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## Why Passenger rail service between Twin Cities and Kansas City?

All Aboard Minnesota proposes a passenger rail line from the Twin Cities through southern Minnesota, serving Northfield, Owatonna, Faribault, Albert Lea, on to Des Moines, IA and Kansas City, Mo

- **With a Projected ridership of over 190,000 per year** this corridor has the greatest potential ridership of any Midwestern passenger rail route
  - Serves major population centers such as Des Moines, IA, population **709,000**
    - It would serve **90,000** Minnesotans in Northfield, Faribault, Owatonna, and Albert Lea
    - And give access to **100,000** others in Mason City and Ames, IA to the Twin Cities
  - The Kansas City, MO terminus, population of over **2,000,000**, quadruples ridership potential **Directly connects Minnesotans to Amtrak trains serving St Louis, Denver, San Francisco, Phoenix, and Los Angeles without going through Chicago**
- **Des Moines and Kansas City are ideal distances** (259 and 478 miles from St. Paul respectively) for conversion of auto users to rail passenger service. Passenger rail travel produces up to **83%** fewer greenhouse gas emissions than driving and is **45%** more energy efficient than cars. Auto trips will be reduced, saving on highway maintenance costs
- **Schedule and service:** AAMN proposes an eight to nine hour schedule between end point cities, including all intermediate stops such as Northfield, Albert Lea, and more. The train would depart St Paul and Kansas City late morning, arriving mid-evening at end point cities, and feature coaches, business class, cafe and baggage service. Train coach seats typically offer more room and comfort than bus or airline seats
- **Capacity for rail passenger service:** Rail line owner Union Pacific Railroad operates a modest amount of freight trains on the route today. AAMN estimates UP has spent over **\$300** million on the line recently and could host passenger trains at **79** mph with signal and other upgrades
- **Infrastructure spending to enable passenger train service on freight railroads benefits both freight and passenger service,** reducing bottlenecks, speeding goods, and enhances grade crossing safety
- **Rail passenger service offers a needed mobility alternative.** The main option to travel to and from the Twin Cities to Des Moines, Kansas City and other intermediate points is by car. Bus service is very limited. There is limited non-stop airline service, which is often expensive

*\*Ridership methodology based upon historical data for the route and comparing boarding statistics for like Midwestern communities, and other Amtrak ridership statistics. All information in this overview is sourced from the "Twin Cities-Des Moines-Kansas City Route Study" written by AAMN Board Director Robert Moen*

All Aboard Minnesota is a 501 C (3) non-profit citizen group advocating and educating for more rail passenger service in Minnesota and connecting us to the Upper Midwest. More information can be found at our site: [www.allaboardmn.org](http://www.allaboardmn.org)