

CITY OF NORTHFIELD, MN
CITY COUNCIL RESOLUTION 2025-107
SUPPORTING A NEW PASSENGER RAIL SERVICE BETWEEN THE TWIN
CITIES IN MINNESOTA AND KANSAS CITY, MISSOURI

- WHEREAS, the Twin Cities to Kansas City (TC to KC) corridor is a priority corridor for intercity passenger rail in the Minnesota Department of Transportation’s State Rail Plan; and
- WHEREAS, the Twin Cities to Kansas City route is recommended in the Federal Railroad Administration’s Amtrak Daily Long-Distance Service Study including an extension of the route to Texas; and
- WHEREAS, this 500-mile corridor would serve the Twin Cities Metropolitan Area, Northfield, Faribault, Owatonna, Albert Lea, Des Moines and Kansas City; and
- WHEREAS, freight railroads will benefit from the capital investment required for this new passenger service, enabling greater train speeds, reduced railroad congestion, and rail crossings that are safer for all users; and
- WHEREAS, the Twin Cities to Kansas City corridor once hosted two passenger rail trains each day – the Twin Star Rocket and the Kansas City Rocket; and
- WHEREAS, new service on the Borealis between Saint Paul and Chicago has been extremely successful, with first year ridership exceeding projections by an average of 50 percent; and
- WHEREAS, this corridor has one of greatest ridership potentials of passenger rail routes in the Midwest, estimated at over 190,000 riders per year. It:
- Serves the three major population centers of Des Moines, IA, (pop. 740,000), Kansas City region (pop. 2.2 million), and Twin Cities region (pop. 3.7 million);
 - Connects Minnesota to Amtrak routes that serve Denver, San Francisco, Phoenix, Los Angeles and many stops in between;
 - Connects smaller communities in Minnesota and Iowa to each other and the Twin Cities metropolitan area, the largest urban center between Chicago and the West Coast; and
- WHEREAS, many states in the Midwest and around the country are investing in expanded passenger rail service for the economic and mobility benefits. Some of these states include but are not limited to: Wisconsin, Illinois, Michigan, Missouri, Ohio, Virginia, California, Oregon, Maine, and North Carolina; and

WHEREAS, the City of Northfield recognizes that advancing passenger rail service in the region aligns closely with its broader goals for a sustainable, inclusive, and connected community; and

WHEREAS, the City values a balanced approach to economy, environment, and equity in transportation and land use planning—seeing regional rail not only as a catalyst for economic vitality and access to jobs and education, but also as a tool to reduce greenhouse gas emissions and support compact, transit-oriented growth; and

WHEREAS, the Northfield Transit Hub, co-located with the historic Northfield Depot, serves as a transfer center for local and regional buses and connect to future passenger rail routes as a way to not only help people get around within Northfield, but also between Northfield and other parts of the region; and

WHEREAS, by linking an external passenger rail connection to Northfield’s internal transit goals, such as improved multimodal options, walkability, and equitable access for residents across income levels and neighborhoods, the city views rail investment as a key part of achieving a resilient and accessible transportation system that supports long-term community well-being; and

WHEREAS, Minnesota House bill HF 2887 and Minnesota Senate bill SF 3176 have been introduced for the 2025-2026 session to support a rail corridor service analysis and appropriate funding;

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL THAT:

The Northfield City Council hereby supports new passenger rail service between Twin Cities and Kansas City, Missouri and requests that the Minnesota Legislature direct MnDOT to submit a Corridor Identification Grant to the Federal Railroad Administration.

PASSED by the City Council of the City of Northfield on this 21st day of October, 2025.

ATTEST

City Clerk

Mayor

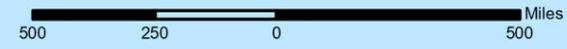
VOTE: ___ ZWEIFEL ___ BEUMER ___ DAHLEN ___ HOLMES
 ___ NESS ___ PETERSON WHITE ___ SOKUP

Amtrak Passenger Rail System

revised to include the South Central Minnesota Regional Passenger Rail Corridor
and the inter-state connections on existing rail line



- Amtrak Passenger Rail Network
- Amtrak Connecting Thruway Bus Service
- South Central Minnesota Rail Corridor: (a Phase I Project in the Minnesota Statewide Rail Plan) runs on existing (Union Pacific) freight rail line that continues south to San Antonio
- - - - - East-west (CP) freight rail line connects at Owatonna to Mankato, Rochester & Winona on existing rail line across southern MN





ALL ABOARD MINNESOTA

Existing and Proposed Passenger Rail Network

