
CORRIDOR ID (LD 487) *MADE EASY*

Maine has the opportunity to expand Amtrak passenger rail service north from Portland through Lewiston, Waterville and Bangor to Orono. Passing LD 487 will help us take the first steps. The state needs to apply for a grant NOW, since applications must be made in 2025. The Corridor ID program will provide \$66 billion nationwide to expand rail service, including rural and underserved areas like Maine.

Once the grant application is approved, the Corridor ID consists of three parts:

STEP 1: Scope, Schedule, and Budget for the State to contract with an engineering company to: (Up to \$500,000, 100% federal funding)

Scope the necessary work to create a Service Development Plan, and make sure all parties are on board.

STEP 2: The Service Development Plan (90%/10%- Federal/State funding)

Lay out the plan components, including track improvements, equipment, stations and overnight yards and determine costs and benefits of expansion.

STEP 3: The Preliminary Engineering (PE) & Environmental Review (80% Federal / 20% State)

Frequently Asked Questions (FAQs)

Q. Are There Enough People in Maine to Justify More Service?

Vermont, with half Maine's population, has two Amtrak routes running the length of the state. Service to Montreal is expected to resume in 2026. Service to Orono would connect Maine's three major cities and Metro areas as well as most colleges, universities and medical centers.

Q. Would People Use the Train?

A new Critical Insights survey shows that 62% of Mainers would ride the train at least occasionally, and 63% would vote for a bond issue to pay the state's capital costs for expansion. Millions of visitors could take the train from Boston to Bangor, with a short bus ride to Acadia National Park and the coast.

Q. Aren't Buses a Good Alternative?

Trains are an entirely different form of transportation, though they work well in connection with bus lines. Passengers can work, relax, visit and eat in comfort before reaching their destinations. Maine needs a true alternate transportation system, with train stations as the hubs and buses, vans, taxis, Uber and cars providing the spokes.

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Q. Didn't Earlier Studies Show Expansion Wasn't Feasible?

Those studies measured the **propensity** for drivers to leave their cars. It left out the 30% of Mainers who don't own cars, our millions of annual visitors, and all those living short distances away from the new stations.

Q. Won't Maine Be on the Hook for Millions of Dollars in Additional Costs?

At each step of the process, Maine will decide whether to proceed and fund any costs. It will never be forced to spend any money, period.

Q. What Are the Goals?

To build a 21st century transportation system with robust rail service, freight and passenger – as many other states and nations throughout the world are already doing.

Q. What Are the Benefits?

- Vastly increased energy efficiency, using 80% less fuel than moving people and goods by road.
- Affordable housing in city and town centers, since the need for parking is minimal, and people can walk to stores, businesses and public buildings.
- Enhanced economic development to rebuild our urban centers, attracting private investment that substantially exceeds taxpayer support.

Maine can chart a new course for itself, or it can do nothing, leaving the entire 2nd Congressional District without passenger service and confining the Downeaster to just two Southern counties.

The choice is ours.

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