



**NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY**



NNEPRA Board Meeting

January 24, 2021



NNEPRA BOARD of DIRECTORS

February 28, 2022

Northern New England Passenger Rail Authority

Draft Agenda

1:00pm Public Session

- Welcome and Introductions
- Public Comment
- Approval of Minutes from January 24, 2022 Board Meeting
- Performance Update
- Finance Update
 - Approval of November Variance Report
- Marketing Update|
- Project Updates
- Other Business
 - NNEPRA Board Composition
 - NNEPRA Support for MBTA FY22 State of Good Repair Grant Request

Next Meeting: March 28, 2022





Downeaster FY22 Performance



NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY



Downeaster FY22 Performance

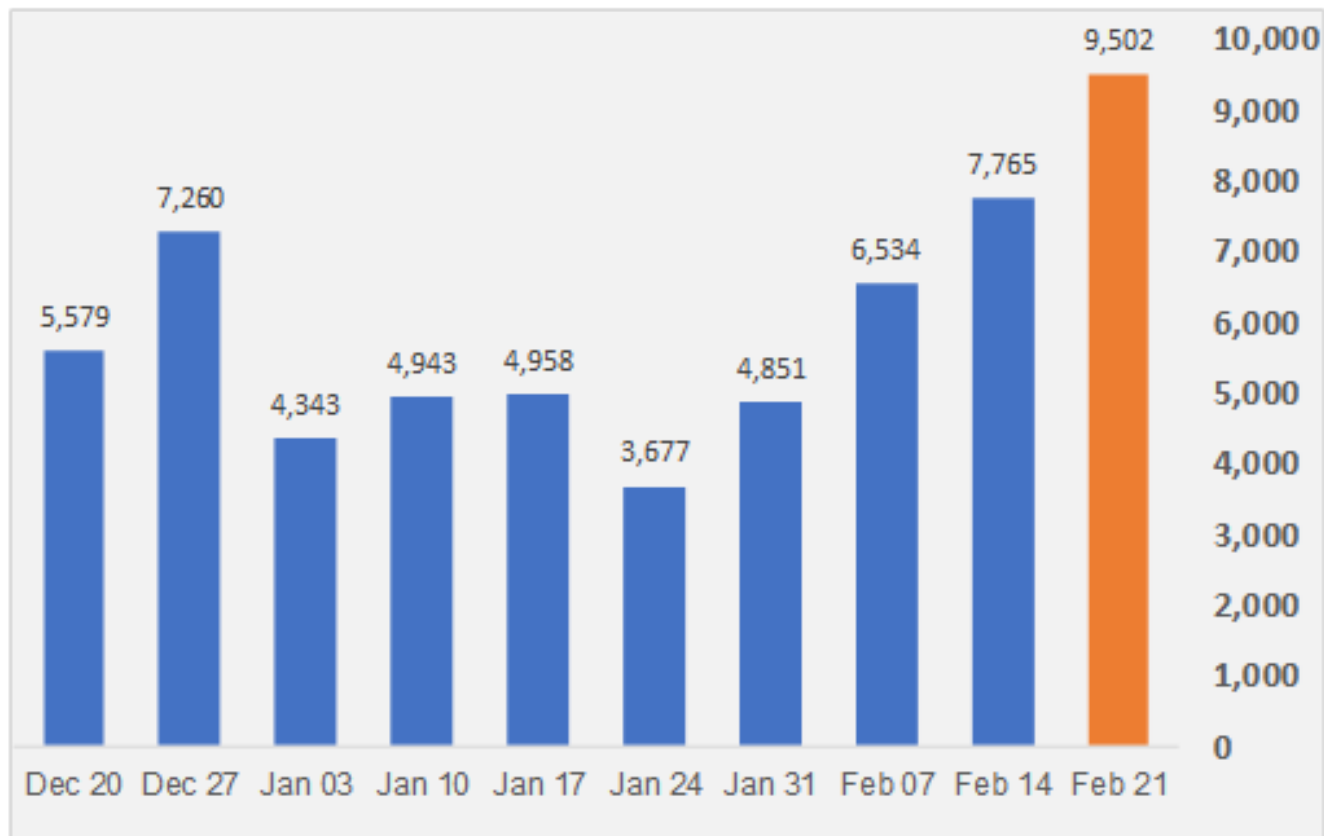


NORTHERN NEW ENGLAND
PASSENGER RAIL AUTHORITY



Downeaster FY22 Performance

Total Ridership By Week





Downeaster FY22 Performance

Downeaster Performance Metrics - Last 12 Months								
Period	FY	Trains Operated	Passenger Miles	On Time Performance		Downeaster Café		CSI
				End Point	Customer	Capture	Check AVG	
Jan-22	FY22	310	1,858,131	79%	88%	19%	\$ 8.78	88
Dec 21	FY22	308	2,568,592	87%	91%	18%	\$ 8.60	94
Nov-21	FY22	297	2,566,478	66%	76%	16%	\$ 7.85	85
Oct 21	FY22	306	3,257,121	71%	79%	17%	\$ 8.03	88
Sep-21	FY22	296	2,730,658	70%	81%	17%	\$ 8.43	88
Aug 21	FY22	306	3,287,802	66%	77%	20%	\$ 8.27	89
Jul-21	FY22	298	3,208,359	64%	73%	19%	\$ 8.38	89
FY22 To Date		2,121	19,477,141	72%	81%	18%	\$ 8.33	89
Jun 21	FY21	296	2,200,782	58%	67%	22%	\$ 7.69	86
May 21	FY21	306	1,610,195	60%	71%	21%	\$ 7.63	90
Apr 21	FY21	236	1,100,506	75%	83%	20%	\$ 6.80	88
Mar 21	FY21	248	685,967	71%	82%	20%	\$ 7.28	93
Feb 21	FY21	224	449,228	76%	85%	21%	\$ 6.69	93

- On Time
- 11-20 min
- 21-40 min
- 41-Hour
- >Hour





Pandemic-Related Staffing Impacts on Downeaster Service

Date	Train(s) Impacted	Service Modification	Date	Train(s) Impacted	Service Modification
1/3/2022	682/683	Café Closed	2/7/2022	688/689	Train Cancelled
1/3/2022	688/689	Café Closed	2/12/2022	688/689	Café Closed
1/5/2022	686/687	Café Closed	2/14/2022	688/689	Café Closed
1/9/2022	688/689	Café Closed	2/20/2022	688/689	Café Closed
1/17/2022	684/685	Train Cancelled	2/21/2022	688/689	Café Closed
1/19/2022	684/685	Train Cancelled	2/27/2022	688/689	Café Closed
1/20/2022	688/689	Café Closed			
1/21/2022	684/685	Train Cancelled			
1/22/2022	688/689	Café Closed			
1/23/2022	688/689	Café Closed			
1/24/2022	688/689	Café Closed			
1/28/2022	688/689	Café Closed			
1/30/2022	688/689	Café Closed			
1/31/2022	688/689	Café Closed			





FY22 Financial Performance

Through November 2021

NNEPRA Draft FY22 Budget Variance Report

July 2021- December 2021

Revenues	Dec-21				Fiscal Year to Date			
	December Actual	December Budget	Variance	%	Actual	Budget	Variance	%
Operating Revenue								
Amtrak Ticket Revenue	\$ 604,116	\$ 434,406	\$ 169,710	39%	\$ 4,080,341	\$ 3,009,645	\$ 1,070,696	36%
Food Service Revenue	\$ 48,713	\$ 33,887	\$ 14,826	44%	\$ 290,422	\$ 232,591	\$ 57,831	25%
Advertising Revenue	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	
Parking Lot Revenue	\$ 35,350	\$ 22,842	\$ 12,508	55%	\$ 161,585	\$ 140,893	\$ 20,692	15%
Interest and Other Revenue	\$ 44,420	\$ 13,400	\$ 31,020	231%	\$ 304,496	\$ 205,400	\$ 99,096	48%
Total Operating Revenues	\$ 732,599	\$ 504,535	\$ 228,064	45%	\$ 4,836,844	\$ 3,588,528	\$ 1,248,315	35%





FY22 Financial Performance

Through December 2021

Expenses										
Administration										
Salaries & Benefits	\$	68,620	\$	68,000	\$	620	1%	\$	398,157	\$ 408,000 \$ (9,843) -2%
Office Expenses	\$	9,100	\$	8,000	\$	1,100	14%	\$	48,676	\$ 48,000 \$ 676 1%
Professional Services	\$	6,081	\$	14,500	\$	(8,420)	-58%	\$	149,810	\$ 149,000 \$ 810 1%
Insurance	\$	49,628	\$	50,374	\$	(746)		\$	55,371	\$ 50,374 \$ 4,997
Board Operations	\$	914	\$	1,250	\$	(336)	-27%	\$	5,358	\$ 7,500 \$ (2,142) -29%
Total Administration Expenses	\$	134,342	\$	142,124	\$	(7,782)	-5%	\$	657,371	\$ 662,874 \$ (5,503) -1%
Train Operations										
Amtrak Operations	\$	1,291,973	\$	1,515,658	\$	(223,685)	-17%	\$	7,627,442	\$ 8,473,300 \$ (845,858) -11.1%
Train Fuel Cost	\$	183,497	\$	173,330	\$	10,167	6%	\$	1,035,581	\$ 991,362 \$ 44,219 4.3%
Other Train Operations	\$	140,000	\$	142,500	\$	(2,500)	-2%	\$	782,321	\$ 855,000 \$ (72,679) -9.3%
ARPA Relief Credit	\$	(300,000)	\$	(300,000)	\$	-	0%	\$	(2,116,034)	\$ (2,116,034) \$ - 0.0%
Facilities	\$	30,429	\$	32,000	\$	(1,571)	-5%	\$	160,943	\$ 186,784 \$ (25,841) -16.1%
FY22 Capital Maintenance	\$	66,000	\$	125,000	\$	(59,000)	-89%	\$	235,970	\$ 801,400 \$ (565,430) -239.6%
Total Train Operations	\$	1,411,899	\$	1,688,488	\$	(276,589)	-20%	\$	7,726,223	\$ 9,191,811 \$ (1,465,588) -19.0%
Station Operations										
Portland Station Rent	\$	9,100	\$	9,200	\$	(100)	-1%	\$	54,600	\$ 55,200 \$ (600) -1.1%
Portland Station CAMS	\$	21,800	\$	22,000	\$	(200)	-1%	\$	130,800	\$ 132,000 \$ (1,200) -0.9%
Platform Ins.	\$	167,114	\$	197,012	\$	(29,898)		\$	181,412	\$ 197,012 \$ (15,600) -8.6%
Station Platform Leases	\$	27,950	\$	-	\$	-		\$	43,857	\$ 52,000 \$ (8,143) -18.6%
Station Improvements	\$	71	\$	2,000	\$	(1,929)	-2724%	\$	3,855	\$ 12,000 \$ (8,145) -211.3%
Total Station Operations	\$	226,035	\$	230,212	\$	(4,177)	-2%	\$	414,524	\$ 448,212 \$ (33,688) -8.1%
Food Service	\$	78,227	\$	61,580	\$	16,647	21%	\$	448,246	\$ 388,525 \$ 59,721 13.3%
Marketing	\$	39,507	\$	45,000	\$	(5,493)	-14%	\$	189,212	\$ 280,000 \$ (90,788) -48.0%
Total Operating Expenses	\$	1,890,010	\$	2,167,403	\$	(277,394)	-15%	\$	9,435,576	\$ 10,971,422 \$ (1,535,846) -16.3%
Additional Funding Required	\$	1,157,412	\$	1,662,869	\$	(505,457)	-44%	\$	4,598,733	\$ 7,382,895 \$ (2,784,161) -60.5%



\$20 Round- Trip Fares

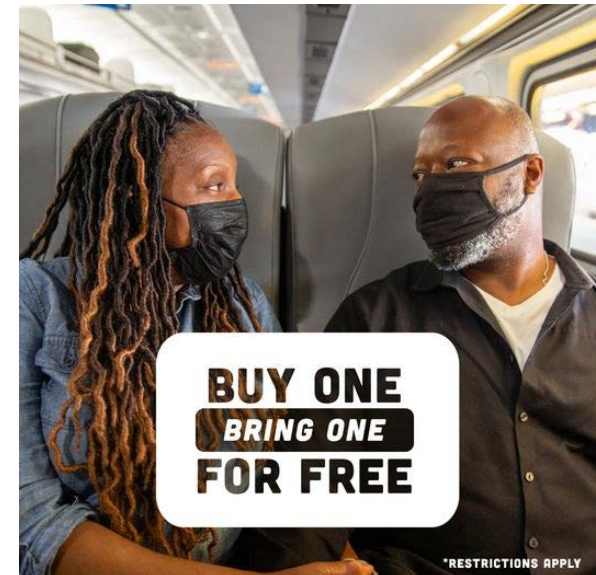
7,650 riders in January and February.

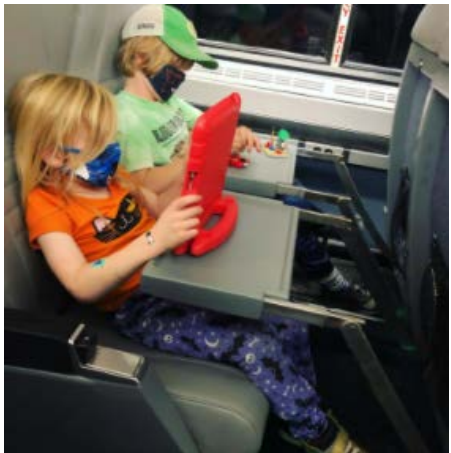


Amtrak **LOVES** You

Buy-One Get-One Flash Sale

1,012 riders March 1- August 31, 2022.







Marketing RFP:

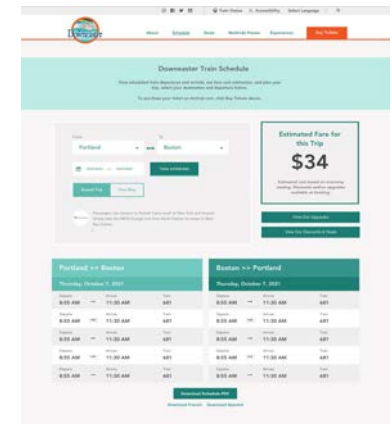
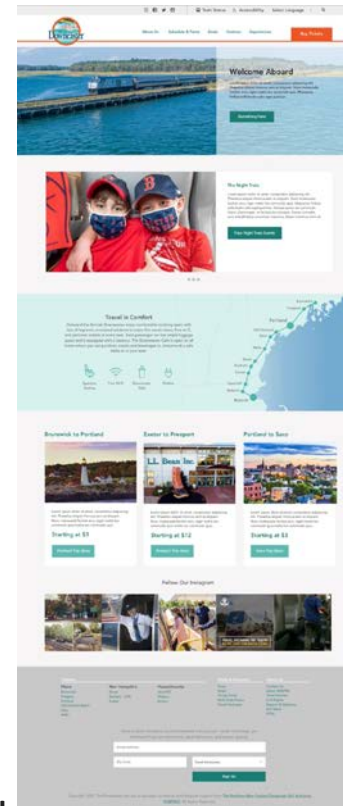
In development

Website Refresh:

Reorganize and redesign the AmtrakDowneaster.com homepage, schedules page and FAQ's for easier navigation.

Station Experience Project:

Strengthen the Downeaster brand presence in and around stations and improve the overall customer experience.



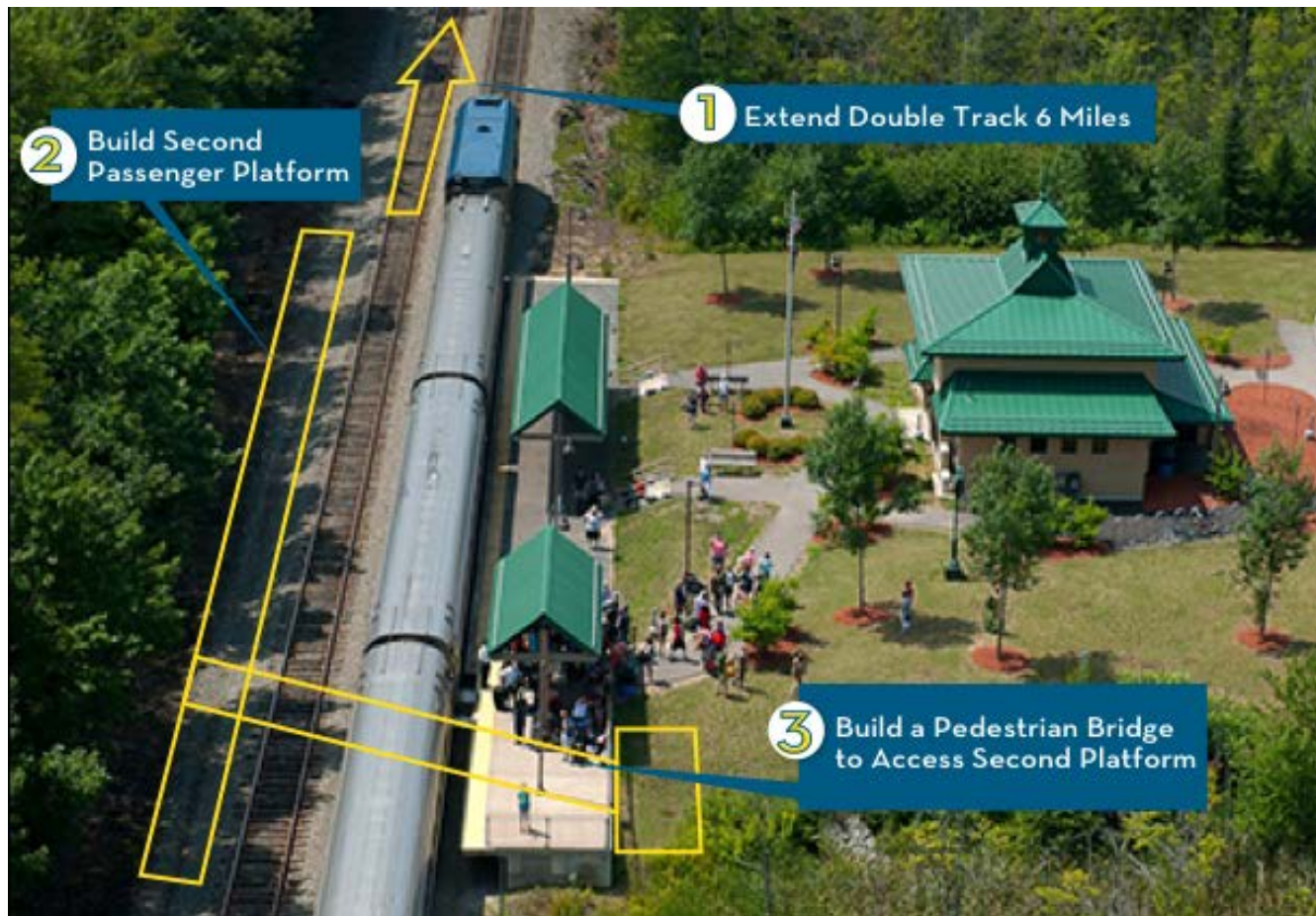


Maintenance Project Budget Variance				
	Original Project Budget	Expended through FY21	Expenses incurred FY22 To Date	Project Balance
Former Tie Replacements	\$ 4,500,000	\$ 4,185,000		\$ 315,000
CM2016	\$ 744,179	\$ 735,662		\$ 8,517
CM2017	\$ 763,199	\$ 688,199	\$ 22,988	\$ 52,012
CM2020	\$ 833,887	\$ 587,456	\$ 197,330	\$ 49,101
CM2021	\$ 876,270	\$ 194,314	\$ 143,563	\$ 538,393
CM2022	\$ 801,400	\$ -	\$ 235,970	\$ 565,430
P North	\$ 1,096,525	0	\$ 825,416	\$ 271,109
Project Total	\$ 9,615,460	\$ 6,390,631	\$ 1,425,267	\$ 1,799,562





Wells Area Improvement Project

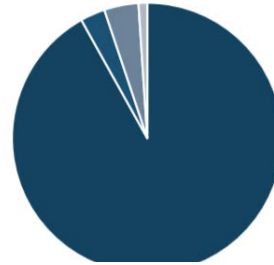




Ongoing

- CSX Merger with Pan Am Railways
- Station Agreement Status
- Amtrak Service Agreement Status
- System Safety Plan
- FTA Triennial Review
- PACTS ARPA Fund Allocation





Priority 1	\$48,726,082	92%
Priority 2	\$1,568,556	3%
Priority 3	\$2,174,514	4%
Priority 4	\$553,485	1%

- **\$54M CARES Funding Appropriated & Obligated**

- \$48.7M Ops/Revenue loss (including CCL)
- \$1.5M Pandemic needs
- \$2.1M Innovation
- \$.5M Municipal relief

**\$3.8M in unmet operating/revenue loss needs from
Transit Providers through 2023**

- **\$8.1M ARPA Relief Funding Appropriated**

- PACTS Request for Projects = \$7.9M





Option 1 Fund projects first.	Project	Cost	Rank
<ul style="list-style-type: none"> Prioritizes projects intended to catalyze long-term ridership recovery and growth. Adheres to the Policy Board's August 2021 decision to allocate the ARPA funds according to the Funding Framework. Remaining balance (~\$220,000) applied proportionally to each project as a cost contingency. 	Transit Signal Priority	\$500,000	1
	Service Redesign Routes 1 & 111 Biddeford	\$600,000	2
	Comprehensive Service Improvements	\$2,868,704	3
	Southern Maine Connector Service Expansion	\$882,324	4
	Promotional Half Price Fare Initiative	\$1,128,018	5
	Regional Multi-modal Passenger Info. System	\$380,000	6
	Bus Stop Improvements	\$750,000	7
	MMC Scarborough Transit Infrastructure	\$250,000	8
	Enhanced Customer Information	\$65,000	9
	Onsite Battery Storage	\$500,000	10
Balance (Project Cost Contingencies)		\$219,840	
Total ARPA Apportionment		\$8,143,886	

Option 2 Fund operations first.	Project	Cost	Rank
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Four Main Tasks

1. Regional Network Design
2. Opportunities for Microtransit
3. Operational Efficiencies
4. Stakeholder Engagement

Next Steps

State of the System Report

1. **Market Analysis**—population and employment density, travel patterns, planned developments...
2. **Existing Conditions**—hours of operation, frequency, travel times...
3. **Regional Collaboration**—schedules and connections, branding, fare payment...



Public Outreach, Part 1

Education, public priorities, feedback

Network Design, Microtransit, Operational Efficiencies

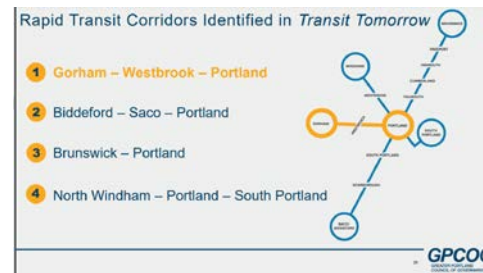
Opportunities, constraints, alternatives

Public Outreach, Part 2

Review, feedback

Recommendations

Implementation within 6–18 months





Sustaining existing service remains NNEPRA's Priority

Option 2 Fund operations first.	Project	Cost	Rank
<ul style="list-style-type: none"> Prioritizes continued operation of the existing system. Funds April–December 2023 projected operating need, then funds the top scoring projects based on remaining available budget. Funds two lower-scoring, but less expensive, projects. Remaining balance (~\$50,000) applied proportionally to each funded project as a cost contingency. 	Operations—BSOOB Transit	\$226,319	
	Operations—Casco Bay Lines	\$475,559	
	Operations—METRO	\$286,297	
	Operations—NNEPRA	\$2,264,638	
	Operations—Regional Transportation Program	\$383,629	
	Operations—South Portland Bus Service	\$71,844	
	Operations—York County Comm. Action Corp.	\$101,601	
	Transit Signal Priority	\$500,000	1
	Service Redesign Routes 1 & 111 Biddeford	\$600,000	2
	Comprehensive Service Improvements	\$2,868,704	3
	Southern Maine Connector Service Expansion	\$882,324	4
	Promotional Half Price Fare Initiative	\$1,128,018	5
	Regional Multi-modal Passenger Info. System	\$380,000	6
	Bus Stop Improvements	\$750,000	7
	MMC Scarborough Transit Infrastructure	\$250,000	8
	Enhanced Customer Information	\$65,000	9
	Onsite Battery Storage	\$500,000	10
Balance (Project Cost Contingencies)		\$50,295	
Total ARPA Apportionment		\$8,143,886	





NNEPRA Planning Efforts

- Portland Station Relocation
- West Falmouth Station
- Rockland Pilot





Request for Application Support

\$16M Elm Street Bridge Replacement Project Haverhill, MA

Bridge used by:

- 176 commuter rail trains per week,
- 70 Amtrak trains per week, and
- 48 Pan Am freight trains per week.

Challenges

- Built in 1908; Maintenance/repair costs prohibitive;
- Tight horizontal clearances. Restricted speeds.

Scope of Work:

- Superstructure
- Abutment strengthening
- Track reconstruction
- Improved drainage
- Sidewalk reconstruction with ADA ramps
- Additional crosswalk installation.



Project Benefits:

- Faster travel times for passengers
- Improved air quality
- Reduced fuel consumption
- Improved pedestrian access
- Supports developments

Requested FRA Funding: \$8 million (50%) *(the match will be from MBTA funds)*





SAIPRC/SPRC Initiatives

- Intercity Trainset Procurement
- Amtrak Cost/Revenue Accounting
- Marketing & Data Sharing
- Annual Reports/Meetings

Regional Planning Studies

- **Maine State Rail Plan**
- **Statewide Strategic Transit Plan**
- **L/A Economic Evaluation Study**
- Biddeford/Saco TOD
- Gorham/Portland Rapid Transit
- Transit Together
- Connect 2045



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Expired Terms:

John Melrose
Dana Connors
Brian Hobart

Nominees:

Alan Casavant
Allison Harris
Marguerite Flemming

Thank you for your service & support!



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Questions?



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