



# Maine

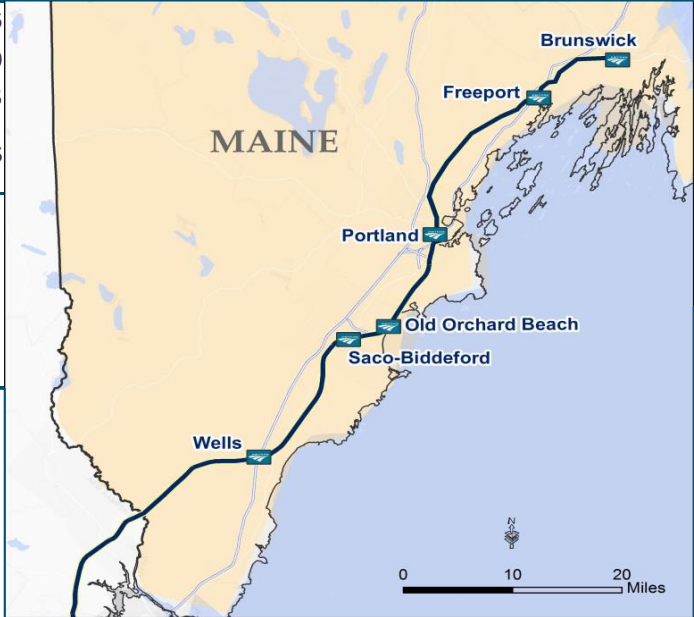
## Amtrak's Contributions to Maine

Earnings supported by Amtrak in Maine	Employment supported by Amtrak in Maine	Value added* supported by Amtrak in Maine
\$9,136,000	170	\$2,408,000

### State Snapshot

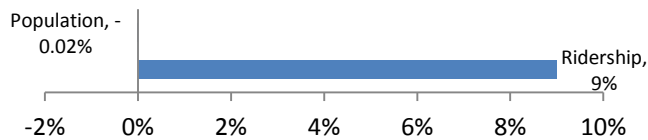
Number of Stations	6
Number of Local Riders**	131,950
Local Revenue	\$2,467,885
Number of Rail Passenger Miles***	12,590,775

Routes:  
***Downeaster***



Source: Amtrak

### Population and Amtrak Ridership Growth 2009-2015



#### Brunswick, ME (BRK)

Service commenced with the extension of the *Downeaster* in 2012, after planning began in the late 1990s. Funding for the development of the route through Maine was made possible through the Federal Railroad Administration's High-Speed Intercity Passenger Rail Program (HSIPR) with funding distributed under the American Recovery and Reinvestment Act of 2009. The funds were spent on the rehabilitation of 30 miles of track between Portland and Brunswick. The station is part of the Brunswick Visitors Center. In 2015, 25,754 passengers passed through the station and provided revenue valued at \$532,754.

### Amtrak's Effect on Tourism and Broader Economy

Emission reductions from traveling by Amtrak trains vs. traveling by car:	\$34,000
Cost savings from the lower risk of traveling by train vs. traveling by car:	\$494,000
Tourist spending generated from Amtrak passengers	\$442,000
Number of tourists that utilize Amtrak services	65,000
Percent of total riders that are tourists	49%
Federal taxes generated for Maine from tourist spending	\$26,000
State taxes generated for Maine from tourist spending	\$18,000
Local taxes generated for Maine from tourist spending	\$8,000

\* Value Added - enhancement a company or business gives its product or service before providing it to customers (value of the final outputs from Amtrak minus the value of the inputs such as raw materials).

\*\* Local riders are defined as riders that boarded or alighted an Amtrak train in the state. May include out of state passengers transferring trains in the state.

\*\*\* Rail Passenger Mile - passenger rail miles are determined by multiplying the total number of passengers by the total number of miles traveled.

## PROFILE

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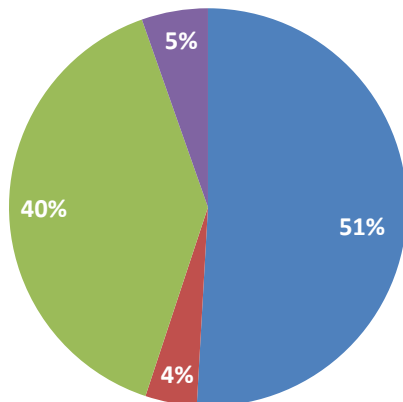
Maine is served by the *Downeaster* train route and 5 stations. The *Downeaster* route takes passengers through towns along the coast of Maine, like Brunswick, Freeport, Portland, Saco, and Wells. Portland is the state's busiest station. The *Downeaster* route is supported by the state. Despite having little population growth, ridership in Maine is up 9 percent over the past six years. FY 2013 was a particularly strong year. The *Downeaster* had record ridership, with nearly 560,000 passengers, up 3.4% from the year before. About half of the state's population lives within 30 miles of an Amtrak station.

Among Amtrak riders in the state, 5 percent report that they would not have made the trip but for the availability of Amtrak service. The service provides important mobility and access needs for a number of residents. Moreover, the service is used by the full spectrum of income groups across the state's population.

Over 35 Maine residents worked for Amtrak and collectively earned almost \$3.6 million in wages and salaries. In addition, Amtrak purchased nearly \$2.8 million in goods and services from the Maine economy in FY15.

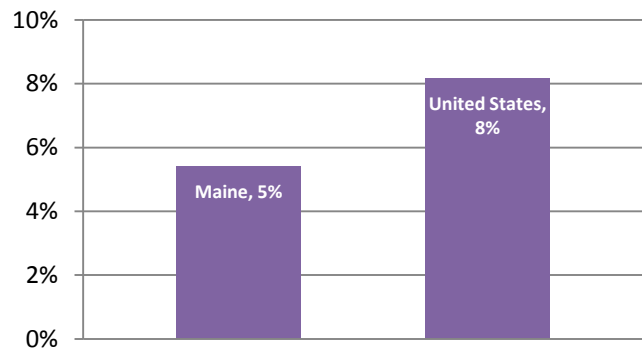
## Profile of Amtrak Customers

**Travel Mode Preference if Amtrak Unavailable**

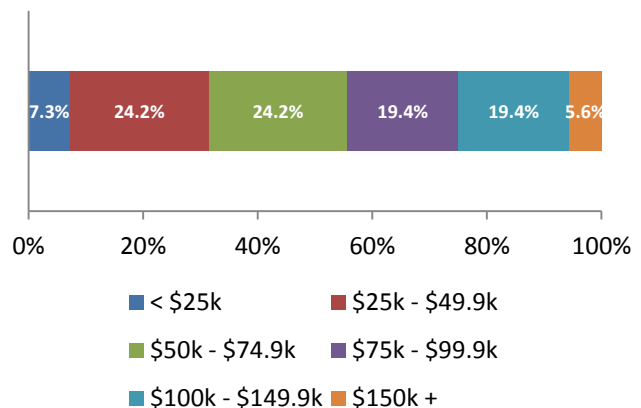


- Would drive if Amtrak unavailable
- Would fly if Amtrak unavailable
- Would use the bus if Amtrak unavailable
- Would not travel if Amtrak Unavailable

**Percent of Riders who Would Not Travel if Amtrak was Unavailable**



**Income Distribution of Amtrak Travelers in Maine**



Percent of population within 30 miles of a rail or bus station served by Amtrak

**51%**

Amtrak emissions data courtesy of Climate Registry Information System. Automobile emissions per mile data courtesy of EPA. Emissions damage costs courtesy of Corporate Average Fuel Economy for MY2017-MY2025 Passenger Cars and Light Trucks (August 2012), page 922. Vehicle injury and fatality statistics courtesy of TIGER BENEFIT-COST ANALYSIS (BCA) RESOURCE GUIDE. Railroad passenger injury and fatality statistics courtesy of the Federal Railway Administration (FRA). Average vehicle operations cost per mile courtesy of AAA, Your Driving Costs, 2013.

Station information courtesy of <http://www.greatamericanstations.com/>. Station picture courtesy of NNEPRA. Brochure prepared by AECOM.