



Resolution No. 2026R-167

City of Minneapolis

File No. 2026-00512

Author: Stevenson

Committee: COW

Public Hearing: None

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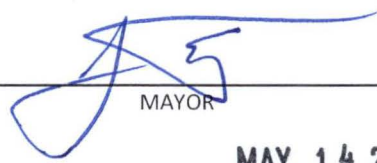
MAY 16 2026

RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSTAIN	ABSENT
Payne	X			
Osman	X			
Chughtai	X			
Wonsley	X			
Rainville	X			
Vetaw	X			
Warren	X			
Shaffer	X			
Stevenson	X			
Chavez	X			
Whiting	X			
Chowdhury	X			
Palmisano	X			

MAYOR ACTION

APPROVED

VETOED

  
MAYOR

MAY 14 2026

DATE

*Certified an official action of the City Council*

ATTEST:   
CITY CLERK

Presented to Mayor: MAY 08 2026

Received from Mayor: MAY 14 2026

**Supporting the study of new passenger rail service between Saint Paul and Fargo/Moorhead and the Twin Cities and Kansas City, Missouri.**

Whereas, the Twin Cities to Kansas City (TC to KC) rail corridor and the Saint Paul to Fargo/Moorhead rail corridor are priority corridors for intercity passenger rail in the Minnesota Department of Transportation’s Minnesota State Rail Plan; and

Whereas, both corridors are recommended in the Federal Railroad Administration’s Amtrak Daily Long-Distance Service Study (2025) including an extension of the route to Texas; and

Whereas, the Federal Railroad Administration may open a new grant application round for its Corridor Identification and Development (Corridor ID) Program in 2026 [“The Corridor ID program is a

comprehensive intercity passenger rail planning and development program that will help guide intercity passenger rail development throughout the country and create a pipeline of intercity passenger rail projects ready for implementation”]; and

Whereas, these two proposed new corridors, if implemented, would provide convenient, affordable, and safe transportation for residents and increase economic activity in station communities along both routes; and

Whereas, the Saint Paul to Fargo/Moorhead corridor has strong potential for ridership as it would provide a second daily train on a convenient daytime schedule to supplement Amtrak’s long-distance train the Empire Builder and connect cities in Minnesota to each other and the Twin Cities metropolitan area; and

Whereas, the Twin Cities to Kansas City corridor has strong ridership potential as it serves the 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), and connects Minnesota to Amtrak routes that serve Denver, San Francisco, Phoenix, Los Angeles and many stops in between; and

Whereas, freight railroads will benefit from the capital investment required for new passenger service, enabling greater train speeds, reduced railroad congestion, and rail crossings that are safer for all users; and

Whereas, the state-supported Borealis between Saint Paul and Chicago has been extremely successful, with first year ridership exceeding projections by an average of 50 percent; 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;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That The City Council of Minneapolis hereby supports new passenger rail service between Saint Paul and Fargo/Moorhead on a daytime schedule and new service between the Twin Cities and Kansas City, Missouri and requests that the Minnesota Legislature direct MnDOT to submit Corridor Identification Grant Applications to the Federal Railroad Administration to evaluate these corridors.