

# Board Briefing Materials

## June 2, 2025

**Location:**

**University of Southern Maine, Abromson Community Center**

**Room 216**

**88 Bedford Street, Portland ME 04101**

**3:00pm Public Session**



For More Information

☎ 207-780-1000 x 105

✉ [info@nnepra.com](mailto:info@nnepra.com)



**NORTHERN NEW ENGLAND  
PASSENGER RAIL AUTHORITY**

## **FY2025 NNEPRA Strategic Workplan:**

### **1. Meet and exceed high standards for transportation safety.**

- Elevate safety awareness by expanding information, communication and training efforts.
- Increase participation in Operation Lifesaver.
- Optimize safety signage and equipment at stations and facilities as needed

### **2. Maximize public awareness of the Downeaster service,**

- Attract new riders and retain existing riders through multi-faceted marketing program.
- Optimize fare potential while maintaining cost controls and efficiencies.
- Monitor and analyze travel trends to align train schedules with consumer travel patterns.

### **3. Support efforts to provide customers with a travel experience that consistently exceeds their expectations, delivers value and benefit, and contributes to a modern, integrated public transportation system.**

- Oversee successful transition to Horizon Fleet
- Support Station Ambassador Program & Recruitment efforts
- Assist stations in implementing wayfinding signage at stations
- Implement and expand e-voucher program
- Pursue Maine-made offerings in Café and improve Café CSI
- Collaborate with Amtrak and host railroads to maintain and improve reliability.
- Support efforts to provide and promote last mile connections and transit connectivity.
- Assure NNEPRA owned and Downeaster-related facilities remain in a state of good repair.

### **4. Support the reduction of vehicle miles travelled and State climate change initiatives by improving service accessibility and quality:**

- Complete extension of double track and initiate platform and station project in Wells.
- Design and pursue and secure funding for a mainline Portland Station
- Develop Falmouth station concept into project phase
- Pursue opportunities to initiate passenger rail service on the Rockland Branch
- Update Downeaster Service Development Plan
- Prepare for new Amtrak trainsets

### **5. Monitor and support programs to sustain passenger rail growth and funding:**

### **6. Pursue state and federal funding opportunities:**

- Monitor and pursue grant opportunities
- Ensure NNEPRA is positioned to receive eligible federal funding
- Collaborate with MaineDOT to secure resources needed to leverage federal funding
- Streamline internal accounting, procurement, project delivery and reporting protocols to maximize efficiency, accuracy and transparency.

### **7. Remain engaged and involved with transportation planning studies, organizations and initiatives in support of transportation access, expansion and connectivity on the local, state and national level.**



## NNEPRA BOARD of DIRECTORS

*June 2, 2025*

Northern New England Passenger Rail Authority

### Draft Agenda

**3:00pm      Public Session**

- Welcome and Safety Briefing
- Public Comment
- Approval of Minutes from April 28, 2025 Board Meeting
- Fiscal Year 2025 Downeaster Operations
  - Downeaster Performance FY25 to date
  - FY25 Ridership and Revenue Generating Strategies
- Finance Report
  - Budget Variance Report April 2025
  - FY26 Budget
- Project Updates
  - Wells Area Improvement Project
  - Tie Replacement Project
  - Capital Maintenance Projects
  - Portland Station Relocation
  - West Falmouth Station
  - Downeaster Service Development Plan
- Other Business & Updates
- Public Comment
- Motion to Enter Executive Session pursuant to 1 MRS § 405(6)(E) for the purpose of discussing the acquisition of real property.

**Next Meeting: June 23, 2025**



**Minutes of the Meeting of the Board of Directors  
Northern New England Passenger Rail Authority**

**April 28, 2025**

**Directors in Attendance:**

Chairman Jim Cohen; Mr. Alan Casavant, Vice Chair; Ms. Maggie Edson; Mr. Nate Moulton; Ms. Carolann Ouellette

**NNEPRA Staff in Attendance:**

Ms. Patricia Quinn; Mr. Brian Beeler; Ms. Belle Askinasi; Ms. Taylor Auclair; Ms. Emily Bedard; Mr. Jim Russell; Mr. Donnie Maley

**Interested Parties:**

Mr. Kevin Chittenden, Amtrak; Ms. Patty Barber, TrainRiders Northeast; Peter Cole, Maine Rail Group; Tom Wilhite; Full Speed Ahead; Mr. Dana Knapp, Concord Coach Lines; Mr. Irwin Gratz, Maine Public; Mr. Luke Irvine, Amtrak; Bruce Sleeper, TrainRiders Northeast

**OPENING REMARKS**

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The meeting was called to order at 3:00 pm, and a safety briefing and Operation Lifesaver was provided.

**PUBLIC COMMENT**

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Chairman Cohen opened the floor to public comment.

Mr. Tom Wilhite commented that the Full Speed Ahead Train Festival will be held May 6 – 10. The festival will be spread across 16 locations in Maine highlighting trains and train movies. An Operation Lifesaver short clip will be played prior to each film to provide awareness about the importance of train safety. Tom commented that NNEPRA donated to the festival as well as provided Operation Lifesaver activity books and additional information for the public.

Mr. Peter Cole commented that Maine Rail Group had partnered with Rail Passengers Association to conduct an economic benefits assessment on the potential expansion of Downeaster service between Brunswick, ME and Bangor, ME. Mr. Cole noted that the assessment would be complete sometime in May.

End public comment.

**APPROVAL OF MINUTES**

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**Motion to approve March 24, 2025 Minutes**

Motion: Mr. Alan Casavant

Seconded: Ms. Maggie Edson

Approved: All

**DOWNEASTER PERFORMANCE – Patricia Quinn**

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Ms. Patricia Quinn provided a Downeaster update, covering ridership and revenue data through March 2025 and financials through February 2025.

Patricia reported a notable improvement in On-Time Performance (OTP) and Customer Satisfaction Index (CSI) scores since February. Despite ongoing track work, April ridership surpassed projections. She praised Amtrak for effectively reallocating train equipment to meet peak demand.

Patricia also reported that a confirmed defect has grounded the entire Horizon fleet, reducing each Downeaster trainset by one coach car and over 70 seats.

Chairman Cohen asked about plans to restore the Horizon fleet. Patricia said there is no timeline for its return and no additional equipment is available.

Vice Chair Casavant asked how riders are being informed about the track work and reduced seating. Ms. Taylor Auclair explained that a communication campaign, "Go Like a Pro," has been launched to guide passengers through booking during this period.

#### **MARKETING UPDATE – Taylor Auclair**

Ms. Taylor Auclair presented an overview of Q1 marketing performance and the "Go Like a Pro" campaign, launched on April 1. The campaign describes the tie replacement project (track work) and provides updated service communications and the revised schedule. Taylor noted the campaign has been well received and effectively promotes the 20% discount on all coach fares.

Taylor also shared that the FY26 Ridership Recovery Campaign, is currently in development with NNEPRA's advertising agency, Blaze.

#### **FINANCE UPDATE – Patricia Quinn**

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Patricia presented the February Variance Report.

##### **Motion to accept February Budget Variance Report**

Motion: Ms. Maggie Edson

Second: Mr. Alan Casavant

Approved: All

Patricia presented the Board with a preliminary FY2026 Budget.

Chairman Cohen commented that the final budget is not due to the Commissioner until the end of June, giving the NNEPRA and the Board time to solidify and discuss prior to submission.

#### **PROJECT UPDATES – Patricia Quinn**

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Patricia provided an update on the CSX/NNEPRA Federal-State Tie Replacement:

- **Tie Replacement Project Overview:**
  - The project began on April 1, 2025.
  - CSX had installed approximately 25,000 ties between the Massachusetts state line and Dover, NH.
  - Tie Replacement Crews working on a 10-hour window of 8 days on, 6 days off rotation through mid-July.

Mr. Jim Russell provided updates on the Wells Area Improvement Project:

- **Platform and Site Work:** Great Falls Construction mobilized to Wells Station and all tree cutting was complete within the permitting period. A temporary crossing will be built for Great Falls to get equipment safely across tracks and the construction of the temporary platform is expected to be completed by the end of May 2025. Jim noted that there has been good communication from all stakeholders, and the project has been on schedule and within budget so far.

Patricia provided an update on other projects:

- **Portland Station Relocation:**
  - Stakeholder outreach efforts are ongoing.

- A second stakeholder meeting with the City of Portland, GPCOG, Portland Chamber, MaineHealth, and VHB is scheduled for May 12<sup>th</sup> to reconvene to address remaining questions related to NNEPRA's siting analysis.
- **West Falmouth Station:**
  - No updates, however, stakeholder coordination remains positive.
- **Rockland Branch:**
  - There are no new developments related to passenger service on the Rockland Branch.
- **Service Development Plan (SDP)**
  - A kickoff meeting was held with a technical subcommittee made up of many railroad stakeholders. During the meeting, attendees discussed their past, current, and future plans to promote collaboration as NNEPRA develops its SDP. A key takeaway from the meeting was the importance of coordination among all stakeholders throughout this process

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#### OTHER BUSINESS – Patricia Quinn

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##### NNEPRA Staff Update on Recent Developments:

- **2025 Legislative Session:**

Patrica provided an update on LD487, reminding the Board that NNEPRA and MaineDOT testified in opposition to the bill noting that the Corridor ID Program has specific criteria. The intent of the Program is not to determine feasibility, but to implement or improve existing passenger rail service. Patrica noted that the CID program is discretionary and very competitive.

Patricia stated that a Transportation Committee work session had been held on April 24th with a final vote of "Ought Not to Pass". However, Patricia acknowledged the rail advocates for their efforts, perspective and the information gathered to support expansion of passenger rail in the state of Maine.
- **FTA Triennial Review:**

Patrica informed the Board that NNEPRA had completed the on-site portion of the FTA Triennial Review and provided an overview of the review areas and process. Patrica stated that based on the feedback, the "findings" that would appear on the final report were policy updates NNEPRA was in the process of working through.
- **US DOT Correspondence:**

Patricia informed the Board about a letter from Secretary of Transportation Sean Duffy, sent to all USDOT recipients concerning compliance with Title IV and other federal regulations. She noted that the letter had been sent to Bernstein Shur for review.
- **Milestones:**

Patricia presented awards to Mr. Brian Beeler and Mr. Jim Russell to acknowledge their 15-years of service and dedication to NNEPRA and the Downeaster.

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#### PUBLIC COMMENT

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Chairman Cohen opened the floor to public comment.

Mr. Bruce Sleeper inquired if NNEPRA was having issues getting funding from the FRA. Patrica responded that NNEPRA is still receiving funds from both FRA and FTA.



Bruce also commented that the information on the NNEPRA website regarding the tie job provides riders with information a week in advance. Bruce suggested that a calendar of outage days would be helpful. Mr. Brian Beeler responded that due to the unpredictability of the tie job schedule, it is difficult to provide every rider with information that will be relevant to them in written form, which is why NNEPRA staff have been encouraging riders to go directly to the booking page to see what trains are available on the days they wish to travel.

Patricia reminded the Board that the next scheduled meeting would fall on Memorial Day. The Board agreed to reschedule May's meeting to June 2, 2025.

End public comment.

**Motion to Enter Executive Session pursuant to 1 MRS § 405(6)(E) for the purpose of discussing the acquisition of real property.**

Motion: Ms. Maggie Edson

Second: Mr. Nate Molton

Approved: All

**Executive Session began at 4:07 pm**

**Motion to End Executive Session**

Motion: Ms. Maggie Edson

Second: Mr. Alan Casavant

Approved: All

**Executive Session ended at 4:40 pm**

**Motion to adjourn**

Motion: Mr. Alan Casavant

Second: Ms. Maggie Edson

Approved: All

**Meeting Adjourned at 4:40 pm.**





Downeaster Performance Metrics - Last 12 Months									
Period	FY	Ridership				Revenue			
		Actual	Budget	Variance	vs. FY24	Actual	Budget	Variance	\$/Rider
Apr 25	FY25	39,909	33,581	6,328	81%	\$ 857,673	\$ 784,114	\$ 73,559	\$21.49
Mar 25	FY25	44,131	44,876	-745	95%	\$ 1,148,249	\$ 1,050,087	\$ 98,162	\$26.02
Feb 25	FY25	38,894	40,784	-1,890	93%	\$ 924,774	\$ 954,337	\$ (29,563)	\$23.78
Jan 25	FY25	39,431	41,238	-1,807	96%	\$ 908,997	\$ 950,536	\$ (41,539)	\$23.05
Dec 24	FY25	47,027	46,905	122	100%	\$ 1,159,068	\$ 1,099,922	\$ 59,146	\$24.65
Nov 24	FY25	46,828	48,005	-1,177	98%	\$ 1,154,368	\$ 1,125,717	\$ 28,651	\$24.65
Oct 24	FY25	52,059	52,075	-16	95%	\$ 1,234,285	\$ 1,218,560	\$ 15,725	\$23.71
Sep 24	FY25	51,640	45,045	6,595	97%	\$ 1,216,884	\$ 1,045,246	\$ 171,638	\$23.56
Aug 24	FY25	56,667	62,856	-6,189	92%	\$ 1,372,957	\$ 1,458,268	\$ (85,311)	\$24.23
Jul 24	FY25	57,854	59,034	-1,180	100%	\$ 1,368,838	\$ 1,369,578	\$ (740)	\$23.66
FY25 To Date		474,440	474,399	41	96%	\$11,346,093	11,056,365	\$ 289,728	\$23.91
Jun 24	FY24	50,853	48,530	2,323	113%	\$ 1,191,491	\$ 965,829	\$ 225,662	\$23.43
May 24	FY24	46,412	45,167	1,245	118%	\$ 1,074,148	\$ 880,764	\$ 193,384	\$23.14
FY24 Total		598,428	556,618	41,810		13,051,548	10,882,278	2,169,270	\$21.81

### Fiscal Year 2025 To Date



5,061



5,909

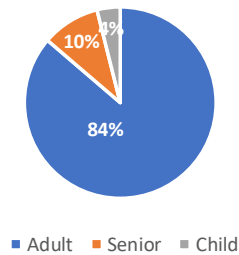


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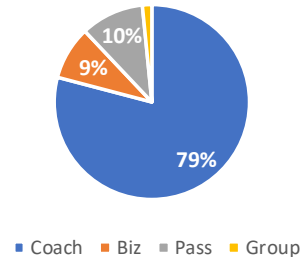


1,661

FY25  
Riders by Passenger Type



FY25  
Riders by Ticket Type



### FY25 Performance Targets

Ridership	542,462	Train On Time Performance	75%	Café Cost Recovery	78%
Revenue	\$ 12,639,493	Customer On Time Performance	85%	Café Capture Ratio	17%
Average Fare	\$ 23.30	Overall Customer Satisfaction	90%	Café Check Average	\$10.95
Overall Cost Recovery	47%				

Modified 10/28/24

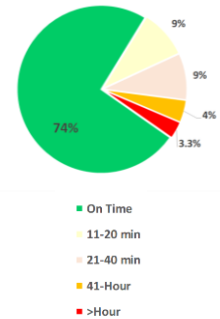




Downeaster Performance Metrics - Last 12 Months								
Period	FY	Trains	Passenger	On Time Performance		Downeaster Café		CSI
		Operated	Miles	End Point	Customer	Capture Ratio	Check AVG	
Apr 25	FY25	264	3,332,815	64%	74%	17%	\$ 10.07	tbd
Mar 25	FY25	310	3,973,101	87%	79%	18%	\$ 11.02	91
Feb 25	FY25	274	3,392,887	59%	74%	18%	\$ 11.02	86
Jan 25	FY25	308	3,532,050	77%	86%	17%	\$ 10.72	90
Dec 24	FY25	308	4,233,423	72%	84%	17%	\$ 11.27	90
Nov 24	FY25	296	4,047,137	63%	78%	16%	\$ 10.76	87
Oct 24	FY25	303	4,454,370	43%	58%	16%	\$ 9.84	83
Sep 24	FY25	295	4,384,718	70%	82%	17%	\$ 10.28	93
Aug 24	FY25	293	5,010,367	64%	75%	18%	\$ 10.47	90
Jul 24	FY25	308	5,444,093	65%	78%	18%	\$ 10.47	90
FY25 To Date		2,959	41,804,961	66%	77%	17%	\$ 10.59	89

Jun 24	FY24	298	4,529,993	55%	70%	19%	\$ 10.28	88
May 24	FY24	310	4,037,621	73%	86%	17%	\$ 9.92	90
FY24 Total		3,622	52,332,352	71%	81%	18%	\$ 10.43	90

Delay intensity



**NNEPRA Fiscal Year 2025**  
**Operating Budget Variance Report**  
 July 2024 - April 2025

	April-25			Fiscal Year to Date April 25			
	Actual	Budget	Variance	Actual	Budget	Variance	%
<b>Operating Revenue</b>							
Amtrak Ticket Revenue	\$ 857,673	\$ 779,434	\$ 78,239	\$ 11,346,093	\$ 11,056,365	\$ 289,728	3%
Food Service Revenue	\$ 62,419	\$ 59,921	\$ 2,498	\$ 845,272	\$ 864,032	\$ (18,760)	-2%
Parking Lot Revenue	\$ 87,375	\$ 68,836	\$ 18,539	\$ 585,168	\$ 526,126	\$ 59,042	11%
Interest & Other Revenue	\$ 13,184	\$ 43,600	\$ (30,416)	\$ 490,932	\$ 478,623	\$ 12,309	3%
<b>Total Operating Revenue</b>	<b>\$ 1,020,651</b>	<b>\$ 951,791</b>	<b>\$ 68,860</b>	<b>\$ 13,267,465</b>	<b>\$ 12,925,146</b>	<b>\$ 342,319</b>	<b>3%</b>
<b>Expenses</b>							
<b>Administration</b>							
Salaries and Benefits	\$ 85,184	\$ 97,750	\$ (12,566)	\$ 895,974	\$ 980,467	\$ (84,493)	-9%
Office Expenses	\$ 9,053	\$ 10,452	\$ (1,399)	\$ 125,448	\$ 151,920	\$ (26,472)	-17%
Professional Services	\$ 3,542	\$ 22,000	\$ (18,458)	\$ 117,542	\$ 205,715	\$ (88,173)	-43%
Insurance	\$ -	\$ -	\$ -	\$ 74,507	\$ 60,605	\$ 13,902	23%
Board Operations	\$ 681	\$ 681	\$ -	\$ 19,192	\$ 18,698	\$ 494	3%
<b>Total Admin Expenses</b>	<b>\$ 98,460</b>	<b>\$ 130,883</b>	<b>\$ (32,423)</b>	<b>\$ 1,232,663</b>	<b>\$ 1,417,405</b>	<b>\$ (184,742)</b>	<b>-13%</b>
<b>Train Operations</b>							
Amtrak Train Operations	\$ 551,081	\$ 621,833	\$ (70,752)	\$ 5,753,894	\$ 6,307,473	\$ (553,579)	-9%
Amtrak Equipment Maintenance	\$ 676,442	\$ 789,900	\$ (113,458)	\$ 7,658,326	\$ 7,797,242	\$ (138,916)	-2%
Amtrak Support Services	\$ 191,460	\$ 293,684	\$ (102,224)	\$ 1,812,053	\$ 1,977,341	\$ (165,288)	-8%
Train Fuel Cost	\$ 121,554	\$ 200,558	\$ (79,004)	\$ 1,781,150	\$ 2,079,841	\$ (298,691)	-14%
Other Train Operations	\$ 181,105	\$ 170,944	\$ 10,161	\$ 1,613,177	\$ 1,723,202	\$ (110,025)	-6%
Facilities	\$ 61,219	\$ 101,580	\$ (40,361)	\$ 590,602	\$ 685,865	\$ (95,263)	-14%
FY24 Capital Maintenance	\$ 1,444	\$ 1,444	\$ -	\$ 381,310	\$ 381,310	\$ -	0%
FY25 Capital Maintenance	\$ -	\$ -	\$ -	\$ 28,461	\$ 28,461	\$ -	0%
<b>Total Train Operations</b>	<b>\$ 1,784,306</b>	<b>\$ 2,179,943</b>	<b>\$ (395,637)</b>	<b>\$ 19,618,974</b>	<b>\$ 20,980,735</b>	<b>\$ (1,361,761)</b>	<b>-6%</b>
<b>Station Operations</b>							
Portland Station	\$ 47,280	\$ 52,983	\$ (5,703)	\$ 442,905	\$ 439,695	\$ 3,210	1%
Platform Insurance	\$ -	\$ -	\$ -	\$ 316,373	\$ 215,157	\$ 101,216	47%
Station Platform Leases	\$ -	\$ -	\$ -	\$ 47,100	\$ 50,657	\$ (3,557)	-7%
Station Improvements	\$ 474	\$ 1,000	\$ (526)	\$ 96,240	\$ 199,500	\$ (103,260)	-52%
<b>Total Station Operations</b>	<b>\$ 47,754</b>	<b>\$ 53,983</b>	<b>\$ (6,229)</b>	<b>\$ 902,618</b>	<b>\$ 905,009</b>	<b>\$ (2,391)</b>	<b>0%</b>
<b>Total Food Service</b>	<b>\$ 91,788</b>	<b>\$ 94,585</b>	<b>\$ (2,797)</b>	<b>\$ 1,127,280</b>	<b>\$ 1,119,851</b>	<b>\$ 7,429</b>	<b>1%</b>
<b>Total Marketing</b>	<b>\$ 23,510</b>	<b>\$ 47,708</b>	<b>\$ (24,198)</b>	<b>\$ 358,816</b>	<b>\$ 409,077</b>	<b>\$ (50,261)</b>	<b>-12%</b>
<b>Total Expenses</b>	<b>\$ 2,045,818</b>	<b>\$ 2,507,102</b>	<b>\$ (461,284)</b>	<b>\$ 23,240,351</b>	<b>\$ 24,832,077</b>	<b>\$ (1,591,726)</b>	<b>-6%</b>
<b>Add'l Funding Required</b>							
Downeaster Ridership	39,909	33,581	6,328	474,440	474,399	41	
Overall cost recovery	50%	38%		57%	52%		
Café Recovery	68%	63%		75%	77%		

# NNEPRA FY2026

## DRAFT Operating Budget Forecast v2

July 1, 2025 - June 30, 2026

		5/30/2025			
		Preliminary FY26 Draft 4/28	FY25 Budget	FY25 Preliminary Estimate	FY25 Budget v. Actual
<b>Revenues</b>					
<b>Operating Revenue</b>					
1	Amtrak Ticket Revenue	\$ 13,186,221	\$ 12,926,904	\$ 12,650,000	\$ 5,827
2	Food Service Revenue	\$ 1,062,613	\$ 1,081,332	\$ 949,288	\$ (62,925)
3	Parking	\$ 700,000	\$ 675,594	\$ 700,000	\$ 66,395
4	Interest and Other Revenue	\$ 570,200	\$ 570,200	\$ 648,511	\$ 82,548
	<b>Total Operating Revenues</b>	<b>\$ 15,519,033</b>	<b>\$ 15,254,030</b>	<b>\$ 14,947,799</b>	<b>\$ 91,844</b>
<b>Expenses</b>					
<b>Administration</b>					
5	Salaries & Benefits	\$ 1,200,000	\$ 1,165,000	\$ 1,075,150	\$ (99,850)
6	Office Expenses	\$ 171,521	\$ 164,600	\$ 175,963	\$ 1,963
7	Professional Services	\$ 227,110	\$ 263,110	\$ 177,509	\$ (72,491)
8	Insurance	\$ 60,980	\$ 62,535	\$ 74,507	\$ 13,902
9	Board Operations	\$ 37,282	\$ 34,511	\$ 17,548	\$ (3,064)
	<b>Total Administration Expenses</b>	<b>\$ 1,696,893</b>	<b>\$ 1,689,756</b>	<b>\$ 1,520,677</b>	<b>\$ (159,539)</b>
<b>Train Operations</b>					
10	Amtrak Train Operations	\$ 7,513,187	\$ 7,264,115	\$ 6,900,397	\$ (653,742)
11	Amtrak Equipment Maintenance	\$ 9,184,727	\$ 9,644,757	\$ 8,790,752	\$ (599,375)
12	Amtrak Support Services	\$ 2,260,788	\$ 2,275,126	\$ 2,421,597	\$ (144,471)
13	Train Fuel Cost	\$ 2,400,428	\$ 2,522,763	\$ 2,216,489	\$ (272,122)
14	Other Train Operations	\$ 2,312,384	\$ 2,176,610	\$ 2,029,598	\$ (33,374)
15	Layover Facilities	\$ 769,590	\$ 800,000	\$ 829,469	\$ (30,079)
16	FY25 Capital Maintenance	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ -
	<b>Total Train Operations</b>	<b>\$ 25,541,104</b>	<b>\$ 25,783,371</b>	<b>\$ 24,258,223</b>	<b>\$ (1,733,163)</b>
<b>Station Operations</b>					
17	Portland Station	\$ 567,773	\$ 536,583	\$ 531,364	\$ (3,636)
18	Platform Insurance	\$ 336,009	\$ 335,048	\$ 316,372	\$ 101,215
19	Station Platform Leases	\$ 47,889	\$ 44,000	\$ 42,563	\$ (8,094)
20	FY25 Station Repair & Improve	\$ 105,500	\$ 105,500	\$ 300,500	\$ -
	<b>Total Station Operations</b>	<b>\$ 1,057,170</b>	<b>\$ 1,021,131</b>	<b>\$ 1,190,799</b>	<b>\$ 89,485</b>
21	<b>Food Service</b>	<b>\$ 1,346,756</b>	<b>\$ 1,356,102</b>	<b>\$ 1,321,591</b>	<b>\$ 1,209,629</b>
22	<b>Marketing</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 530,000</b>	<b>\$ 518,044</b>
	<b>FY26 Budgeted Expenses</b>	<b>\$ 30,171,923</b>	<b>\$ 30,380,359</b>	<b>\$ 30,624,508</b>	<b>\$ 28,697,372</b>
23	<b>Additional Funding Required</b>	<b>\$ 14,652,890</b>	<b>\$ 15,126,329</b>	<b>\$ 15,917,933</b>	<b>\$ 13,749,573</b>
	Ridership	562,039	562,039	557,448	534,531
	FY25 Overall Cost Recovery	51%	50%	49%	52%
	Food Service Cost Recovery	79%	80%	77%	78%

FY26 Funding Needs & Sources		SOGR	Operations	FY26 Total	FY25
Expenses eligible for Federal Funds		\$ 11,852,890	\$ 2,800,000	\$ 14,652,890	\$ 15,917,931
80% Federal Share		\$ 9,482,312	\$ 2,240,000	\$ 11,722,312	\$ 12,734,345
20% Non-Fed		\$ 2,370,578	\$ 560,000	\$ 2,930,578	\$ 3,183,586
Carry Forward Match				\$ 385,000	\$ 981,287
In-Kind				\$ 500,000	\$ 200,000
FY26 State Match				\$ 2,045,578	\$ 2,002,299



# NNEPRA FY2024 Budget Assumptions

Fiscal Year 2026

July 1, 2025 - June 30, 2026

## Revenues

## Description/Assumptions

### Operating Revenue

- |                              |   |
|------------------------------|---|
| 1 Amtrak Ticket Revenue      | 96% of FY24 riders August-Jun (75% FY24 riders in July due to Tie Replacement) ; Avg fare \$23.46 |
| 2 Food Service Revenue       | 18% Capture Ratio; \$10.95 check avg (12% in July due to Tie Replacement)                         |
| 3 Parking                    | 4% increase over FY25 projection due to demand and higher rates.                                  |
| 4 Interest and Other Revenue | Amtrak Other Revenue, Bank interest, NH platform insurance reimbursement, SAIPRC fee, interest    |

## Expenses

### Administration

- |                         |  |
|-------------------------|--|
| 5 Salaries & Benefits   | 9 Full Time salaried employees plus COLA   |
| 6 Office Expenses       | Portland and Brunswick Rent, utilities, supplies, travel, equipment, office amenities and furniture. |
| 7 Professional Services | Legal, Accounting, Audit, Technology support.  |
| 8 Insurance             | Liability, portion of Public Official, Cyber, Crime  |
| 9 Board Operations      | Meeting expenses & portion of Public Official Insurance  |

### Train Operations

- |                            |   |
|----------------------------|---|
| 10 Train Operations        | Amtrak Train/Station Crews and management support;  |
| 11 Equipment Maintenance   | Turnaround servicing, running maintenance & capital maintenance of Amtrak rolling stock based on 3 Amfleet coaches. |
| 12 Amtrak Support Services | Amtrak Reservations, Onboard WiFi, Marketing, G&A   |
| 13 Train Fuel Cost         | Estimated \$2.79 per gallon   |
| 14 Other Operations        | Track Maintenance, Inspection and Performance Payment (79% OTP); costs associated with service interruptions        |
| 15 Layover Facilities      | Brunswick and Portland layover facility operating and maintenance costs.  |
| 16 Capital Maintenance     | Annual track maintenance work program developed with CSX per agreement plus project mgmt                            |

### Station Operations

- |                            |  |
|----------------------------|--|
| 17 Portland Station        | Per MaineDOT agreement with Concord Coach Lines                                      |
| 18 Platform Insurance      | 5% increase over FY25  |
| 19 Station Platform Leases | Per agreement for platforms in Freeport, Portland, Old Orchard Beach, Saco and Wells |
| 20 Station Improvements    | Misc. station repairs with local match provided by municipalities as applicable.     |

- |                                |   |
|--------------------------------|---|
| 21 Food Service Expenses       | Labor, food & beverage purchases, administration and management           |
| 22 Marketing                   | Marketing and advertising efforts for Amtrak Downeaster                   |
| 23 Additional Funding Required | Combination of State and Federal funding needed to meet operating expense |

