



# NORTHERN NEW ENGLAND PASSENGER RAIL AUTHORITY



## NNEPRA

Service and Organizational Overview

October 2024



## NNEPRA Mission

To develop and manage a quality passenger rail system that meets the transportation needs of our customers, delivers value and enhances economic development within the region we serve.

## BOARD OF DIRECTORS

5 Public Members Appointed by Maine's Governor

2 Voting Ex-Officio State Officials

## STAFF

8 Full-time Employees

## NNEPRA Priorities

- **Safety**  
Provide a Safe Experience for All
- **Passengers**  
Excellent Service and Good Value
- **Partnerships**  
Stakeholders Working Together
- **Performance**  
Operational and Fiscal Goals
- **Promotion**  
Maximize Ridership and Revenues
- **Projects**  
Investments to Improve Service
- **Public Benefit**  
Mobility, Economic Development, and Quality of Life







## About the Amtrak Downeaster



Fixed route intercity passenger rail service operating **5 round trips** daily between Brunswick-Boston over **143 route miles** using **3 Amtrak train sets** operating up to **79 mph** over **3 Host Railroads** serving **12 Station Communities** in **3 states** and carried approximately **600,000 riders** in **FY2024**.





NNEPRA holds agreements  
with OPERATING PARTNERS  
for Downeaster service:

- Amtrak
- CSX
- MBTA
- NexDine
- Station Communities







## Amtrak provides:

- Train equipment
- Onboard crews
- Equipment turnaround and layover servicing
- Portland ticket agents
- Ticket reservation services





**NNEPRA** owns and operates **two maintenance facilities** in **Portland** and **Brunswick** to support crew operations as well as turnaround servicing, which is performed by Amtrak's contractor, Rail Plan.

Heavy maintenance and overhauls are performed at various Amtrak facilities around the country.

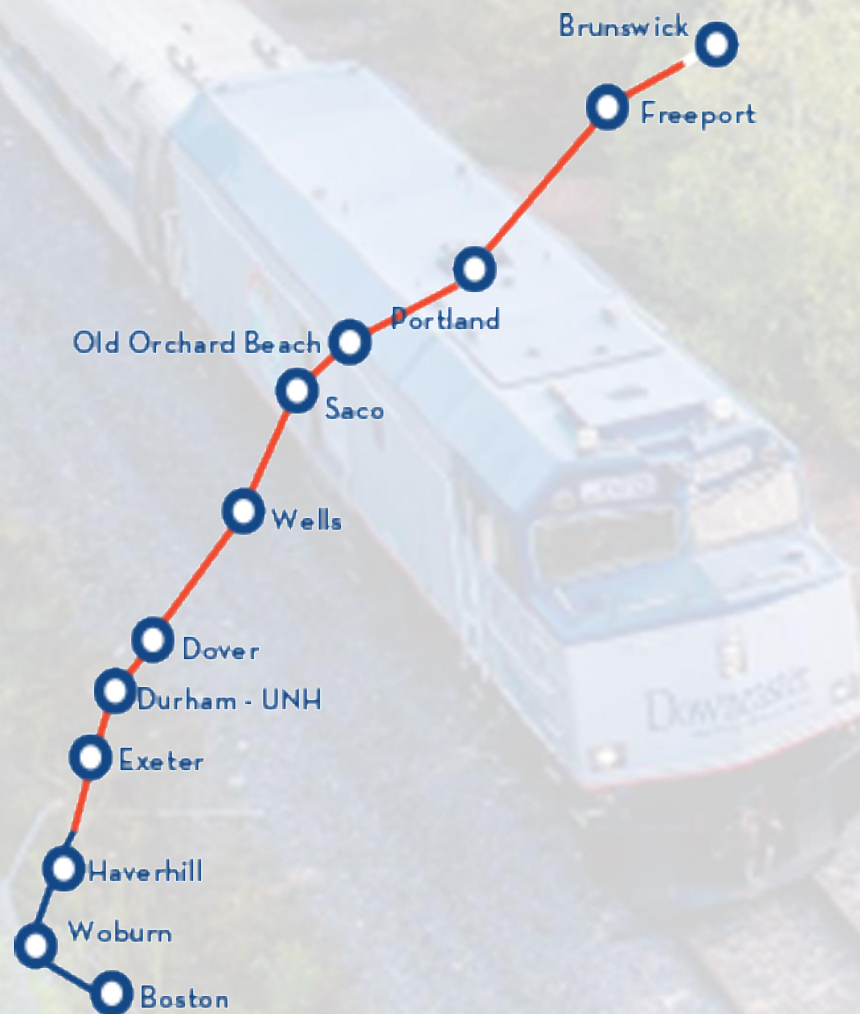


The **Brunswick Layover Facility (BLF)** is an **indoor maintenance facility**. Completed in 2016, the BLF houses train sets and crew quarters indoors, improving safety for workers and reliability of equipment.

Enables locomotives to be shut down between runs, eliminating the consumption of thousands of gallons of fuel and thousands of dollars in cost.







### The Downeaster operates on tracks owned by three host Railroads:

- The **State of Maine** owns the first mile of track between Brunswick station and Church Road in Brunswick.
- **CSX Transportation** owns the next 106 miles of track from Church Road to Plaistow, NH.
- The **MBTA** owns the remaining 36 miles into North Station.





**Most Downeaster Stations are owned and operated by the communities in which they are located.**







The Downeaster is the only Amtrak route in the country to independently contract for on-board food service.





# *Performance*



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23 Years of Service



**9.8m** Riders    **\$162m** Ticket Revenue    **806m** Passenger Miles



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## FY24 At a Glance



**\$13,051,548**

TICKET REVENUE



**598,426**

RIDERS



**52,331,674**

PASSENGER MILES

### Ticket Revenue:

- Highest revenue in Amtrak Downeaster history!
- Broke records in 12 of 12 months.
- 112% increase over the previous best year in 2023.

### Ridership:

- Highest ridership in Amtrak Downeaster history!
- Broke records in 11 of 12 months.
- 109% increase over the previous best year in 2018.

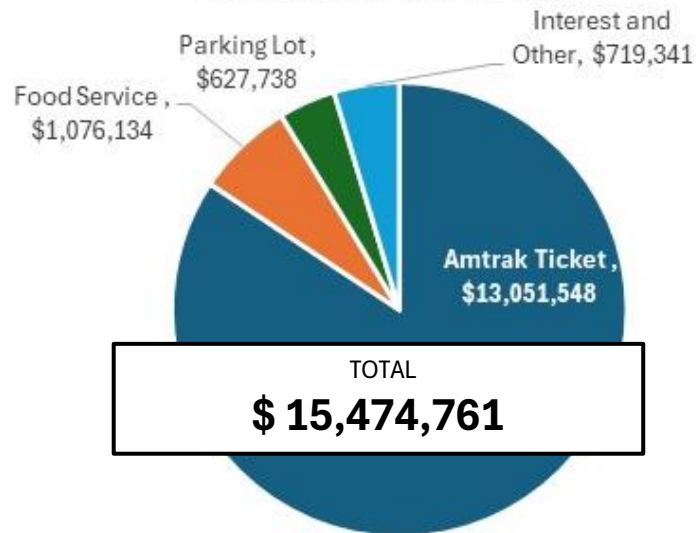


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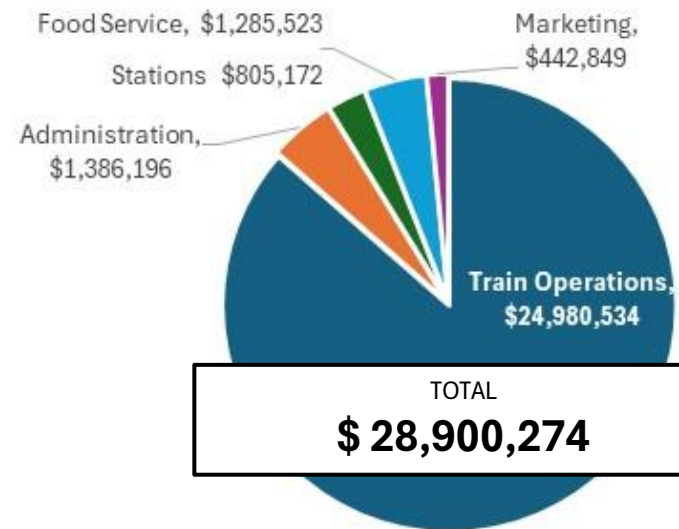


	FY24 Goal	FY24 Actual
Total Cost Recovery	50%	54%

## OPERATING REVENUE



## OPERATING EXPENSES



NNEPRA has the authority to set fares and establish promotions for Downeaster trains.

**In FY24, NNEPRA Board of Directors reviewed and approved an updated Fare Plan & Analysis presented by staff.**

NNEPRA adopted a **dynamic fare and revenue management approach** based on **consumer demand** and **inflation**.

*Modest increases to One-Way Coach value fares, Business Class fares, and Multi-Ride passes were implemented.*

### FY24 Fare Plan Objectives:

- **Fiscal:** Collect the maximum revenue that the market will bear
- **Mobility:** Carry the greatest number of people as possible
- **Social:** Provide an equitable and socially responsible public transportation service

The ability to adjust fares to meet rising costs and changing demand levels allows NNEPRA to **maximize ridership, stay within budget limitations, meet cost recovery goals, and minimize the impact of taxpayer contributions.**





Funding Source	Eligible Expenses
<b>5307</b>	CMAQ funding allocated by MaineDOT and flexed to FTA as 5307 funding to be used for eligible operating expenses.
<b>5337</b>	FTA Formula funding for maintenance, replacement, and rehabilitation projects to help transit agencies maintain assets in a SOGR (State of Good Repair). Allocated through the MPO, PACTS.
<b>CARES / ARPA</b>	Federal pandemic relief funding apportioned by the FTA and used as 5307. Does not require non-federal match.
<b>Wells Design</b>	FTA 5307 planning funding for preliminary Wells Project Design; Project Management
<b>CRISI – Wells Area Improvement Project</b>	Federal FRA Discretionary Grant for Wells track extension construction and platform final design and construction.
<b>Corridor I.D.</b>	Federal FRA Discretionary Grant to update the Service Development Plan.
<b>Fed-State Partnership</b>	Federal FRA Discretionary Grant, Downeaster Track Improvement Project, to replace approximately 124,000 crossties.
<b>State Match</b>	Provided by MaineDOT as match to leverage federal funding, typically 20%.
<b>CSX In-Kind</b>	Labor / equipment provided by CSX and applied as match for federal funding.
<b>Station In-Kind</b>	Community expenses associated with station maintenance applied as match for federal funding.





# *Passengers*

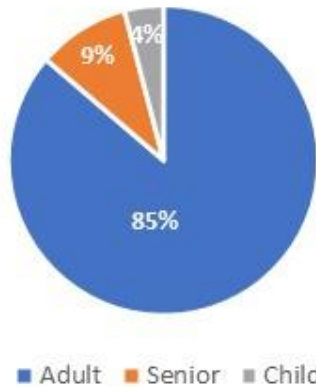


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## FY24 Ridership by Type and Ticket

Fiscal Year 2024			
 5,175	 5,212	 886	 2,188

FY24 Riders by Passenger Type

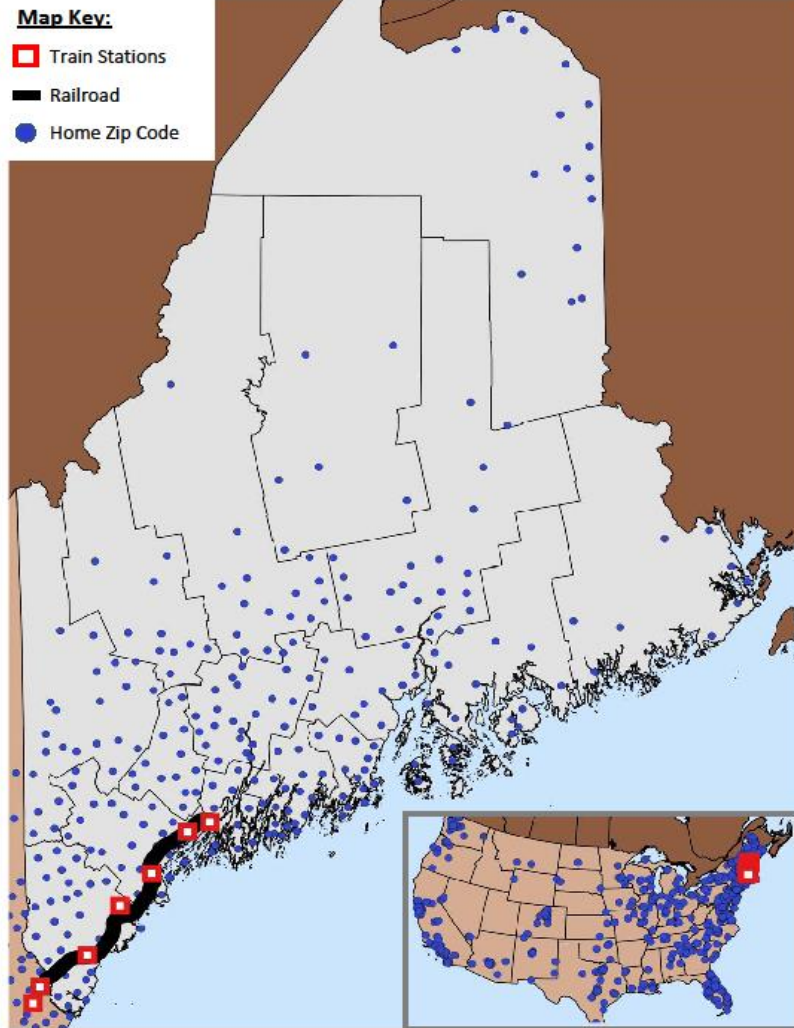


FY24 Riders by Ticket Type



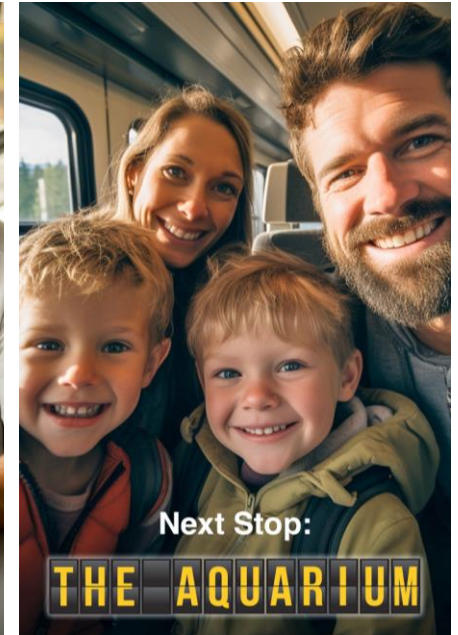
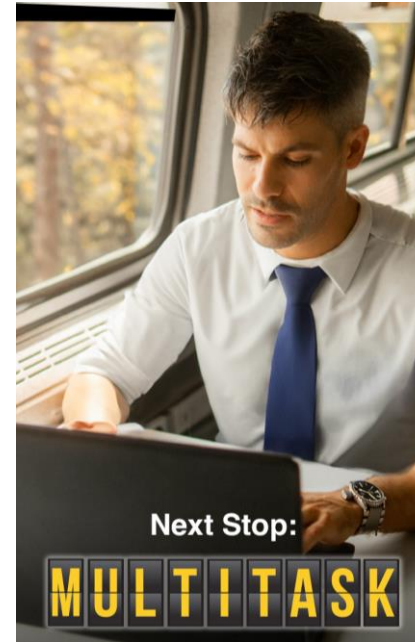
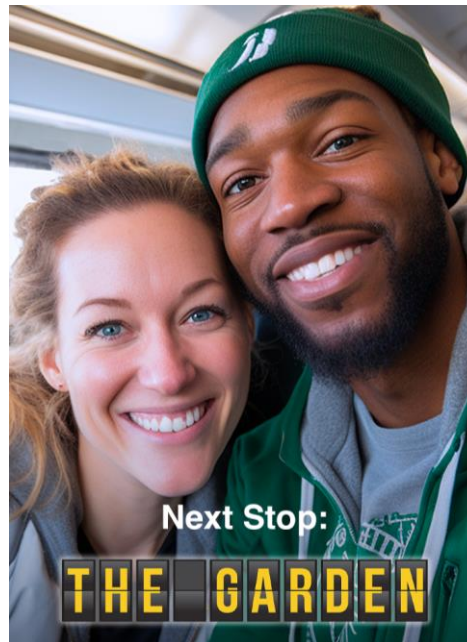


### Downeaster Riders By Zipcode



The Downeaster connects passengers from throughout the State of Maine, New England, and the rest of the nation.





**Our marketing team implements strategies to build brand awareness and encourage new riders, while maintaining a strong customer focus to encourage repeat business.**





# *Projects*



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## **\$175M Repair & Improvement Projects Completed**



- **\$63M Initial Start of Service**
- **\$6M Capacity to Add 5<sup>th</sup> R/T**
- **\$1M Yard 8 Wye & Bridge**
- **\$38M Brunswick Expansion**
- **\$26M Haverhill Line Doubletrack**
- **\$12M Tie Replacement Projects**
  - **\$34M Project Pending**
- **\$13M Brunswick Layover Facility**
- **\$12M Royal Siding**
- **\$1.5M Rockingham Siding Rehab**
- **\$3.1M Portland #2 Track Rehab**





**CSX**

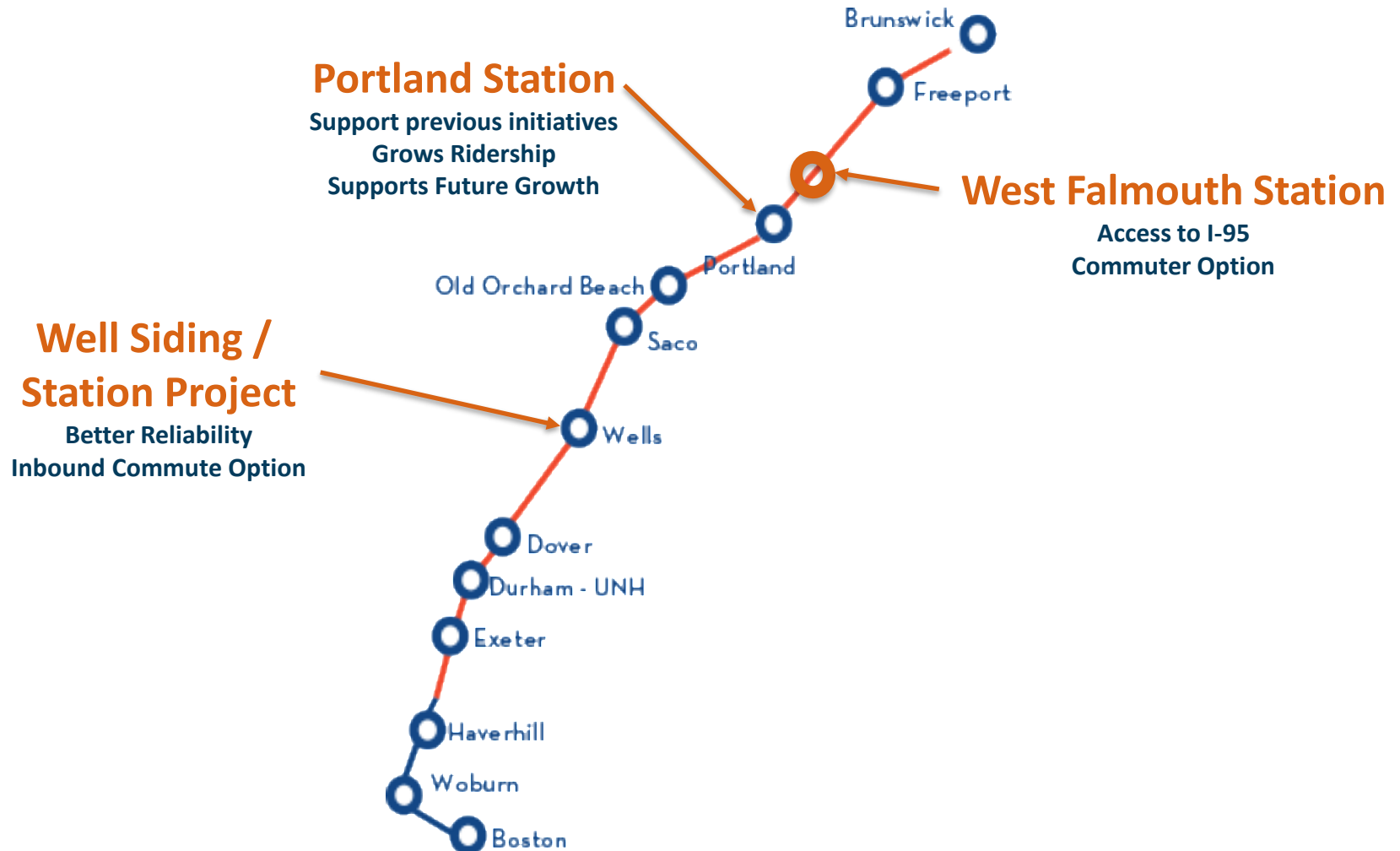
**AMTRAK®**

## **\$15M Maintenance Projects**

- **Annual investments made in railroad to ensure safe and reliable operations.**
- **INCLUDES:** brush-cutting, grade crossing updates, culvert replacement, surfacing, and/or special trackwork.
- **Planned, identified, and agreed upon by CSX, NNEPRA, and Amtrak.**



## *Projects in the Pipeline*





# Wells Area Improvement Project

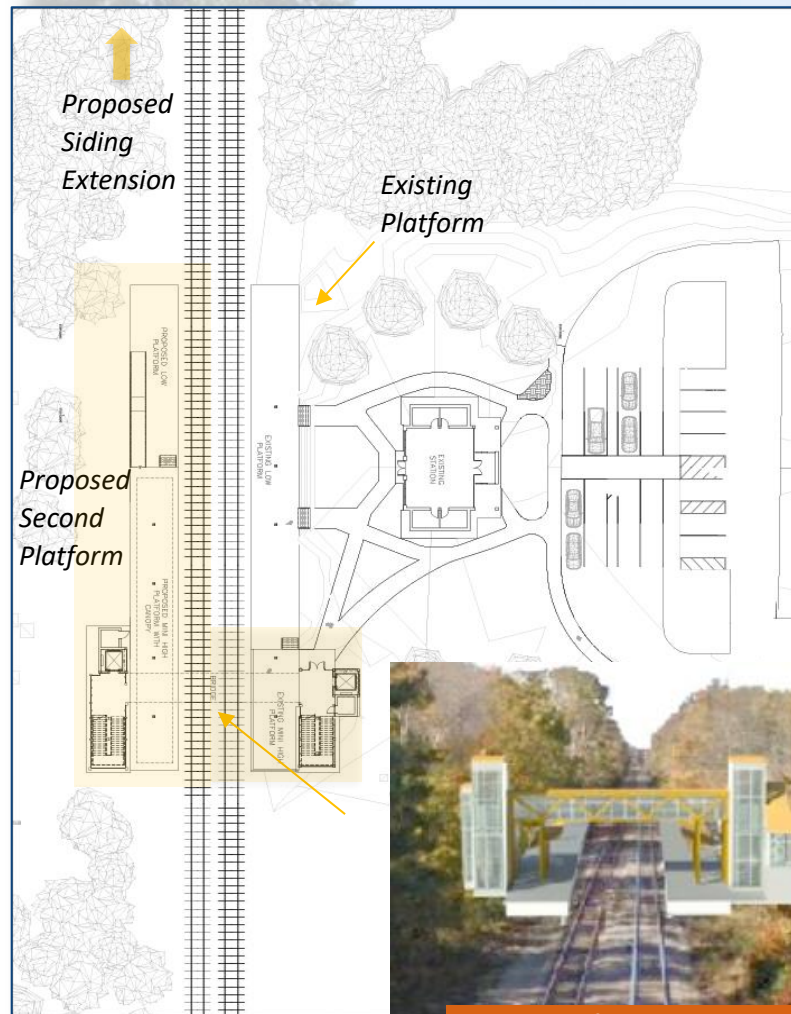
The Wells Siding Project adds 6 miles of double track and a second platform in Wells.

**\$31.2M**

- \$25.1M CRISI (FRA)
- \$1.5M Pan Am / CSX Labor
- \$4.6M MaineDOT

Reliability is the key to successful Downeaster service, and planned capacity improvements are essential.

The project will enable a new 6<sup>th</sup> Downeaster round trip Brunswick/Wells, using the existing equipment pool, providing an inbound commute option to Portland from southern Maine.



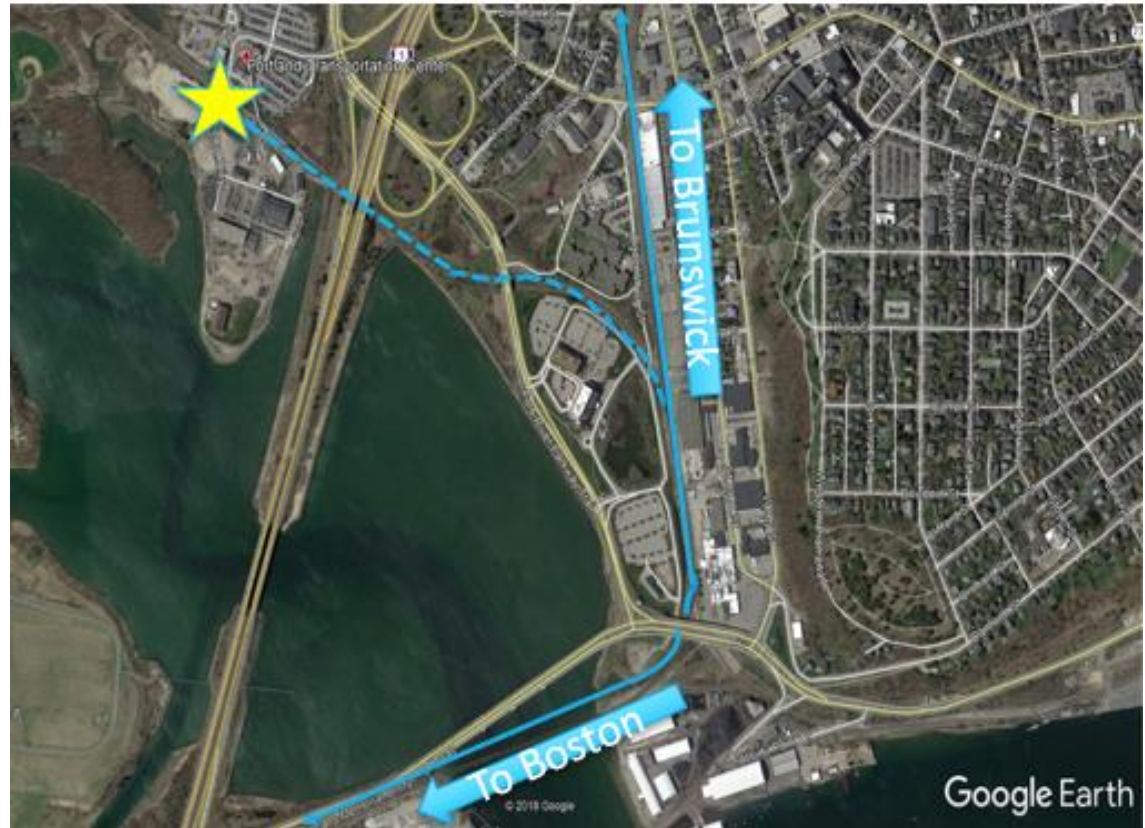
Rendering of Pedestrian Bridge



Portland, as the largest city and employment hub, plays a critical roles in the success of a thriving regional passenger rail network.

**Demand has outgrown the existing facility:**

- Located on a Branch Line
- Poor Connectivity
- Limited Track Capacity
- Limited Parking
- Limited Bus Docks





## Projects – Portland Station Relocation

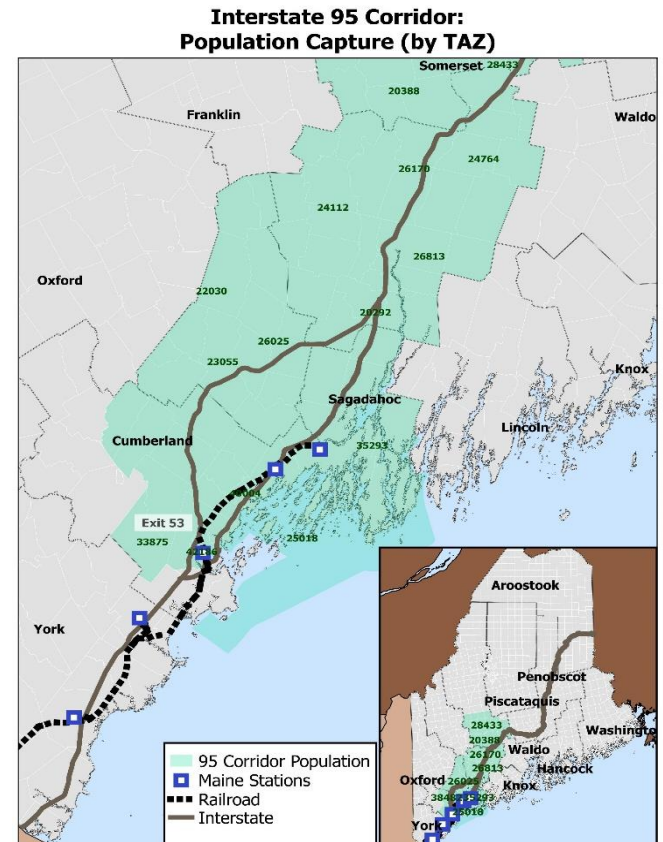
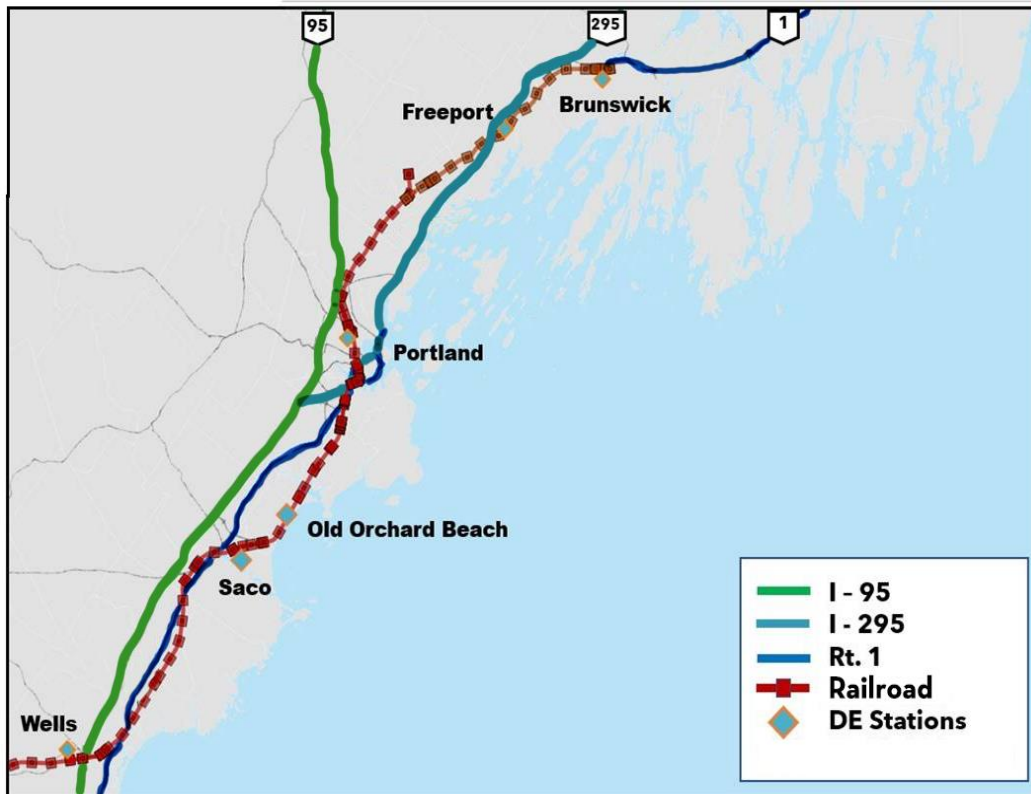


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## Access to I-95 N/W of Portland is Limited

The Downeaster has stations off I-295 in Freeport, Brunswick and Portland, however there are no stations convenient to I-95 north of Portland.



## **West Falmouth Station Improves Access and Mobility**



**A new Downeaster station location close to I-95 would improve access to the Downeaster from many communities, could mitigate parking needs in Portland, and could be an appealing option for those commuting to Portland for work.**





## Potential – Passenger Service to Rockland





# Celebrating Over 20 Years



## And Still Moving Forward



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