



Amtrak Fact Sheet Fiscal Year 2022 State of Maine

Amtrak Service & Ridership

At the end of FY 2022, Amtrak operated 12 trains per day in Maine, as part of the following routes:

- **State Supported**
Downeaster (daily Boston-Portland-Brunswick)

Stations Served

During FY 2022, Amtrak trains served the following locations in Maine.

City (Code)	Ridership
Brunswick (BRK)	65,109
Freeport (FRE)	24,163
Old Orchard Beach (ORB)	18,730
Portland (POR)	145,776
Saco (SAO)	45,887
Wells (WEM)	42,513
Total Maine Station Usage:	342,178

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 2022:

Service	Host Railroad (s)	FY22 OTP
<i>Downeaster</i>	Massachusetts Bay Transportation Authority, CSX (formerly Pan Am Railways, merger completed 6/1/22)	82%

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 2022, there were approximately 14.4 million members of Amtrak Guest Rewards (AGR), with 61,909 members listing an address in Maine. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>

Procurement

In FY 2022, Amtrak procured goods and services worth \$2.85 billion, and 99.0% of that figure was sourced from firms headquartered domestically. In Maine, Amtrak spent \$1,937,884, broken down in the following locations:

City	Amount (\$)
Westbrook	1,745,191

Employment & Wages

At the end of FY 2022, Amtrak employed 18,689 people, including 38 Maine residents. Total FY 2022 wages were \$1.92 billion, of which Maine residents earned \$4,605,726.

Additional Information

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 daily service 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 under state funding and a 2010 \$35 million federal stimulus grant 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, with one additional trip on weekends.

NNEPRA Projects

Portland Station Relocation: Various stakeholders are in the process of coordinating and exploring funding options for relocating the station in Portland, Maine which would eliminate time consuming reverse moves and expedite the travel time between Brunswick and Boston.

Pilot Program to Extend Service between Brunswick and Rockland: The Maine DOT and NNEPRA recently announced the allocation of \$3M to run a pilot program extending passenger service between Brunswick and Rockland.

Wells, ME Siding: Work continues 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). 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.

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.

AMTRAK ROUTES IN MAINE

