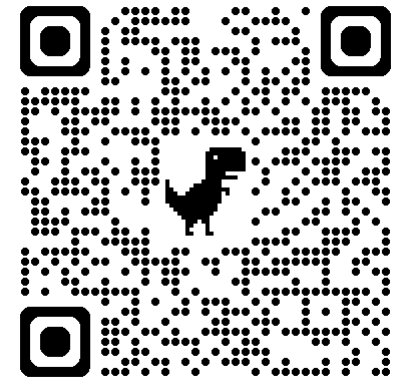
## DEED OBD Broadband Work



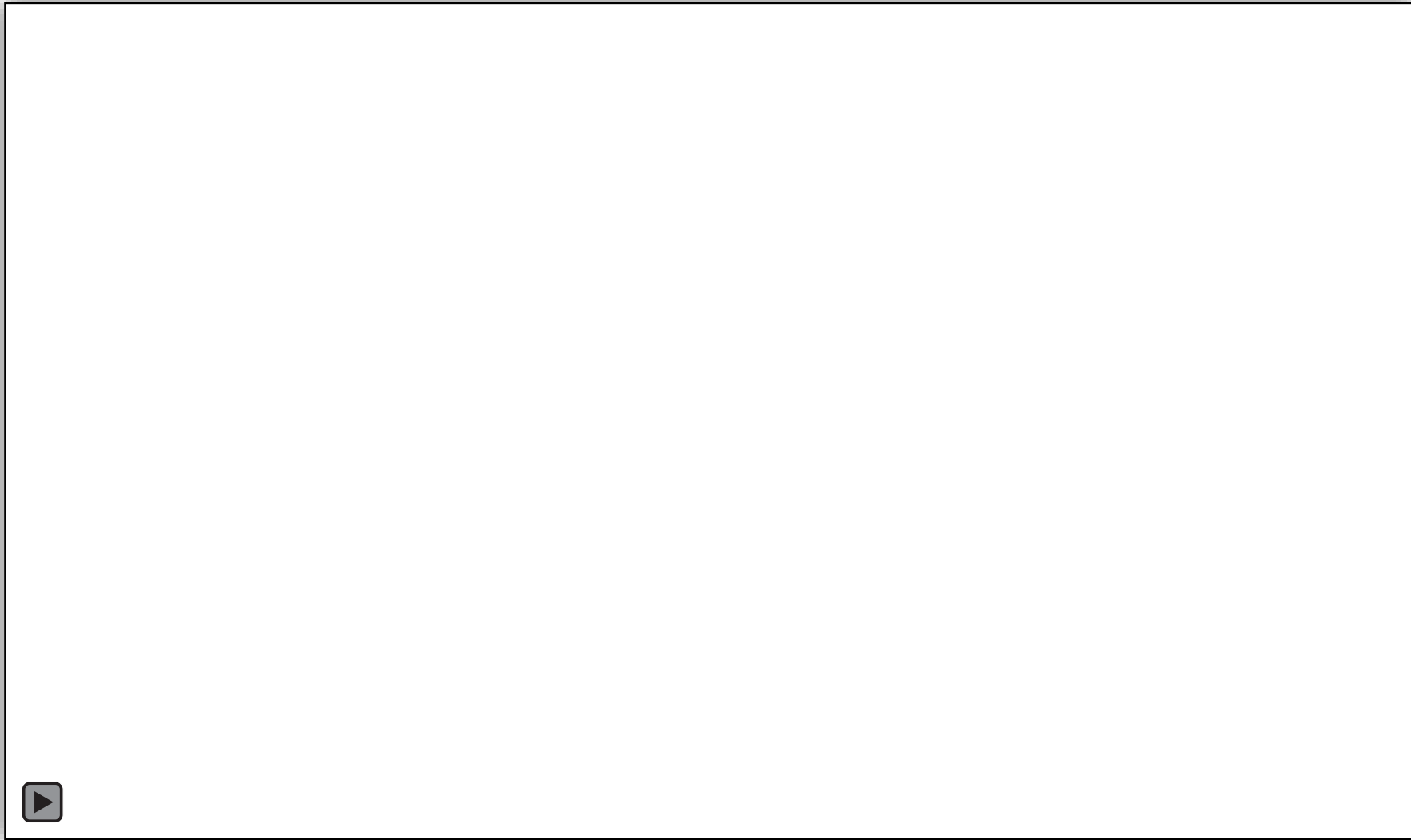
## MnDOT Crash Analysis

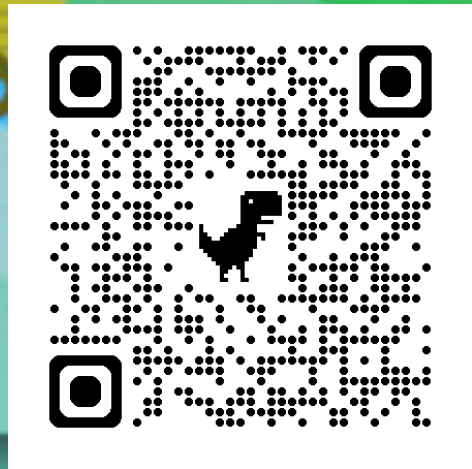


# Sharing State of Minnesota Agencies' work through maps



# Example analysis: Free school meals





Minnesota Governor Walz demos Executive Portfolio at Esri conference in July 2024



STATE of MINNESOTA

## Proclamation

- WHEREAS: Minnesota's geographic landscape and data play a crucial role in the history and cultural heritage of all people in Minnesota, and Geographic Information Systems (GIS) serve as a framework for gathering, managing, analyzing, and displaying location-based information; and
- WHEREAS: An understanding of geography and its applications in GIS provides critical information for community leaders and government officials in making data-driven decisions around education, health care, public safety, transportation planning, preservation of natural resources, employment opportunities, and more; and
- WHEREAS: The Minnesota geospatial community coordinates these efforts to minimize duplication, reduce costs, develop standards, influence outcomes, measure results, and facilitate the sharing and interchange of GIS data and knowledge; and
- WHEREAS: Geospatial professionals support state, local, regional, and federal governments, Tribal Nations, academia, and nonprofit and private organizations; and
- WHEREAS: It is necessary to promote GIS awareness, education, and technical training throughout the state and encourage the understanding of how leveraging GIS data enhances the lives of all people living in and visiting Minnesota.

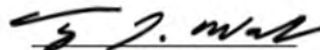
NOW, THEREFORE, I, TIM WALZ, Governor of Minnesota, do hereby proclaim Wednesday, November 20, 2024, as:

## GEOGRAPHIC INFORMATION SYSTEMS DAY

in the State of Minnesota.

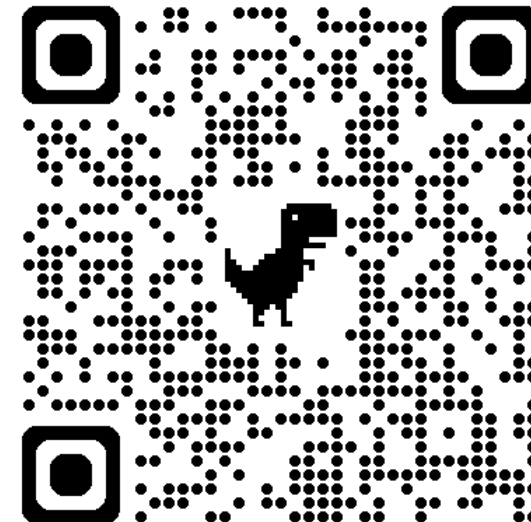


IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the State of Minnesota to be affixed at the State Capitol this 18<sup>th</sup> day of November.

  
GOVERNOR



# Today is GIS day!



# Finding Data: Minnesota Geospatial Commons

- Geospatial Commons is a **collaborative site** for users and publishers of geospatial resources
- Over 1000 geospatial resources
- 48 publishers
- MnGeo hosts this site, and supports users and publishers
- New modernization project to have more map services to load data directly, instead of downloading files



# Other helpful Information from MnGeo

## Public Utilities and Telecommunication Infrastructure Information for Minnesota

Use this site to find GIS data, maps and statistics that show information about Minnesota's public utilities and telecommunications infrastructure.

### Utilities

- **Electric power**
  - Energy sources
  - Transmission lines and substations
  - Service areas
  - Additional resources
- **Natural gas**
  - Pipelines
- **Water and sewer**

### Telecommunication

- **Service areas**
- **Broadband maps**
- **Transmission towers**

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Use this site to find GIS data, maps and statistics that show information about Minnesota's public utilities infrastructure.

- [Data and map collections](#)
- [Electric power](#)
  - [energy sources](#)
  - [transmission lines and substations](#)
  - [service areas](#)
- [Natural gas, oil and ethanol](#)
- [Water and sewer](#)
- [Additional resources](#)

Detailed information for each topic area

If you are seeking data for excavation purposes, please see contact [Gopher State One Call](#) for location of local infrastructure.

### Data and Map Collections

- **U.S. Energy Information Administration**
  - [Data Maps, Tools, Browsers and Dashboards](#)
    - [Documentation and shapefile download](#): More than 50 national energy data layers plus additional reference layers
  - [U.S. Energy Atlas](#): A comprehensive reference for data and interactive maps of energy infrastructure and resources in the U.S.

### Electric Power

#### Energy sources

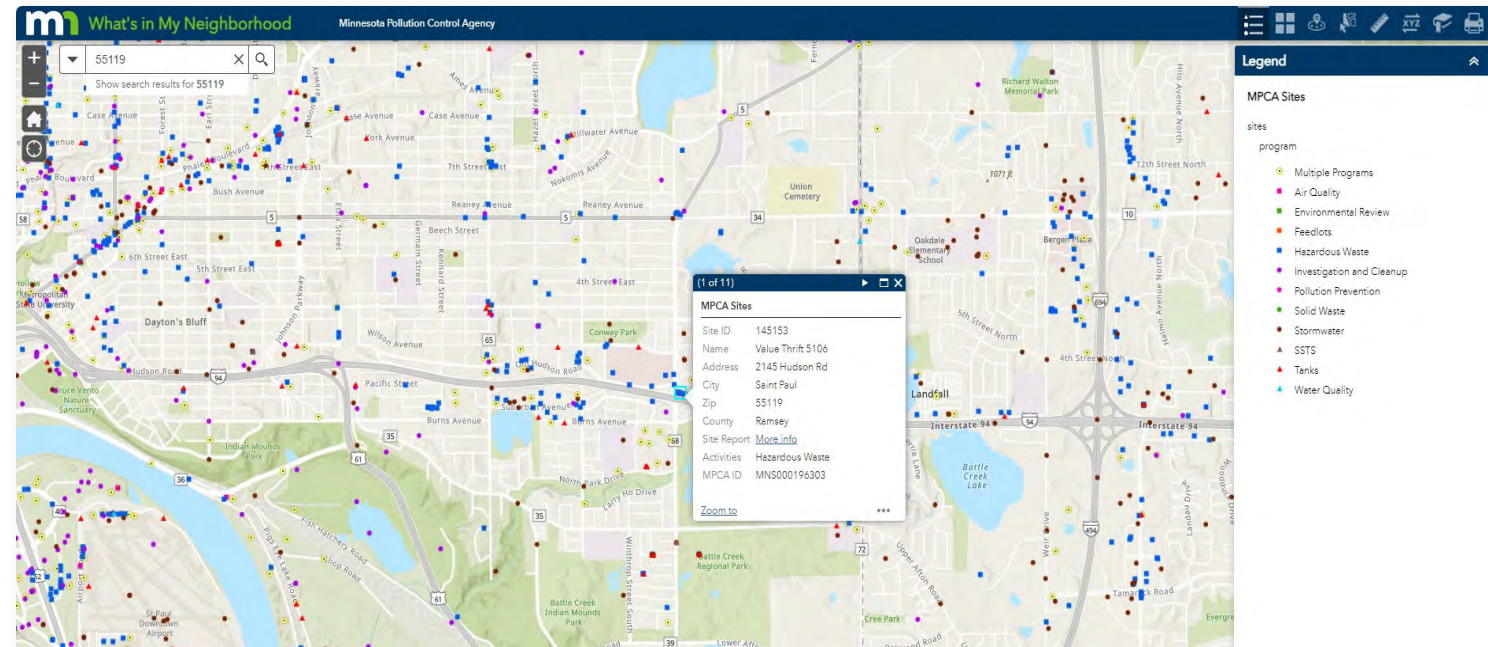
- **Wind**
  - **Featured Data Source**
    - [U.S. Wind Turbine Database](#): Map viewer with analysis tools, web services and downloadable data. Includes turbines from the FAA database described below. Extensive help and documents
    - [Minnesota wind turbines](#): selected from the U.S. Wind Turbine Database
  - **Minnesota**
    - [2006](#): Wind speed, capacity factor and energy production maps and wind speed GIS data.



# Geospatial resources: More than just data

## Types of Resources available on the Commons

- **Traditional GIS files** - contain location information that a desktop GIS program can read to place features and boundaries
- **Data services** - files to bring data into a web-based GIS
- **Pre-built web-based applications** (What's in my Neighborhood)
- **KMZ files** that can be used in Google Earth
- **Imagery, tables, maps and more!**



# Finding Data: Minnesota Geospatial Commons

## Data types available on the Commons

- Resources are organized into 18 categories – Biota to Utilities



### **Boundaries**

Legal land descriptions.  
Examples: political and administrative boundaries

**139 Resources**



### **Imagery + Basemaps**

Base maps. Examples:  
land cover, topographic maps, imagery, unclassified...

**127 Resources**



### **Planning + Cadastre**

Information used for appropriate actions for future use of the land....

**99 Resources**



### **Transportation**

Means and aids for conveying persons and/or goods.  
Examples: roads,...

**124 Resources**

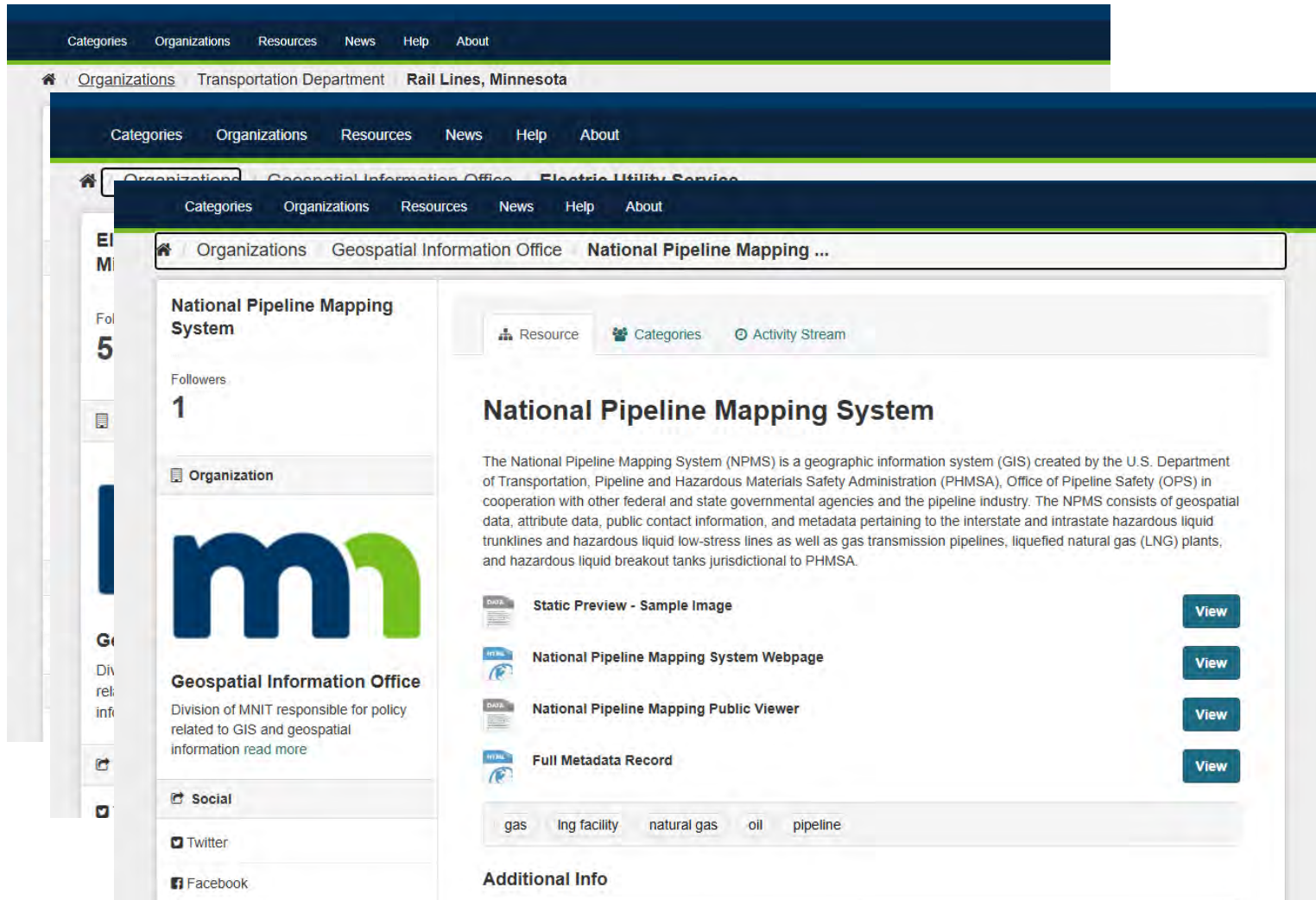


### **Utilities + Communication**

Energy, water and waste systems and communications infrastructure and...

**20 Resources**

# Finding Data: Relevant Resources



- Rail Lines
- Electric Utility Service Areas (EUSA)
- Pipelines (national scope)

# Finding Data: Relevant Resources



## Freight

Freight Home Planning Maps & Data Committees Contacts

### Freight maps, data, and tools

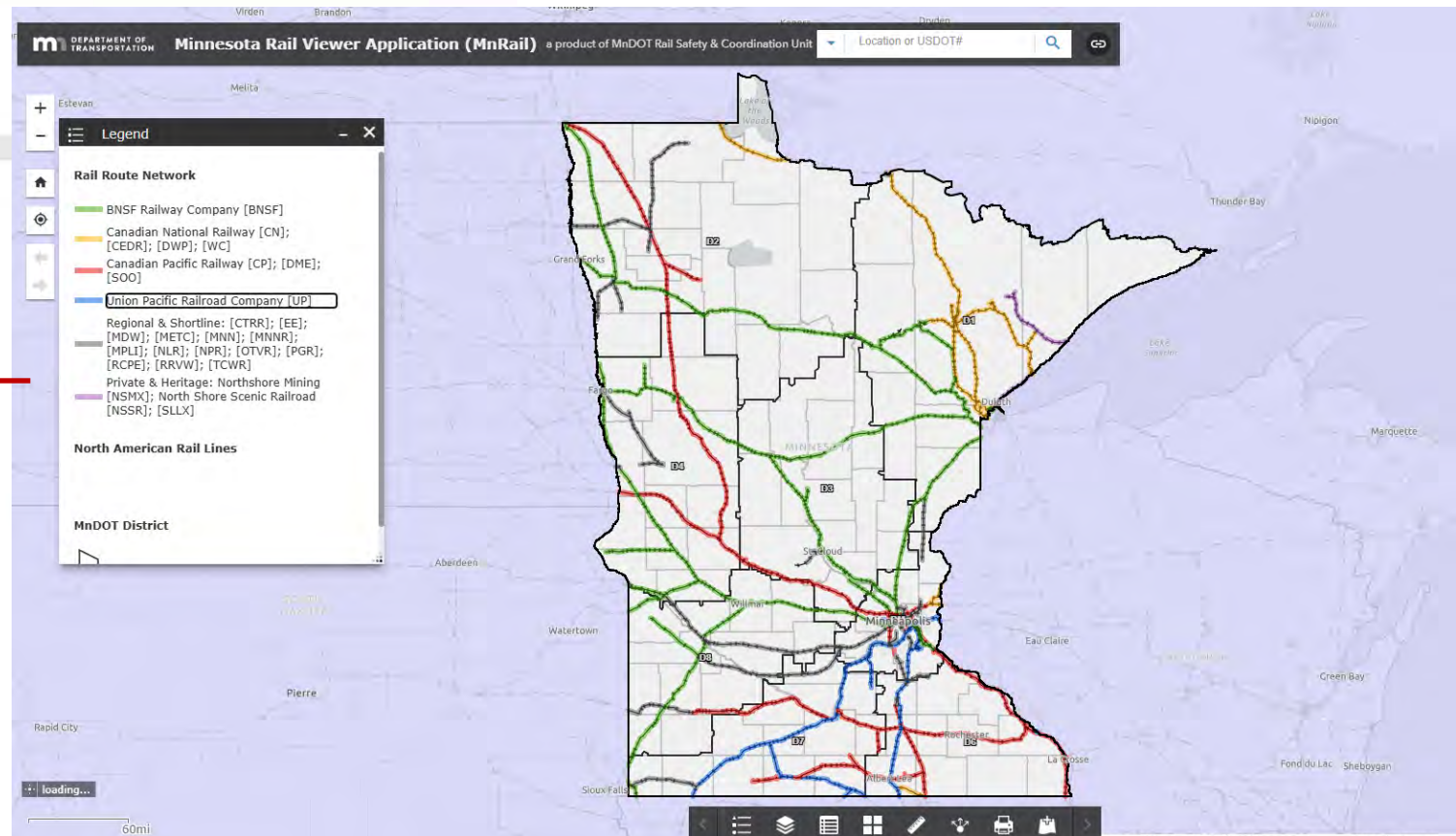
#### Minnesota freight maps

Contact: [Cam Zhen](#), Research Analyst/GIS Coordinator

- [Minnesota Rail Viewer Application](#)
- [Minnesota Highway-Rail Crash Reporting Dashboard](#)
- [Weight Stations in Minnesota - March 2023 \(PDF\)](#)
- [Minnesota Operating Railroads Map: Statewide - 2022 \(PDF\)](#)
- [Minnesota Operating Railroads Map: Seven-County Metro Area - 2022 \(PDF\)](#)
- [Oversize/Overweight Superload Corridors - 2022 \(PDF, 5.7 MB\)](#)
- [Minnesota Twin Trailer Network - 2019 \(PDF\)](#)
- [Truck Freight Tonnage - 2013 \(PDF, 3.7 MB\)](#)
- [DRAFT Southeastern Minnesota Frac Sand Facilities - 2013 \(PDF, 2 MB\)](#)
- [Intermodal Terminals in Minnesota - 2012 \(PDF\)](#)
- [Minnesota Freight Facilities - 2010 \(PDF, 1.4 MB\)](#)
- [State Rail Bank Corridors - 2008 \(PDF\)](#)
- [MnDOT Rail Safety & Coordination Project Manager Map](#)

### Data and tools

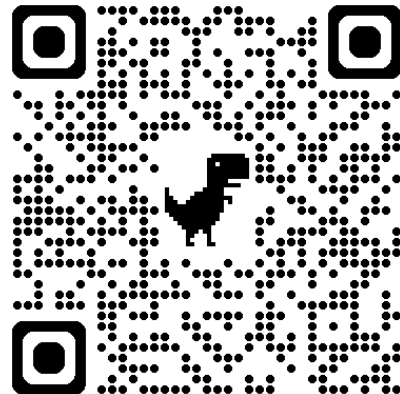
Rail Crossing Information Database



# Finding Data: Uniquely Minnesota

## Jurisdictional Boundaries - CTU Cities, Townships and Unorganized Territories

- Change is initiated by the local jurisdiction
- Formal review process
- GIS file maintained by the Department of Transportation
- Updated weekly!



A screenshot of the 'Municipal Boundary Adjustments' website. The page has a dark blue header with the title 'Municipal Boundary Adjustments' in a script font. Below the header is a light blue banner with a map of Minnesota. The main content area has a green sidebar on the left with a menu titled 'MUNICIPAL BOUNDARY ADJUSTMENTS' containing links like 'Requirements', 'Forms', 'Filing Fees', 'Map and Legal Description', 'Requirements', 'Legal References', 'Resources', 'Boundary Adjustment Reporting System (BARS)', 'Boundary Adjustment Export', 'Orderly Annexation Main', and 'Agreements'. The main content area has a white background with the title 'Municipal Boundary Adjustments' in a script font. Below the title is a paragraph of text. There are two circular icons: a green one with a magnifying glass over a map, which is circled in red, and a blue one with a magnifying glass over a map. Below the green icon is the link 'Boundary Adjustment Reporting System' and the text 'Database of boundary adjustments in Minnesota'. Below the blue icon is the link 'Orderly Annexation Agreements' and the text 'Database of orderly annexations in Minnesota'. At the bottom are two more circular icons: a blue one with a document and a green one with a dollar sign and a hand.

# Finding Data: Uniquely Minnesota

## Jurisdictional Boundaries - CTU Cities, Townships and Unorganized Territories

Categories

Organizations

Resources

News

Help

About

Organizations

Transportation Department

City, Township, and ...

City, Township, and Unorganized Territory in Minnesota

Followers 14

Organization



Transportation Department

Plan, build, operate and maintain a safe, accessible, efficient and reliable multimodal transportation system that connects people to destinations and markets throughout the... [read more](#)

Social

Resource

Categories

Activity Stream

City, Township, and Unorganized Territory

This medium-scale (nominally 1:24,000) dataset represents the boundaries of cities, (CTUs) in Minnesota. The Minnesota Geospatial Information Office created the initial boundary file maintained by the Minnesota Department of Transportation (MnDOT). It primarily from boundary adjustment records maintained by the Office of Administrative Adjustment Unit. MnDOT has maintained the file since 2014.

Note: Cities and Townships represented in this dataset are political (civil) townships : congressional or public land survey townships. Unorganized territory subdivisions are the Census, which often differ from those defined by a county.

Check other metadata records in this package for more information on CTUInformati

Link to ESRI Feature Service:

City, Township, and Unorganized Territory in Minnesota: [City, Township, and Unc](#)

Static Preview - Sample Image

Table Of Contents

Layers

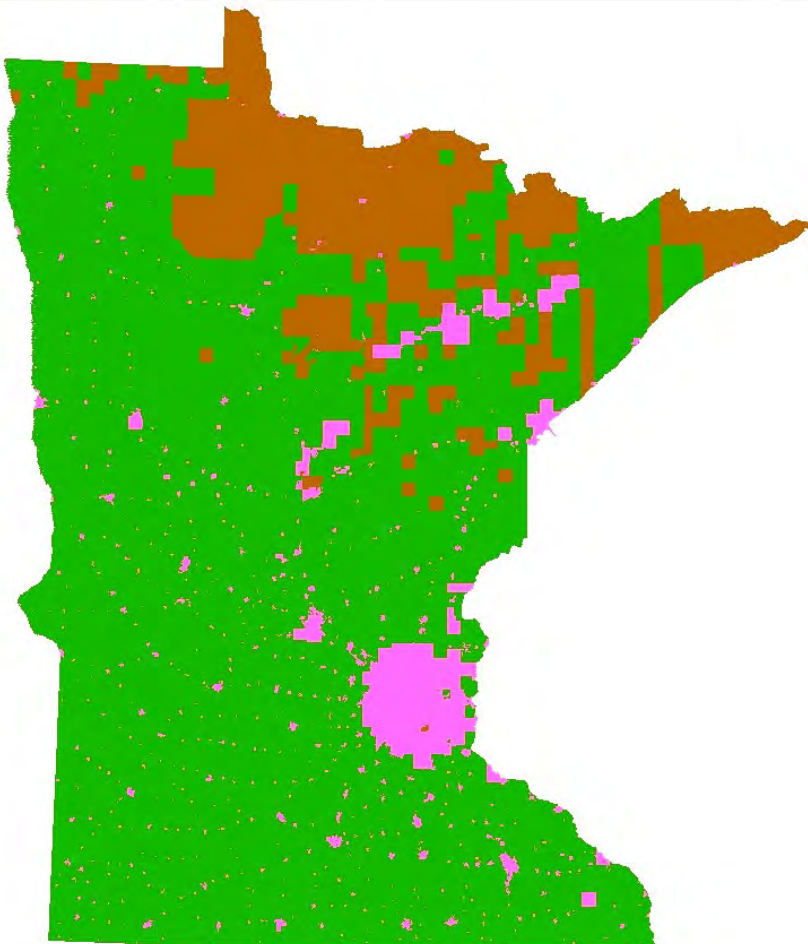
☒ City, Township, Unorganized Territory Boundaries

CTU\_Type

☒ CITY

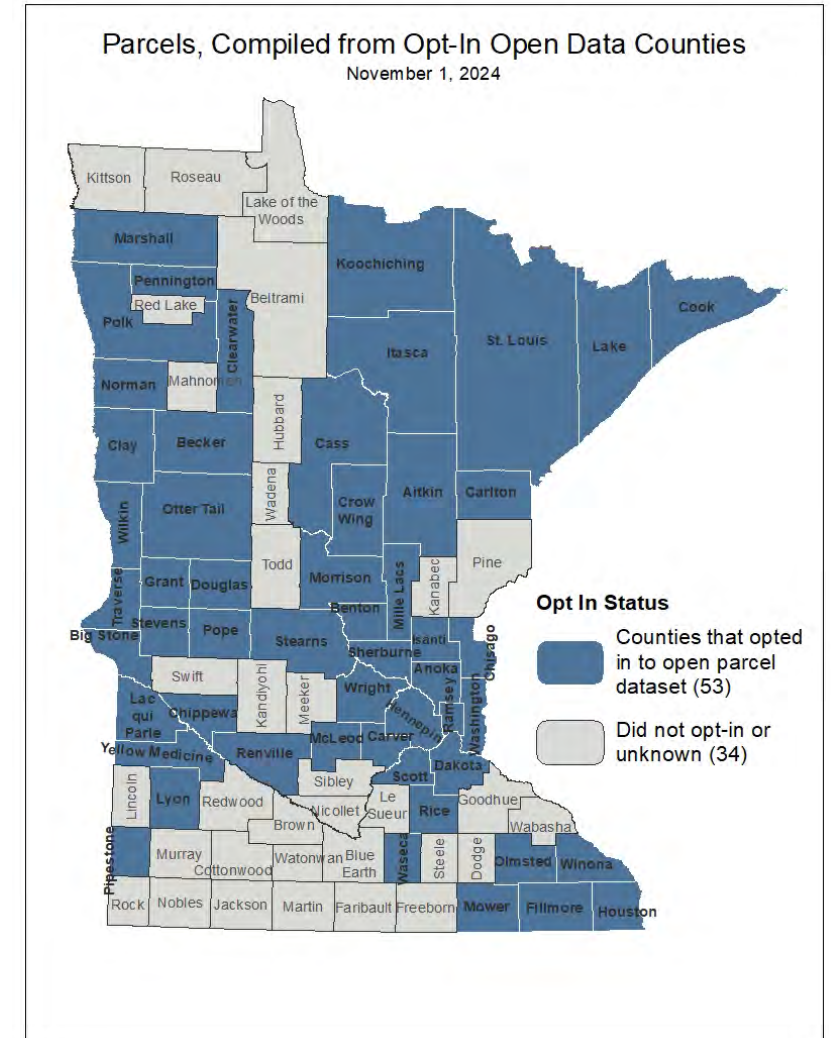
☒ TOWNSHIP

☒ UNORGANIZED TERRITORY



# Parcel data priority: Uniquely Minnesota

- **Priority: Statewide publicly available parcel data**
- Quarterly process
  - Request parcel data each quarter from county partners
  - Aggregate into Minnesota parcel data standard
  - Share statewide data with state agencies/government partners
  - Publish data on the [Geospatial Commons](#) for “opt-in” counties



# Statewide land ownership/tax parcels

## Section 16E.30

...Electronic geospatial government data **must be shared at no cost** with government entities, the notification center established under section [216D.03](#), and federal and tribal government agencies. Data received under this subdivision **may be reproduced or shared with other government entities** or agencies....



Office of the Revisor of Statutes

Retrieve by number Statutes  Statutes Laws Rules Court Rules Constitution Revisor's Office ▾ Search Law by Keyword

[2024 Minnesota Statutes](#) > [ADMINISTRATION AND FINANCE](#) > [Chapter 16E](#) > Section 16E.30

◀ [16E.22](#)

## 2024 Minnesota Statutes

# Broadband Service Mapping

MnGeo is supporting the Office of Broadband Development (OBD) to validate broadband serviceable locations including houses, apartments and farms

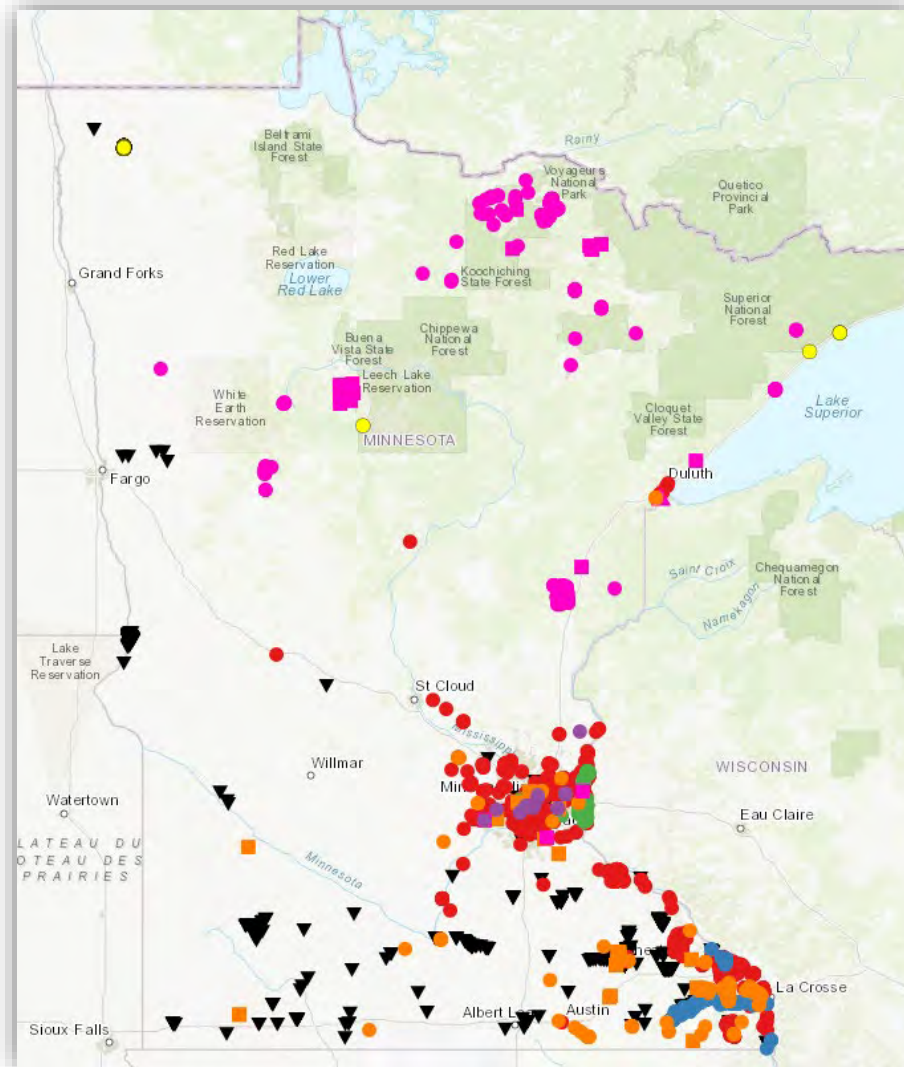
MnGeo uses parcel data to determine if the FCC data is accurate and submit challenges, as needed

Required attributes include:

- **homestead**
- **estimated building value**
- **land use class**



# Department of Agriculture Invasive Species and Noxious Weeds Control

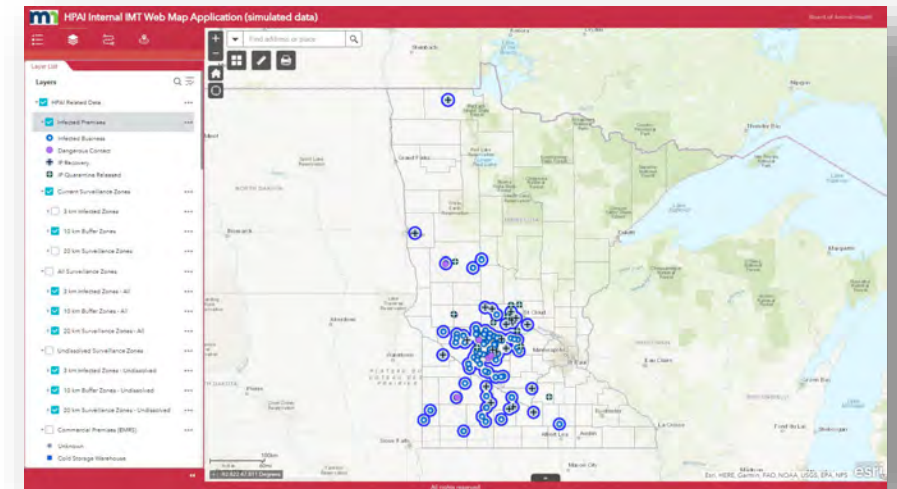


- Minnesota Department of Agriculture deals with invasive noxious weeds such as Oriental Bittersweet and Palmer Amaranth and has a goal to reduce their spread in Minnesota
- Parcel data is essential to working with **property owners** to coordinate control of invasive species and noxious weeds

# Board of Animal Health for HPAI response



- **Avian Influenza impacted Minnesota in 2015 and 2022**
- Over 100 premises were affected
- **Parcel data was used to identify farms, owners and enable local, national, federal agencies and industry partners to be on the same page**



# Minnesota Pollution Control Agency Remediation

The Minnesota Pollution Control Agency (MPCA)'s Remediation Division staff use the parcel data to ensure the safety and wellbeing of Minnesota's residents

*"We use parcel data to **identify property owners** near potential or known contaminated sites*



# Minnesota Forestry Association

Geospatial information is an essential **tool to build woodland stewardship plans for woodland owners** to visualize and monitor their forests through time.

Woodland owners need to know **where their parcels lie on the landscape, as well as their neighbors, in order to better manage their forests** across the watersheds.





# Questions & Discussion

**Alison Slaats**

MnGeo Director & MN GIO

*[alison.slaats@state.mn.us](mailto:alison.slaats@state.mn.us)  
[gisinfo.mngeo@state.mn.us](mailto:gisinfo.mngeo@state.mn.us)*

# State Assessed Property GIS Resources

## State Assessed Property Section using GIS

- Reports/Presentations
- Auditing Property Record Data

## Property Tax Mapping Website

- <https://www.revenue.state.mn.us/property-tax-mapping>

# Ask Away Activity



# Ask Away Activity



DEPARTMENT  
OF REVENUE

Working together to fund the future for all of Minnesota | [revenue.state.mn.us](https://revenue.state.mn.us)



# Break

# Check-In for MN Assessor Continuing Education



# Fair Map

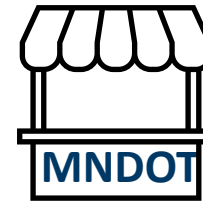
Windows

Windows

Windows

Windows

Door



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# Thank You!

**State Assessed Property Section**

*[sa.property@state.mn.us](mailto:sa.property@state.mn.us)*

November 20, 2024