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Provides that acquisition of real property by eminent domain for construction or expansion of a light rail transit or bus rapid transit is subject to the provisions for attorneys' fees (Minn. Stat. § 117.031), appraisals (Minn. Stat. § 117.036), requirements to challenge the public use, necessity, or authority for a taking (Minn. Stat. § 117.055, subd. 2), compensation for loss of going concern (Minn. Stat. § 117.186), minimum compensation (Minn. Stat. § 117.187), certain limitations (Minn. Stat. § 117.188), and reestablishment and relocation benefits (Minn. Stat. § 117.52, subds. 1a and 4). These provisions were added in 2006 as part of the eminent domain reform legislation.

Under Minnesota Statutes, section 117.025, subdivision 10, a "public service corporation" means a utility, as defined by section 216E.01, subdivision 10; gas, electric, telephone, or cable communications company; cooperative association; natural gas pipeline company; crude oil or petroleum products pipeline company; municipal utility; municipality when operating its municipally owned utilities; joint venture created pursuant to section 452.25 or 452.26; or municipal power or gas agency. Public service corporation also means a municipality or public corporation when operating an airport under chapter 360 or 473, a common carrier, a watershed district, or a drainage authority.

Regular route transit is defined as a "common carrier." Minn. Stat. § 174.22, subd. 8 ("regular route transit" means transportation of passengers for hire by a motor vehicle or other means of conveyance by any person operating on a regular and continuing basis as a common carrier on fixed routes and schedules....) The statute governing Metropolitan Council transit operations refers to this definition of regular route transit. Minn. Stat. § 473.121, subd. 20a. Under Minnesota Statutes, section 473.405, the Metropolitan Council may acquire property for transit using eminent domain.