



# At-A-Glance

Planning is complete for restoring passenger train service between the Twin Cities and Twin Ports. **We are ready to build!**

**The President and Congress are making infrastructure a priority and passenger rail is key. Federal dollars are available, but many projects are competing.**

## CONNECTING COMMUNITIES

NLX is a proposed intercity passenger rail service that will operate between Minneapolis and Duluth, MN on 152 miles of existing BNSF Railway track.

- Four round trips per day
- Maximum speed of 90 mph
- Travel time of about 2.5 hours
- Connections to MSP airport and Midwest rail network

## BENEFIT COST ANALYSIS SHOW NLX IS A GOOD INVESTMENT

MN Department of Transportation studies show a return of between \$1.10 and \$1.69 for every \$1 dollar invested. Project benefits include economic development and a better quality of life through improved mobility, increased choice in transportation options, increased safety, and environmental sustainability.

NLX will create jobs, including 3,000 construction jobs and additional jobs when it opens. It also will transport our workforce to jobs.

The estimated capital cost is \$425 million. This includes planning, design, construction, and more. The anticipated funding split is 20% Minnesota and 80% federal. Plans assume Amtrak or a similar provider will operate the trains.

### The budget includes:

- Mainline track and signal improvements, new sidings and passing tracks will allow NLX and freight trains to run efficiently and safely.
- Upgrading or rehabilitating several bridges along the route that are current chokepoints for freight.
- Expanding the Target Field Station, renovating the Duluth Depot waiting room, and constructing new stations in Coon Rapids, Cambridge, Hinckley, and Superior, WI. Only a minimal amount of new right-of-way is required for station development.
- \$76 million of the project cost will go towards making 166 grade crossings safer including new flashing lights, gates, median barriers, pedestrian gates, and improvements to roadway approaches where necessary.



**"As a traveling nurse and mother of two children – I travel to Minneapolis from Duluth four to six times a week. The benefits of having the Northern Lights Express would be endless both personally and economically."** Kasey B.

## Support Freight Support Green Support NLX

Amtrak VP Joe McHugh in 2019 said NLX is one of the most shovel-ready projects in the nation. **The next step is a funding commitment from the Governor and Minnesota Legislature.**

**Complete the funding package to repair/update Grassy Point Bridge.**

**Engage in discussions to pursue federal and local funding for NLX construction and operations.**

**Enlist NLX passenger rail to help reach the state goal of reducing vehicle miles traveled 20% by 2050.**

Find your local congressman, legislator, and more on our support page:  
[northernlightsexpress.org/support.html](http://northernlightsexpress.org/support.html)

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## CONNECTIONS, CHOICES AND DESIGN FOR ALL— DRIVING PRINCIPLES OF NLX

The Minnesota Department of Transportation recently partnered with North Dakota State University on a study of economic impact of transit in Greater Minnesota. Data shows healthcare trips on transit have a benefit value of \$228.5 million each year.

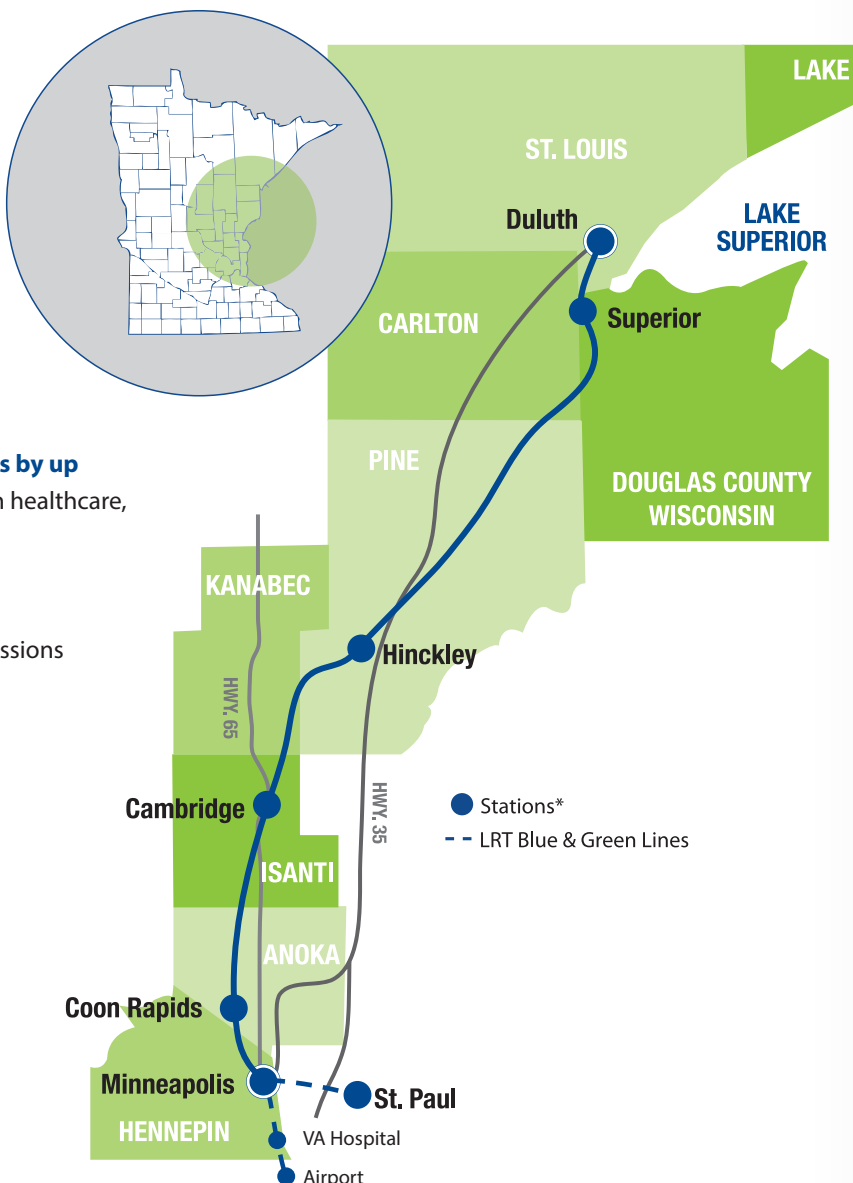
The NLX Alliance, a joint powers board of government entities along the route, is concerned about ensuring that veterans can access healthcare and other needed services. NLX will provide a reliable alternative for veterans who are unable to drive to a VA clinic or hospital.

**NLX is a choice that is reliable, convenient, and accessible to all Minnesotans.**

# NLX Corridor Map

## SAMPLING OF BENEFITS OVER 40 YEARS

- Grade crossing improvements will **reduce crashes by up to 130**, saving heartache and millions of dollars in healthcare, death benefits and auto repairs.
- Over **\$375 million growth** in tax revenues.
- **\$400 million growth** in tourism.
- Environmental sustainability benefits include emissions **savings and CO2 reductions of \$50 million.**



**Duluth area college students are no strangers to 35W and the challenges of driving between Duluth and the Twin Cities.**

**"As a student without a car who normally lives in Andover, the only way up and down is 35W. Very inconvenient, and I'm sure many UMD students would agree."** Aidan