



NORTHERN NEW ENGLAND  
PASSENGER RAIL AUTHORITY

## FISCAL YEAR 2019

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### Board of Directors Briefing Materials January 28, 2019

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NNEPRA OFFICE  
75 W. COMMERCIAL ST, STE 104  
PORTLAND, ME  
12:15PM



## NNEPRA FY2019 Action Plan *(draft)*

### Core Objectives:

- Support and maintain a culture of safety.
- Maintain Compliance with all Regulations
- Enhance public benefits associated with the Downeaster.
- Work to secure a stable, dedicated and equitable funding mechanisms to sustain Downeaster operations and continued capital investments in the Downeaster Corridor.

### Meet or exceed projected Downeaster Performance Benchmarks

- 49% Total Cost Recovery
- 86% Café Cost Recovery in Café
- 85% On Time Performance
- 93% Overall Customer Satisfaction

### Improve Downeaster Service Efficiency

- Increase revenue on peak trains
- Increase performance on off-peak trains
- Maximize equipment utilization
- Improve cost recovery in Café

### Improve Passenger Services & Communication

- Implement PIDS at all Maine Stations
- Improve/promote last mile connectivity
- Promote and improve connectivity to Amtrak network
- Seek ways to improve bicycle access
- Operate 5 daily R/T Brunswick-Boston
- Enhance Station experience for passengers

### Sponsor Capital Projects to improve safety, service quality and efficiency

- Complete 2018 Tie Replacement Program
- Complete Royal Junction Siding Project
- Improve connectivity between Wells Station and Kennebunk/Kennebunkport
- Initiate Rockingham Siding Rehabilitation
- Complete Wells Siding/Platform Project design and engineering and identify construction funding.

### Explore Options for Service Improvement/Expansions

- Manage Lewiston/Auburn Service Plan
- Explore seasonal service on Rockland Branch
- Explore potential for WEM-POR inbound commuter trip.
- Explore shuttle service between Westbrook/Rock Row development, PTC and Commercial Street
- Explore Portland Station improvement options and alternatives

## **BOARD of DIRECTORS MEETING AGENDA**

January 28, 2019

NNEPRA Office

75 West Commercial Street, Suite 104

Portland, Maine 04101

12:15pm      Vote to open meeting and enter Executive Session

1. 1 MRS § 405(6)(C) and 23 MRS § 8115-A to discuss negotiations with Amtrak regarding the operating agreement.
2. 1 MRS § 405(6)(C) and 23 MRS § 8115-A to discuss negotiations with Concord Coach Lines related to the Portland Transportation Center.
3. 1 MRS § 405(6)(C) and 23 MRS § 8115-A to discuss negotiations with Pan Am regarding agreements for capital projects.

1:00pm      Vote to close Executive Session and open Public Session

- Welcome & Introductions
- Approval of Minutes from November 2018 Board Meeting
- Performance Update
- Finance Update
- Project Updates
- Other Business
- Public Comment

Next Meeting:

Monday, February 25, 2019

NNEPRA Office, Portland, ME

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

November 26, 2018  
NNEPRA, Portland, ME

**Directors in attendance:**

Mr. John Melrose, Chairman; Mr. Dana Connors, Vice Chairman; Mr. Ron McKinnon, Treasure; Mr. Charles Large; Mr. Brian Hobart; and, Ms. MaryAnn Hayes, MaineDOT Ex-officio.

**Staff in attendance:**

Ms. Patricia Quinn, Mr. Brian Beeler, Ms. Marina Douglass and Mr. Stephen Houdlette

**Interested parties:**

Mr. Dana Knapp, Concord Coach; Mr. Stephen Corcoran, Amtrak; Mr. Kevin Chittenden, Amtrak; Mr. Wayne Davis, TrainRiders Northeast; Mr. Paul Weiss, Maine Rail Transit Coalition and Maine Sierra Club; Mr. Stanley Koski, Maine Rail Group; and, Mr. Richard Rudolph, Maine Rail Group.

**Opening Remarks**

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**Motion to open Public Session at 12:30 pm**

Motion: Mr. McKinnon  
Seconded: Mr. Connors  
Accepted: All

**Motion to enter Executive Session at 12:31 pm**

- 1 MRS § 405(6)(C) and 23 MRS § 8115-A to discuss negotiations with Amtrak regarding the operating agreement.

Motion: Mr. McKinnon  
Seconded: Mr. Large  
Accepted: All

**Motion to reopen Public Session at 12:54 pm**

Motion: Mr. Hobart  
Seconded: Mr. McKinnon  
Accepted: All

**Vote to accept minutes as presented by the staff**

Motion: Mr. Connors  
Seconded: Mr. Hobart  
Accepted: All

## **DOWNEASTER PERFORMANCE REPORT**

Ms. Quinn reviewed the Performance Report highlighting the following:

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- Trackwork lasted two weeks longer than initially anticipated, impacting October ridership. Riders were continuously updated on the status.
- During the construction period September 4 – October 12, 2018, 15,200 ties were installed, 6 grade crossings were rehabilitated, 80 joints were welded; tons of ballast were undercut at Forest Avenue in Portland; and, 6 to 7 minutes of delay time were eliminated.
- As of November 12<sup>th</sup>, all five Downeaster round-trips are starting and ending in Brunswick during the week and four on the weekend. At least one rider has been on the 4:30 am train out of Brunswick and on the late-night train back into Brunswick.
- In the past 2 weeks, 364 riders either got on or off the “new” trains in Brunswick and 101 riders in Freeport.
- Ridership is higher than projected and less than the same period last year. A few unexpected incidents impacted ridership in addition to trackwork including a natural gas explosion in Massachusetts and wet leaves on the rail that could have interrupted the electrical connections.
- Thanksgiving weekend was solid. There was record ridership in the day leading up to Thanksgiving Day ridership, however, ridership in the days following Thanksgiving was lower than in past years.
- On-time-performance (OTP) month-to-date is 71.4% and 80% since the trackwork was completed.
- Amtrak has started calculating OTP by the percentage of passengers impacted by delayed trains (customer on-time performance) rather than percentage of train that are delayed.
  - The new calculation shows OTP at 81% month to date and 69% year to date.
  - Still analyzing how this new formula impacts the current analysis that NNEPRA has been tracking.

Ms. Quinn applauded Amtrak’s assistance, particularly Mr. Corcoran, during the trackwork with advance notices, discount ticketing and on-board assistance.

Mr. Melrose inquired whether there were projects in 2019 that would impact OTP. The Tie Replacement Project is planned for every other year, so the next one would occur in 2020. The Rockingham Siding Rehabilitation Project will begin in the 2019 construction season.

Mr. Beeler updated the current Café statistics.

### **Marketing Update – Patricia Quinn**

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- Ms. Quinn discussed the new ad campaign: Transform Your Travel. Roll-out of the new campaign was held off until after the fall construction was complete.
- Current marketing is being promoted on radio, cable tv, Train to Maine large banners in Boston and yellow stickie notes on newspapers.
- Ms. Quinn invited everyone to participate on the Santa Trains December 8<sup>th</sup> and 9<sup>th</sup>.

### **FINANCE REPORT – Marina Douglass**

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Ms. Quinn reviewed the September and October 2018 preliminary variance report.

#### **Vote to accept preliminary variance Report**

Motion: Mr. McKinnon

Seconded: Mr. Hobart

Accepted: All

## Project Updates – Patricia Quinn

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- Ms. Quinn stated that several of the Lewiston/Auburn Study Committee members drove the possible rail configuration by starting in Auburn and ending in Portland on the St. Lawrence and Atlantic Rail Line and reversing on the Pan Am Rail Line to Auburn.
  - Ms. Hayes stated that the trip was very informative as to the different possible routes and the challenges of service to Lewiston Auburn.
  - Ms. Quinn appreciated the committee's time.
  - The Study contractor, VHB, will be applying costs to the different scenarios. A final report may be ready in March with summary calculations.
- Wells Siding planning continues. A Benefit-Cost Analysis will be the first deliverable.
- Ms. Quinn informed the Board that Amtrak will be completing a safety assessment of the Rockland Branch, Mr. Corcoran from Amtrak has completed much of the background information for the assessment. With a positive assessment limited service to Rockland will start Memorial Day Weekend 2019. Mr. Chittenden stated that there wasn't an update to the status of the assessment.

## Public Comment

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Mr. Rudolph shared his concern that the construction delays and train annulments every other year will discourage people from riding the train. He inquired whether Pan Am could complete their work overnight. He said that freight still could run during the outages whether at night or during the day.

Ms. Quinn responded that Pan Am and NNEPRA makes a lot of effort to consider the impact to the Downeaster passengers. Pan Am doesn't have overnight equipment and NNEPRA needs to complete projects as Pan Am is able to schedule their labor force.

Options presented to Pan Am to reduce the passenger impact were working Saturdays and/or contracting work out. Pan Am did consider the options and was unable to implement them. Pan Am freight operations were also impacted during this trackwork.

Mr. Weiss stated that the best option is to doubletrack the entire rail line.

Ms. Quinn agreed and replied that the current Rockingham siding project and the potential Wells doubletrack project will add capacity. However, the funding for these projects is limited from both the federal and state level.

Mr. Weiss commented on the recent FRA ruling that allowing lighter weight rail cars.

Ms. Quinn responded that currently Amtrak has a Request for Information (RFI) posted for information on new or better equipment that might be appropriate for the Downeaster service. Mr. Beeler is on the committee that is discussing new equipment.

Mr. Weiss asked if another Request for Proposals (RFP) for the Rockland Branch freight service will be posted.

Ms. Quinn stated that she is not sure what the new Maine DOT administration might do in regard to the Rockland Branch.

Mr. Weiss continued to state that the Lewiston-Auburn to Portland rail link is critical for environmental gain and connecting two of the largest Maine economies.

Mr. Rudolph asked if a long-term rail plan is required as there currently isn't one. Elements that he thinks need to be included are climate change, funding, environmental impacts and number of cars that are currently using the roads that could be replaced with a rail shuttle. He also supported the Rockland seasonal service and the Brunswick to Boston five round trips.

Mr. Davis informed the Board of TrainRiders Northeast 30<sup>th</sup> Annual Meeting and the 17<sup>th</sup> anniversary of the Downeaster. The meeting and luncheon are scheduled for December 14<sup>th</sup> at the Holiday Inn by the Bay.

**Vote to adjourn at 1:56 pm**

Motion: Mr. Connors

Seconded: Mr. Hobart

Accepted: All

**NEXT MEETING: January 28, 2018, Portland, Maine.**

# Downeaster Performance Report

2019 Fiscal Year To Date

July 2018 – December 2018

Ridership						
	FY2018	FY2019	FY2019	Variance	Var	Passenger
	Actual	Actual	Target	to Target	%	Miles
July	57,652	<b>57,912</b>	58,590	(678)	-1%	4,906,109
August	57,306	<b>56,332</b>	58,249	(1,917)	-3%	4,763,477
September	50,016	<b>39,730</b>	30,000	9,730	32%	2,852,161
October	47,174	<b>43,784</b>	48,112	(4,328)	-9%	3,191,011
November	42,110	<b>42,753</b>	43,050	(297)	-1%	3,446,794
December	43,557	<b>40,215</b>	46,035	(5,820)	-13%	-
<b>Total</b>	<b>297,815</b>	<b>280,726</b>	<b>284,036</b>	<b>(3,310)</b>	<b>-1%</b>	<b>#####</b>

Revenue						
	FY2018	FY2019	FY2019	Variance	Var	Average
	Actual	Actual	Target	to Target	%	Fare
July	\$1,042,712	\$ <b>1,134,781</b>	\$1,098,563	\$ 36,218	3%	\$ 19.59
August	\$1,052,422	\$ <b>1,088,275</b>	\$1,092,169	\$ (3,894)	0%	\$ 19.32
September	\$ 933,017	\$ <b>647,318</b>	\$ 480,000	\$ 167,318	35%	\$ 16.29
October	\$ 875,607	\$ <b>779,541</b>	\$ 902,100	\$ (122,559)	-14%	\$ 17.80
November	\$ 791,778	\$ <b>826,526</b>	\$ 817,950	\$ 8,576	1%	\$ 19.33
December	\$ 831,519	\$ <b>796,707</b>	\$ 874,665	\$ (77,958)	-9%	\$ 19.81
<b>Total</b>	<b>5,527,054</b>	<b>5,273,148</b>	<b>5,265,446</b>	<b>7,702</b>	<b>0%</b>	<b>\$ 18.78</b>

Customer Satisfaction			
December	Downeaster	Amtrak	FY to Date
Overall Customer Satisfaction	92	91	89
Value of Amtrak Service for Price Paid	90	88	88
Reliability or On Time Performance of the Train	85	86	79
Information Given About Problems Delays While on the Tra	88	87	81
Clarity of Announcements	85	83	82
Friendliness/Helpfulness of Train Conductor	93	93	93
Overall Cleanliness of Train	92	91	92
Cleanliness of Train Windows	88	88	89
Cleanliness of the Restrooms on the Train	80	79	80
Overall Experience in Café Car	87	86	89
Friendliness/Helpfulness of Café Car Personnel	94	92	93
Quality/Freshness of Food in Café Car	87	81	83
Overall WiFi Service	76	77	73

On Time Performance						
Calendar	July	August	September	October	November	December
2018	45%	45%	50%	45%	72%	81%
2017	54%	72%	65%	58%	67%	67%



PRELIMINARY VARIANCE REPORT - NOVEMBER 2018							
	Current Month Actual	Current Month Budget	Current Month Variance	Year to Date Actual	Year to Date Budget	Year to Date Variance	Year to Date Percent
<b>Revenues</b>							
<b>Operating Revenue</b>							
Amtrak Ticket Revenue	826,526	817,950	8,576	4,476,351	4,390,782	85,569	2%
Food Service Revenue	57,016	66,728	(9,711)	385,434	368,902	16,532	4%
Advertising Revenue	0	0	0	1,050	900	150	17%
Parking Lot Revenue	42,645	40,000	2,645	245,976	235,250	10,726	5%
Interest on Accounts	1,391	250	1,141	6,226	1,250	4,976	398%
Other Revenue	(171)	21,114	(21,285)	132,483	105,570	26,913	25%
<b>Total Operating Revenues</b>	<b>927,407</b>	<b>946,042</b>	<b>(18,634)</b>	<b>5,247,520</b>	<b>5,102,654</b>	<b>144,866</b>	<b>3%</b>
<b>Expenses</b>							
<b>Wages and Benefits</b>							
Permanent Full-Time	32,716	32,987	(271)	169,183	169,746	(563)	0%
Benefits	21,365	21,475	(111)	108,542	108,852	(310)	0%
<b>Total Wages and Benefits</b>	<b>54,081</b>	<b>54,462</b>	<b>(381)</b>	<b>277,726</b>	<b>278,598</b>	<b>(873)</b>	<b>0%</b>
<b>Administration</b>							
Office Expenses	8,202	8,445	(244)	42,413	43,468	(1,055)	-2%
Professional Services	3,963	4,167	(204)	28,344	34,067	(5,723)	-17%
Insurance	2,439	2,446	(7)	12,193	12,228	(35)	0%
Board Operations	1,788	1,453	334	8,252	7,266	986	14%
<b>Total Administration Expenses</b>	<b>16,391</b>	<b>16,511</b>	<b>(120)</b>	<b>91,202</b>	<b>97,029</b>	<b>(5,827)</b>	<b>-6%</b>
<b>Train Operations</b>							
Amtrak Operations	1,370,695	1,405,928	(35,233)	6,807,624	7,029,638	(222,015)	-3%
Train Fuel Cost	149,465	178,859	(29,394)	736,011	894,295	(158,284)	-18%
PanAm	109,583	109,583	(0)	502,332	547,917	(45,585)	-8%
Other Train Operations	6,035	4,417	1,618	25,123	22,283	2,839	13%
Facilities	24,506	29,496	(4,989)	106,185	125,426	(19,241)	-15%
Capital Maintenance	92,377	92,377	0	299,422	299,422	0	0%
<b>Total Train Operations</b>	<b>1,752,661</b>	<b>1,820,659</b>	<b>(67,998)</b>	<b>8,476,696</b>	<b>8,918,981</b>	<b>(442,285)</b>	<b>-5%</b>
<b>Station Operations</b>							
Portland Station	30,900	31,000	(100)	154,500	155,000	(500)	0%
Platform Ins	10,904	10,904	(0)	54,519	54,520	(1)	0%
Station Platform Leases	0	0	0	33,761	37,119	(3,358)	-9%
Other Station Improvements	0	0	0	702	1,000	(298)	(0)
<b>Total Station Operations</b>	<b>41,804</b>	<b>41,904</b>	<b>(100)</b>	<b>243,482</b>	<b>247,639</b>	<b>(4,158)</b>	<b>-2%</b>
<b>Food Service</b>							
Regular	69,823	77,490	(7,667)	424,101	430,092	(5,991)	-1%
<b>Total Food Service</b>	<b>69,823</b>	<b>77,490</b>	<b>(7,667)</b>	<b>424,101</b>	<b>430,092</b>	<b>(5,991)</b>	<b>-1%</b>
<b>Marketing</b>							
<b>Total Marketing</b>	<b>35,168</b>	<b>35,000</b>	<b>168</b>	<b>160,298</b>	<b>197,500</b>	<b>(37,202)</b>	<b>-19%</b>
<b>Total Expenses</b>	<b>1,969,928</b>	<b>2,046,027</b>	<b>(76,099)</b>	<b>9,673,505</b>	<b>10,169,840</b>	<b>(496,336)</b>	<b>-5%</b>
<b>Additional Funding Required</b>	<b>1,042,520</b>	<b>1,099,985</b>	<b>(57,465)</b>	<b>4,425,985</b>	<b>5,067,187</b>	<b>(641,202)</b>	<b>-13%</b>
<b>Revenue Per Passenger</b>	<b>21.69</b>	<b>21.98</b>		<b>21.82</b>	<b>21.44</b>		
<b>Cost Recovery</b>	<b>47%</b>	<b>46%</b>		<b>54%</b>	<b>50%</b>		
<b>Café Cost Recovery</b>	<b>82%</b>	<b>86%</b>		<b>91%</b>	<b>86%</b>		

PRELIMINARY VARIANCE REPORT - DECEMBER 2018							
	Current Month Actual	Current Month Budget	Current Month Variance	Year to Date Actual	Year to Date Budget	Year to Date Variance	Year to Date Percent
<b>Revenues</b>							
<b>Operating Revenue</b>							
Amtrak Ticket Revenue	796,707	874,665	(77,958)	5,273,058	5,265,447	7,611	0%
Food Service Revenue	74,448	71,354	3,094	459,882	440,256	19,626	4%
Advertising Revenue	0	0	0	1,050	900	150	17%
Parking Lot Revenue	34,926	40,000	(5,074)	280,902	275,250	5,652	2%
Interest on Accounts	934	250	684	7,160	1,500	5,660	377%
Other Revenue	20,813	21,091	(278)	153,296	126,661	26,636	21%
<b>Total Operating Revenues</b>	<b>927,828</b>	<b>1,007,360</b>	<b>(79,532)</b>	<b>6,175,348</b>	<b>6,110,013</b>	<b>65,334</b>	<b>1%</b>
<b>Expenses</b>							
<b>Wages and Benefits</b>							
Permanent Full-Time	35,825	35,944	(119)	205,009	205,690	(681)	0%
Benefits	21,183	21,226	(42)	129,725	130,078	(353)	0%
<b>Total Wages and Benefits</b>	<b>57,009</b>	<b>57,170</b>	<b>(161)</b>	<b>334,734</b>	<b>335,768</b>	<b>(1,034)</b>	<b>0%</b>
<b>Administration</b>							
Office Expenses	7,528	10,180	(2,652)	49,941	53,648	(3,708)	-7%
Professional Services	3,145	4,267	(1,122)	31,489	38,333	(6,845)	-18%
Insurance	2,439	2,544	(105)	14,632	14,772	(140)	-1%
Board Operations	862	1,505	(643)	9,114	8,771	343	4%
<b>Total Administration Expenses</b>	<b>13,973</b>	<b>18,495</b>	<b>(4,522)</b>	<b>105,175</b>	<b>115,525</b>	<b>(10,350)</b>	<b>-9%</b>
<b>Train Operations</b>							
Amtrak Operations	1,405,928	1,405,928	0	8,213,551	8,435,566	(222,015)	-3%
Train Fuel Cost	149,465	178,859	(29,394)	885,476	1,073,154	(187,678)	-17%
PanAm	109,583	109,583	(0)	611,915	657,500	(45,585)	-7%
Other Train Operations	4,146	4,517	(371)	29,269	26,800	2,469	9%
Facilities	35,875	44,705	(8,830)	142,060	170,131	(28,071)	-16%
Capital Maintenance	3,815	3,900	(85)	303,237	303,322	(85)	0%
<b>Total Train Operations</b>	<b>1,708,812</b>	<b>1,747,492</b>	<b>(38,680)</b>	<b>10,185,508</b>	<b>10,666,473</b>	<b>(480,965)</b>	<b>-5%</b>
<b>Station Operations</b>							
Portland Station	30,900	31,000	(100)	185,400	186,000	(600)	0%
Platform Ins	10,904	11,515	(611)	65,423	66,035	(612)	-1%
Station Platform Leases	0	0	0	33,761	37,119	(3,358)	-9%
Other Station Improvements	0	0	0	702	1,000	(298)	(0)
<b>Total Station Operations</b>	<b>41,804</b>	<b>42,515</b>	<b>(711)</b>	<b>285,286</b>	<b>290,154</b>	<b>(4,868)</b>	<b>-2%</b>
<b>Food Service</b>							
Regular	85,017	82,863	2,154	509,118	512,955	(3,837)	-1%
<b>Total Food Service</b>	<b>85,017</b>	<b>82,863</b>	<b>2,154</b>	<b>509,118</b>	<b>512,955</b>	<b>(3,837)</b>	<b>-1%</b>
<b>Marketing</b>							
<b>Total Marketing</b>	<b>59,168</b>	<b>59,233</b>	<b>(65)</b>	<b>219,467</b>	<b>256,733</b>	<b>(37,267)</b>	<b>-15%</b>
<b>Total Expenses</b>	<b>1,965,783</b>	<b>2,007,768</b>	<b>(41,985)</b>	<b>11,639,288</b>	<b>12,177,608</b>	<b>(538,320)</b>	<b>-4%</b>
<b>Additional Funding Required</b>	<b>1,037,955</b>	<b>1,000,408</b>	<b>37,547</b>	<b>5,463,940</b>	<b>6,067,595</b>	<b>(603,655)</b>	<b>-10%</b>
<b>Revenue Per Passenger</b>	<b>23.07</b>	<b>21.88</b>		<b>22.00</b>	<b>21.51</b>		
<b>Cost Recovery</b>	<b>47%</b>	<b>50%</b>		<b>53%</b>	<b>50%</b>		
<b>Café Cost Recovery</b>	<b>88%</b>	<b>86%</b>		<b>90%</b>	<b>86%</b>		



NORTHERN NEW ENGLAND  
PASSENGER RAIL AUTHORITY

# PROJECT STATUS SUMMARY

UPDATED

1/23/2019

## NNEPRA Capital Project Summary

Status	Project Name	Budget	Expended To Date	Percent Complete	Funding Balance	Commitments/Obligations	Forecast Changes	Forecast Balance	Anticipated Project Schedule to Closeout			
									Sept-Dec	Jan - Mar	Apr - Aug	Sept-Dec
	Pan Am Deferred Change from last report	\$ 6,223,246	\$ 5,439,080 2,811	87% 0%	\$ 784,166	\$ 784,166	\$ -	\$ -	92%	98%	100%	100%
	Pan Am CIP 2018-2019 Change from last report	\$ 1,523,702	\$ 681,847 123,282	45% 8%	\$ 841,855	\$ 841,855	\$ -	\$ (1)	85%	85%	100%	100%
	Royal Siding Project Change from last report	\$ 9,370,084	\$ 5,852,575 24,816	62% 0%	\$ 3,517,509	\$ 3,517,510	\$ -	\$ (1)	80%	85%	100%	100%
	Pan Am Tie Project 2018 Change from last report	\$ 1,490,860	\$ 1,209,854 356,701	81% 10%	\$ 281,006	\$ 281,006	\$ -	\$ -	100%	100%	100%	100%
	<b>Capital Project Total</b> Change from last report	<b>\$ 18,607,892</b>	<b>\$ 13,183,355</b> 507,609	<b>71%</b> 6%	<b>\$ 5,424,537</b>	<b>\$ 5,424,538</b>	<b>\$ -</b>	<b>\$ -</b>	<b>1</b>	<b>\$ (974,493)</b>	<b>\$ 691,340</b>	<b>\$ (97,952)</b>

## NNEPRA Planning & Project Development Summary

Status	Project Name	Budget	Expended To Date	Percent Complete	Funding Balance	Commitments	Forecast Changes	Forecast Balance	Anticipated Project Schedule to Closeout			
									Sept-Dec	Jan - Mar	Apr - Aug	Sept-Dec
	L/A Service Plan Change from last month	\$ 500,000	\$ 323,893	65%	\$ 176,107	\$ 253,000	\$ -	\$ (76,893)	75%	95%	100%	100%
	Wells Siding D & E, Part I Change from last month	\$ 459,764	\$ 43,433	9%	\$ 416,331	\$ 459,764	\$ -	\$ (43,433)	30%	70%	100%	100%
	Westbrook/Portland Connector Change from last month	\$ 49,655	\$ 24,407	49%	\$ 25,248	\$ 49,655	\$ -	\$ (24,407)	95%	100%	100%	100%
	<b>Planning Project Total</b>	<b>\$ 1,009,419</b>	<b>\$ 391,732</b>	<b>65%</b>	<b>\$ 617,687</b>	<b>\$ 762,419</b>	<b>\$ -</b>	<b>\$ (144,732)</b>	<b>75%</b>	<b>95%</b>	<b>100%</b>	<b>100%</b>

- On schedule/minimal risk
- Some delay/minimal risk
- Major delay/high risk
- Initial complete date