



Amtrak Fact Sheet Fiscal Year 2021 State of Maine

Amtrak Service & Ridership

At the end of FY 2021, Amtrak operated over 10 trains per day in Maine, as part of the following routes:

- **State Supported**
Downeaster (five daily round-trips Boston-Portland, of which two round-trips operate to/from Brunswick)

Stations Served

During FY 2021, Amtrak served the following locations in Maine.

City (Code)	Ridership
Brunswick (BRK)	24,929
Freeport (FRE)	11,000
Old Orchard Beach (ORB)	12,868
Portland (POR)	68,841
Saco (SAO)	21,797
Wells (WEM)	21,819
Total Maine Station Usage:	161,254

Amtrak maintains the Great American Stations website (<https://www.greatamericanstations.com/>), which includes detailed profiles of every Amtrak station. Information available includes a brief history of each station, a review of what organization or organizations are responsible for the various portions of each facility, a list of routes serving each station, contact information for the appropriate Amtrak representative for that station, and relevant local community links.

Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads to operate routes using tracks that Amtrak does not own or control. Host railroads are statutorily required to provide Amtrak trains “preference” over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Maine with each service’s host railroads and customer on-time performance (OTP) in FY 2021:

Service	Host Railroad (s)	FY21 OTP
<i>Downeaster</i>	Massachusetts Bay Transportation Authority, Pan Am Railways	75.1%

Customer OTP measures what proportion of customers arrive at their destination on time. For *Acela* trains, the margin is within ten minutes of the schedule and the margin is 15 minutes for all other trains. Thus, if a train is 16 minutes late to its final stop, and all its riders are headed for that stop, then even if the train is on time at every intermediate stop, customer OTP would be 0%, reflecting the passengers’ experience.

Amtrak Guest Rewards

At the end of FY 2021, there were approximately 13.5 million members of Amtrak Guest Rewards (AGR), with 45,876 members listing an address in Maine. This is a 6.3% increase from FY 2020. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2021, Amtrak procured goods and services worth \$2.63 billion, and more than 99% of that figure was sourced from firms headquartered domestically. In Maine, Amtrak spent \$170,153.

Employment & Wages

At the end of FY 2021, Amtrak employed 17,055 people, including 42 Maine residents. Total FY 2021 wages were \$1.54 billion, of which Maine residents earned \$3,939,839.

Section 209 Service

In the Passenger Rail Investment and Improvement Act of 2008 (P.L. 110-432), Congress required, by October 2013, an equitable arrangement of cost sharing between Amtrak and state or public agency partners that provide funding for short-distance, intercity train services. Agreements were reached with all parties by the deadline, and the services continued to run without interruption.

Additional Information

Bipartisan Infrastructure Law

Enacted in November 2021, the Infrastructure Investment and Jobs Act (IIJA), or “Bipartisan Infrastructure Law,” provides \$66 billion in guaranteed funding for intercity passenger and freight rail over the next five years. That includes \$22 billion in dedicated Amtrak funding – for fleet modernization, state-of-good-repair work, and other specified project types – and another \$44 billion for FRA-administered grants. This historic federal investment will rebuild crumbling infrastructure, improve accessibility onboard and at our stations, enable overdue service expansions, and transform U.S. passenger rail service.

Amtrak Connects US

In 2021, Amtrak released the Amtrak Connects US vision for growing America’s passenger rail system and meeting the needs of both fast-growing metro areas and other underserved communities. Our vision proposed 39 new routes, 25 enhanced routes, and 160 new stops to serve 20 million new riders across the United States. Since then, the Federal Railroad Administration has launched the Corridor Identification & Development Program to establish a pipeline of intercity passenger rail projects ready for federal investment and technical assistance.

Importantly, the Amtrak Connects US vision was only a starting point. Amtrak is ready to work with States and other eligible entities to begin or expand service anywhere – regardless of whether the route was included in the vision.

About the *Downeaster*

December 14, 2001 marked the inaugural run of the *Downeaster*, restoring passenger rail service between Boston and Portland after an absence of over 35 years. The service features five daily roundtrips between

Portland and Boston North Station, with eight intermediate stops: Woburn, Haverhill, Exeter, Durham-UNH, Dover, Wells, Saco, and in season, Old Orchard Beach.

In 2012, *Downeaster* service was extended to Freeport and Brunswick. This project was funded by state funding and by a \$35 million federal stimulus grant in 2010, for capital improvements. In 2016, Northern New England Passenger Rail Authority (NNEPRA) opened its new train layover facility in Brunswick and added a third roundtrip between Brunswick and Boston. The \$13 million, 60,000-square-foot facility, which is longer than two football fields, allows the rail authority to service *Downeaster* passenger trains overnight. On November 12, 2018, two (2) additional roundtrips began serving Freeport and Brunswick on weekdays (5 roundtrips total), with one additional trip on weekends (4 roundtrips total).

NNEPRA Projects

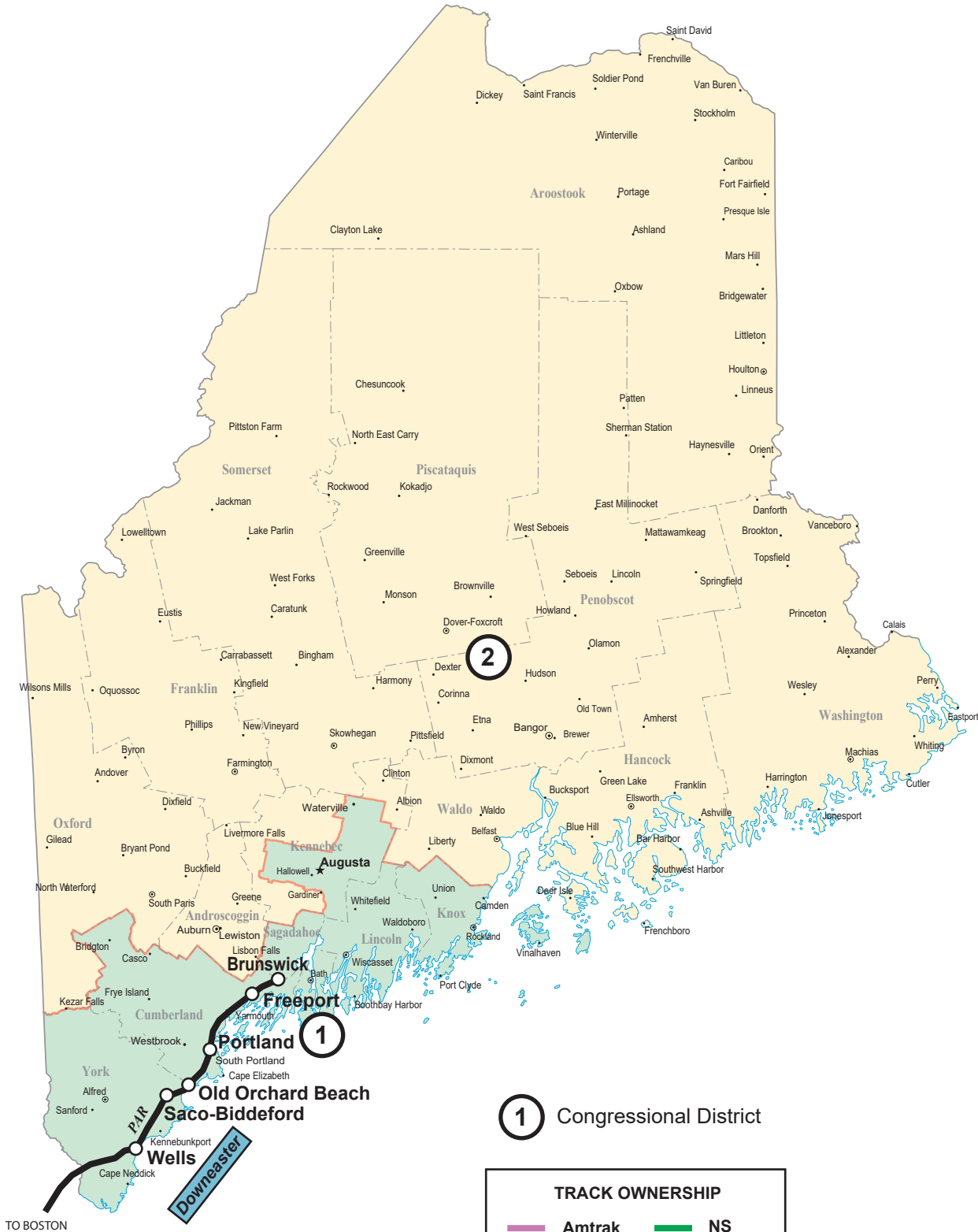
MBTA Track Improvement Project: The Downeaster MBTA Track Improvement Project added double track and replaced rail in Massachusetts on the portion of the *Downeaster* line owned by the MBTA. These improvements will help improve *Downeaster* reliability/on-time performance and set the stage for more *Downeaster* frequencies. The project was selected for American Recovery and Reinvestment Act (ARRA) funding under the Federal Railroad Administration's (FRA's) High Speed Intercity Passenger Rail (HSIPR) program and NNEPRA received approximately \$16 million in federal funds for the Project. The MBTA provided a match of about \$5.2 million. The project has been completed.

Royal Junction Siding: This project, completed in 2019, eliminated a key bottleneck on the *Downeaster* route to allow more efficient operation of passenger and freight trains north of Portland. The approximately four-mile siding adjacent to Pan Am Freight Mainline, starts approximately 1,000 feet east of Field Road in Falmouth, crosses Woodville Road and Muirfield Road in Falmouth, as well as Longwoods Road (Route 9), Tuttle Road, and Greely Road in Cumberland, terminating just east of Royal Junction, located northeast of Greely Road.

In February 2020, the Northern New England Passenger Rail Authority (NNEPRA) was awarded approximately \$16.8 million for infrastructure upgrades to railways in Wells, North Berwick, and Brunswick. This funding has been awarded through the Federal Railroad Administration's FY 2019 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, with contributions from Maine Department of Transportation and Pan Am Railways.

A project at Wells, ME to construct a six-mile extension of an existing two-mile passing siding on the CSX Transportation Freight Main Line (purchaser of Pan Am Railways in 2022) along with a new passenger platform and pedestrian bridge at the Wells Transportation Center (Wells Station) is progressing. The improvements will provide the capacity needed to meet projected increased passenger demand, freight demand, reduce interference delays between freight and passenger trains and allow the addition of a sixth roundtrip each day between Brunswick and Wells. Project estimated completion is Fall 2023.

AMTRAK ROUTES IN MAINE



1 Congressional District

TRACK OWNERSHIP	
— Amtrak	— NS
— UP	— CP
— BNSF	— CN
— CSX	— Other