

Scranton to New York Penn Station Service Development Plan

FRA Corridor ID Program: Step 2 Agency Stakeholder Committee Kick-off Meeting

DECEMBER 4, 2025



Pennsylvania
Department of Transportation

Agenda

- Opening Comments & Introductions
- Background & Project Review
- Scope of Work & Schedule
- Agency Stakeholder Working Group Roles, Topics & Schedule
- Work Update
- Next Meeting Date
- Discussion



Scranton to New York Penn Station Service Development Plan

Opening Comments & Introductions

DECEMBER 4, 2025



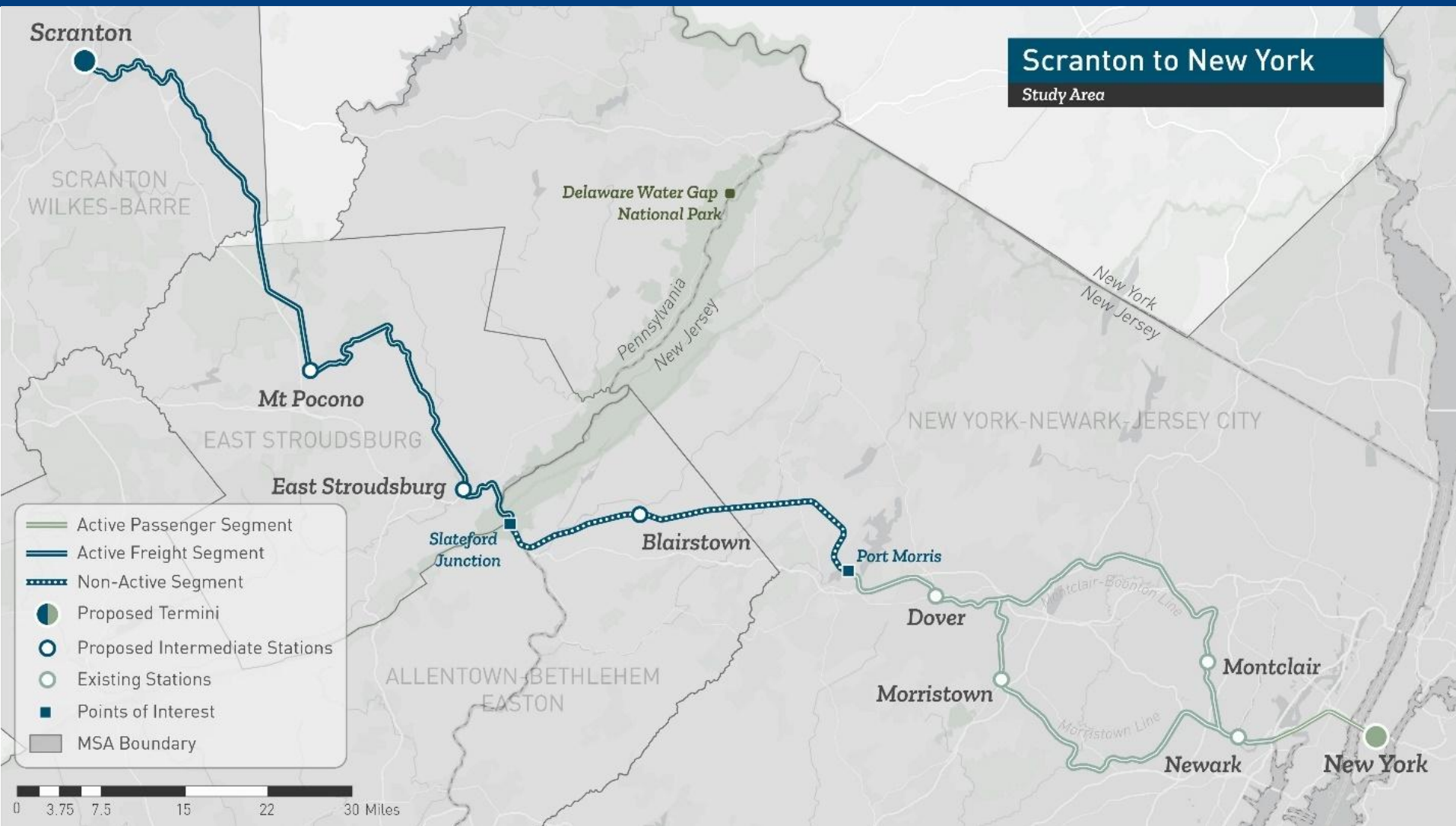
Pennsylvania
Department of Transportation

Agency Stakeholder Committee Members

- DWG National Recreation Area
- Lackawanna Co. Transit System
- Lackawanna Co. Planning
- Monroe Co. Planning
- Monroe Co. Transit Authority
- Morris Co. Planning
- Pike Co. Planning
- Sussex Co. Planning
- Warren Co. Planning
- Wayne Co. Planning
- DRJTBC
- Lackawanna Luzerne MPO
- LVPC MPO
- MTA LIRR
- MTA Metro North Railroad
- NYMTC
- NJTPA
- Northeastern PA Alliance MPO
- NJDOT
- FRA
- FTA Regions II & III
- US NPS Steamtown



Project Review - Location



- Scranton – NYP last passenger train ran on this route in 1970 under Erie Lackawanna RR

Project Review – Past Studies

NEW JERSEY – PENNSYLVANIA
LACKAWANNA CUT-OFF

PASSE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

REVISED FINDING OF NO SIGNIFICANT IMPACT

Project: New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project

Applicant: New Jersey Transit Corporation
Project Location: Morris, Warren, Sussex Counties, New Jersey and Northampton, Monroe, Wayne and Lackawanna Counties, Pennsylvania

1. INTRODUCTION

The Lackawanna Cut-Off Passenger Rail Service Restoration Project is proposed by the New Jersey Transit Corporation (NJ TRANSIT), with the Federal Transit Administration (FTA), as the Lead Agency and the U.S. Army Corps of Engineers (USACE), as a cooperating agency.

The Lackawanna Cut-Off Passenger Rail Service Restoration Project proposes to restore rail passenger service on existing railroad right-of-way from Hoboken, New Jersey/midtown Manhattan to Pennsylvania ("the Project"). FTA published a New Jersey – Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project Environmental Assessment (EA) dated June 2008 in compliance with the National Environmental Policy Act (42 U.S.C. Section 4321 et seq.) and Federal Transit Administration's (FTA's) implementing regulations (23 CFR 771). Subsequent to the issuance of the EA, it was decided to evaluate and construct the project in two segments, a Minimal Operable Segment (MOS) and a non-MOS. A FONSI was issued on September 12, 2008 for the MOS segment. A FONSI was issued only on the MOS because FTA determined that information was needed to further analyze the impacts of the non-MOS portion of the Project on wetlands and threatened and endangered species habitat. Subsequently, a Supplemental EA was published on June 17, 2009. The Supplemental EA provided the additional analysis specific to wetlands and threatened and endangered species habitat on the Non-MOS.

2008 EA + FONSI
2009 Supplemental EA + FONSI

Scranton-New York City Intercity Passenger Rail Analysis Infrastructure Assessment

SCRANTON – DELAWARE WATER GAP SECTION

2023 Scranton to DWG Infrastructure Assessment

Prepared for: Amtrak National Network Planning Department

Prepared by: Jacobs

February 2023

Lackawanna Cut-Off Restoration – Commuter Rail Study

December 2019 – Final Report

Prepared For: Pennsylvania Northeast Regional Railroad Authority

Prepared By: GPI

Lackawanna County Department of Planning and Economic Development
135 Jefferson Ave., #200
Scranton, PA 18502

2019 DWG to Andover Infrastructure Assessment & Capital Cost Estimate

ANALYSIS OF OPTIONS FOR SCRANTON – NEW YORK AMTRAK PASSENGER RAIL SERVICE

Preliminary Service Plan and Financial Analysis

Prepared for: Pennsylvania Northeast Regional Railroad Authority (PNRRA)

Prepared by: Amtrak National Network Planning Department

March 22, 2023

2023 Service Planning and Financial Study

FRA Corridor Identification & Development Program



SCRANTON TO NEW YORK PENN STATION
AMTRAK PASSENGER SERVICE CORRIDOR

IMAGE CREDIT: MIKE ARMSTRONG, AMTRAK

APPLICANT

LEAD APPLICANT: Pennsylvania Department of Transportation (PennDOT)

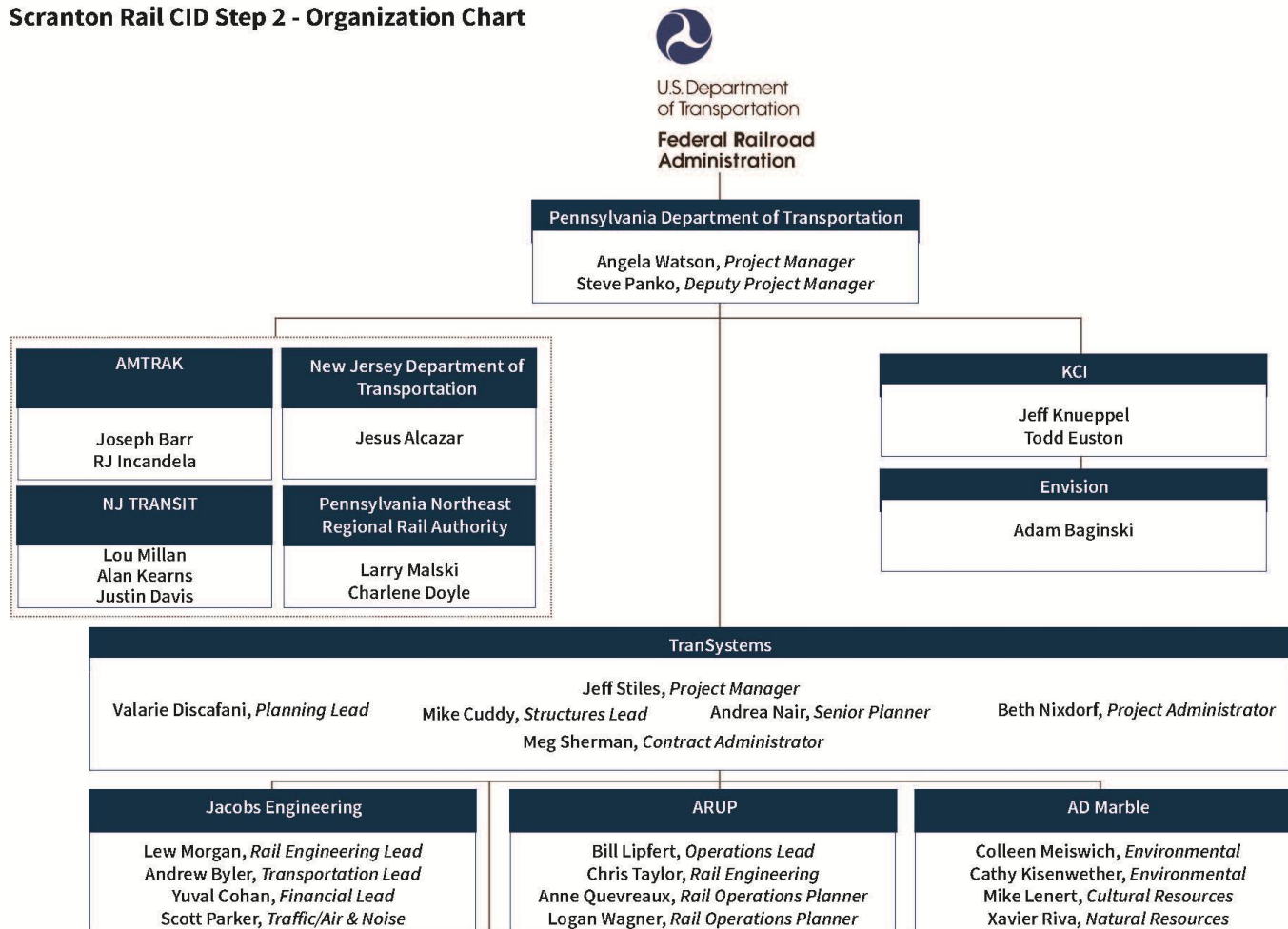
CO-APPLICANT(S): Pennsylvania Northeast Regional Railroad Authority (PNRRA) and New Jersey Transit (NJ Transit)



- PennDOT is the grant recipient and leading the SDP effort
- Scranton – NYP was one of 69 corridors accepted into the initial round of applications

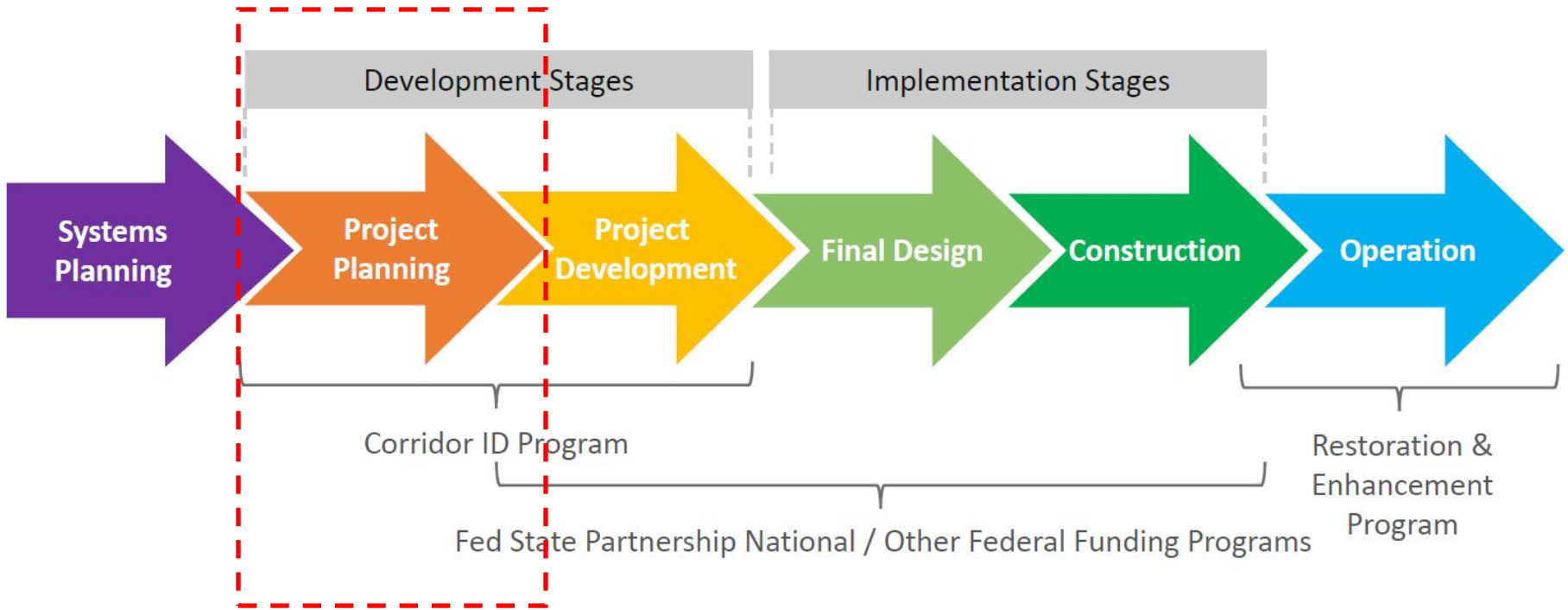
Scranton – NYP SDP Org Chart

Scranton Rail CID Step 2 - Organization Chart



- Please direct any media or public inquiries to PennDOT to respond

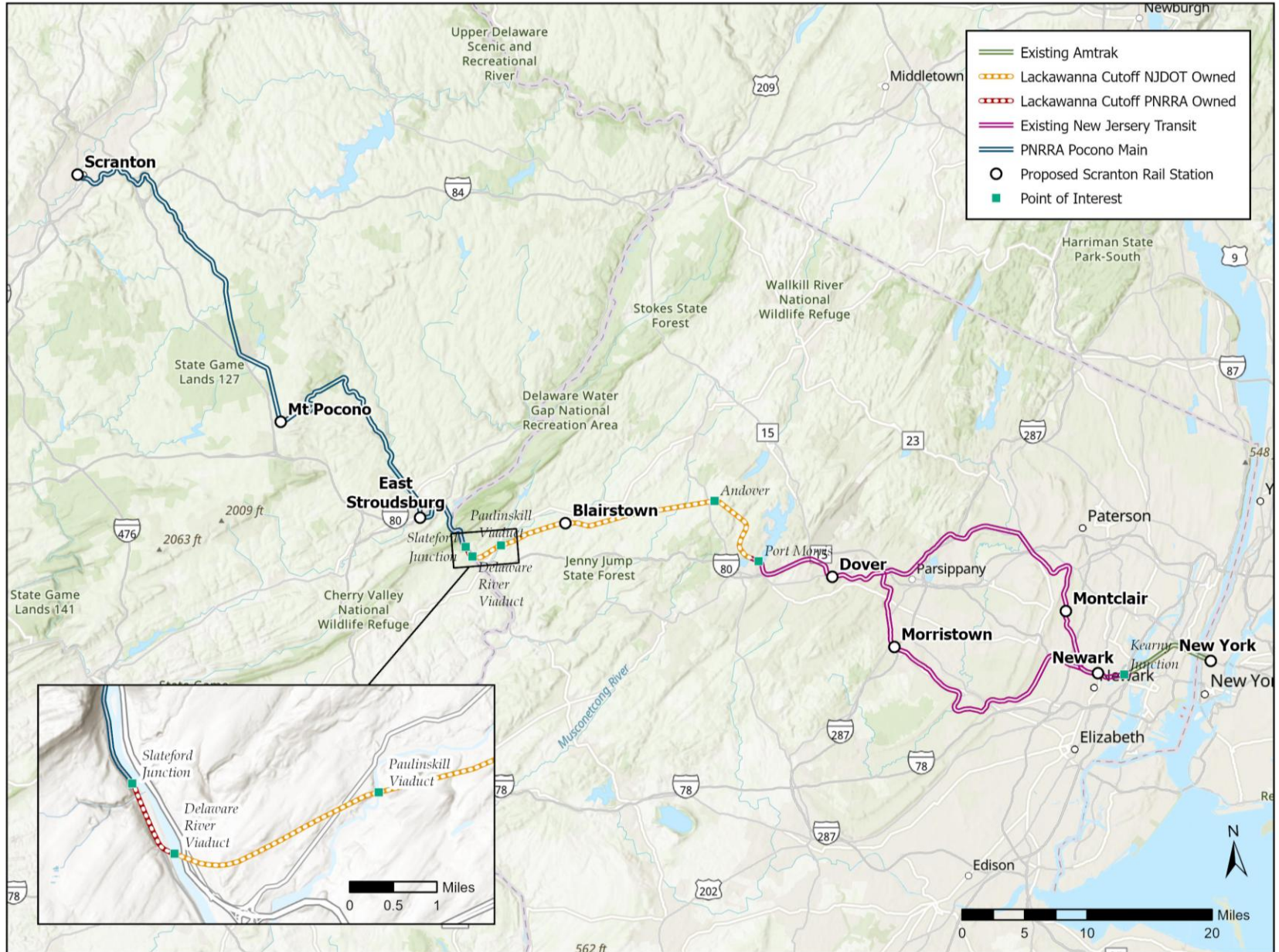
Project Review – FRA Project Stages & Funding Programs



Project Review – Corridor ID Program

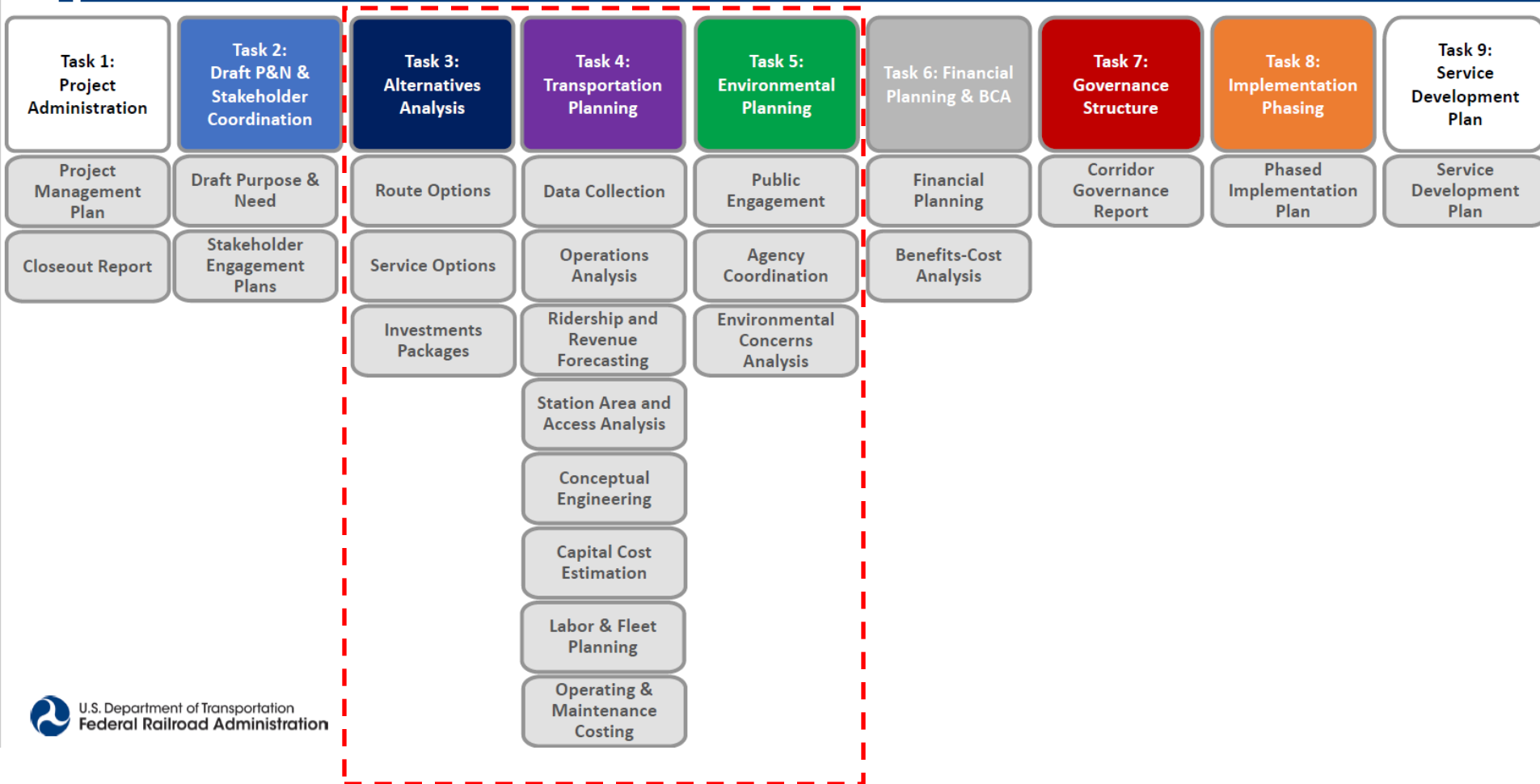
Grant	Step 1: Scoping	Step 2: Service Development Plan	Step 3: Preliminary Engineering / NEPA
Funding	\$500k / 0% match	\$X / 10% match <i>(\$X determined during Step 1)</i>	\$X / 20% match <i>(\$X determined during Step 2)</i>
Scope	<ul style="list-style-type: none"> Using Service Development Plan SOW framework, sponsor develops scope, schedule, and budget for Corridor SDP, accounting for work on-going and/or undertaken to date 	<ul style="list-style-type: none"> Sponsor develops a service development plan in accordance with Corridor SOW and in coordination with FRA 	<ul style="list-style-type: none"> In coordination with FRA, sponsor completes preliminary engineering for capital projects Sponsor completes environmental review in coordination with FRA for capital projects
Notes	<ul style="list-style-type: none"> After kick-off meeting, FRA will review work undertaken to date Step 1 grant deliverable is SDP SOW to include corridor-specific scope, schedule, and budget for service development planning 	<ul style="list-style-type: none"> Final service development plan includes a Capital Project Inventory as part of the Phased Implementation Plan If readiness criteria are met, capital projects identified in SDP may be advanced into Step 3 Project Development, at FRA's discretion and subject to funding availability 	<ul style="list-style-type: none"> Capital projects that complete Step 3 will move to Project Pipeline and may be prioritized for funding under Fed-State Partnership Program

Project Review – Owners & Operators



Step 2 Scope of Work - Tasks

Step 2: Service Development Plan Draft SOW Framework



Step 2 Scope of Work – Schedule (2025 – 2027)

	2025			2026				2027				
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Task 1 Project Administration & Management	[Task 1 Summary Bar]											
1.1 Project Administration	[Task 1.1 Bar]											
1.2 Project Management Plan, Budget & Schedule	[Task 1.2 Bar]											
Task 2 Purpose and Need & Stakeholder Coordination	[Task 2 Summary Bar]											
2.1 Purpose & Need Statement	[Task 2.1 Bar]											
2.2 Market Analysis	[Task 2.2 Bar]											
2.3, 2.4, 2.5 RR, Agency & Public Engagement Plans	[Task 2.3-2.5 Bar]											
2.6 Engagement	[Task 2.6 Bar]											
Task 3 Alternatives Analysis	[Task 3 Summary Bar]											
3.1 Route Options	[Task 3.1 Bar]											
3.2 Service Options	[Task 3.2 Bar]											
3.3 Investment Package Options	[Task 3.3 Bar]											
3.4 Design Options	[Task 3.4 Bar]											
Task 4 Transportation Planning	[Task 4 Summary Bar]											
4.1 Operational Requirements & Existing Physical Conditions	[Task 4.1 Bar]											
4.2, 4.3, 4.4, 4.5 Operations, Ridership, Revenue, Stations	[Task 4.2-4.5 Bar]											
4.6 Conceptual Engineering	[Task 4.6 Bar]											
4.7 Capital Cost Estimates	[Task 4.7 Bar]											
4.8 Operations & Maintenance Cost Estimates	[Task 4.8 Bar]											
Task 5 Environmental Planning	[Task 5 Summary Bar]											

Step 2 Scope of Work – Schedule (2028 – 2029)

	2028				2029			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Task 1 Project Administration & Management	[Dark Blue Bar]				[Dark Blue Bar]			
1.1 Project Administration	[Green Bar]				[Green Bar]			
1.3 Project Closeout							[Green Bar]	
Task 2 Purpose and Need & Stakeholder Coordination	[Dark Blue Bar]							
2.6 Engagement	[Green Bar]							
Task 4 Transportation Planning	[Dark Blue Bar]							
4.6 Conceptual Engineering	[Green Bar]							
4.7 Capital Cost Estimates	[Green Bar]							
Task 6 Financial Planning & Benefit-Cost Analysis		[Dark Blue Bar]				[Dark Blue Bar]		
Task 7 Governance				[Dark Blue Bar]		[Dark Blue Bar]		
Task 8 Implementation Plan		[Dark Blue Bar]						
Task 9 Draft & Final Reports						[Dark Blue Bar]		

Agency Stakeholder Committee - Topics

Meeting #	Task & Topic	Proposed Meeting Type
#1	Kick-off and route options	Virtual
#2	Service options & existing conditions	In-person
#3	Operational analysis & station areas	Virtual
#4	Travel demand & environmental concerns	In-person
#5	Design options & conceptual engineering	Virtual
#6	Capital & O&M costs	In-person
#7	Financial planning, phased implementation plan, governance, & benefit-cost analysis	Virtual
#8	SDP findings	In-person



Agency Stakeholder Committee – Schedule

Meeting Topic	2025		2026				2027				2028			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Kick off & Task 3.1 Route Options		#1 Dec												
Task 3.2 Service Options & 4.1 Existing Conditions			#2 Mar											
Task 4.2 Operational Analysis & Task 4.5 Station Areas					#3 July									
Task 4.3 Travel Demand & Task 5 Environmental Concerns							#4 Jan							
Task 3.4 Design Options & Task 4.6 Conceptual Engineering									#5 July					
Task 4.7 Capital Costs, 4.8 O&M Costs										#6 Jan				
Task 6.2 Financial Planning, Task 8 Phased Imp Plan													#7 July	
Task 7 Governance, Task 6.2 Benefit Cost, Task 9 SDP														#8 Dec

Schedule Legend: In Person Virtual

Task 2.1 – Purpose & Need

- Purpose: To improve travel between Northeast Pennsylvania, New Jersey, and New York City by restoring intercity passenger rail service to the region
 - Upgrade & invest in existing railroad rights-of-way to allow intercity passenger rail service to operate
 - Limit environmental impacts while benefiting the region's economy by providing a new transportation choice for travelers
 - Improve the connectivity of the region by restoring intercity passenger rail service, promoting resiliency, addressing existing travel concerns, and increasing rail usage in a growing region



Task 2.1 – Purpose & Need

- Need 1: Existing infrastructure unable to meet the travel demand
- Need 2: Lack of multimodal connectivity inhibits access to economic opportunities throughout the region
- Need 3: Regional travel suffers from lack of resilience and redundancy along the existing transportation network

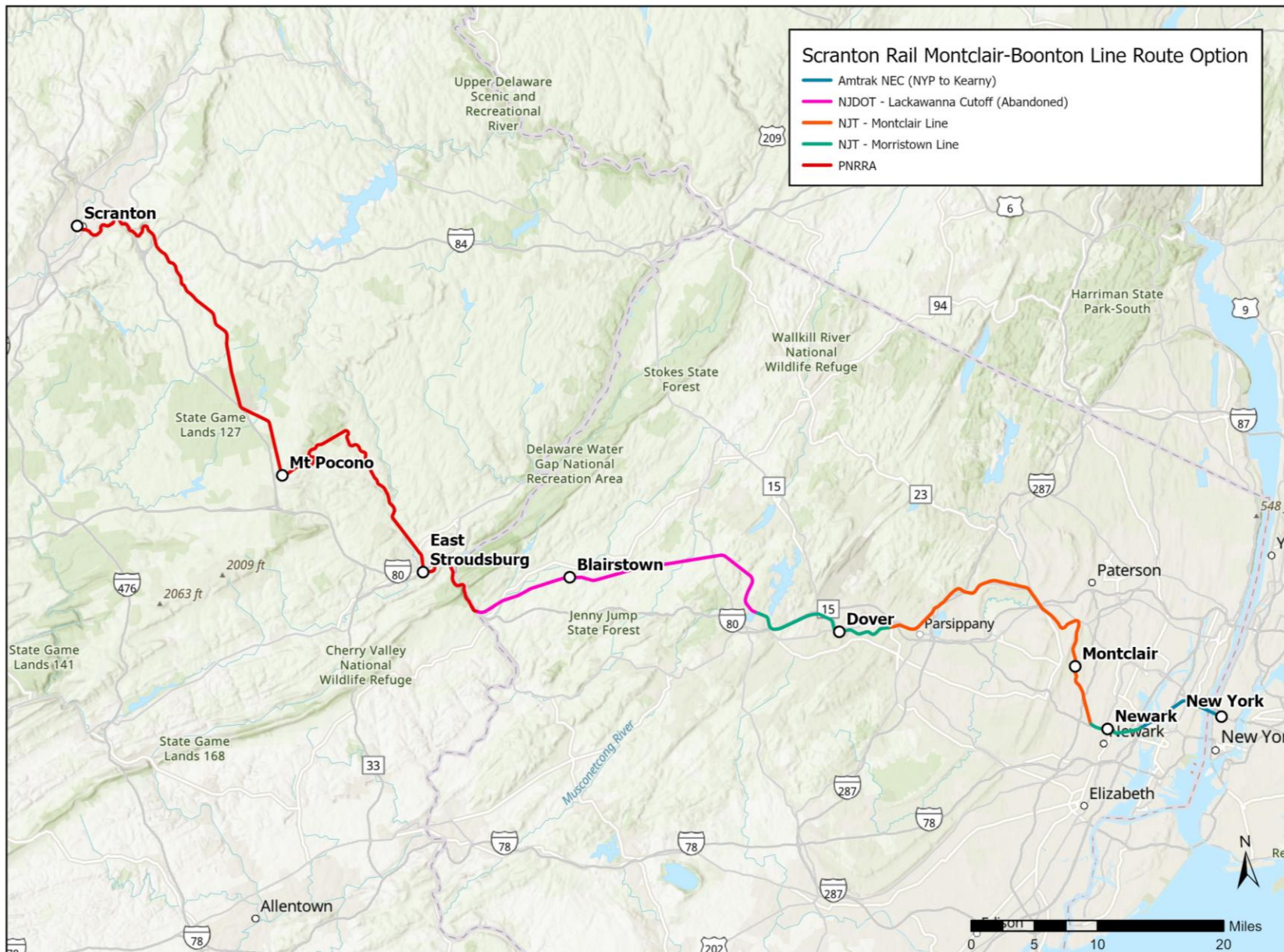


Task 2.2 – Market Analysis

- Metro Areas in the Corridor:
 - New York-Newark-Jersey City, NY-NJ (#1)
 - Allentown-Bethlehem-Easton, PA-NJ (#66)
 - Scranton-Wilkes-Barre, PA (#102)
- Corridor Population to Grow 10% by 2050 (8M)
- Wide Variety of Economic Activity, Employment, Education & Recreational Attractions
- 2023 Amtrak Study Annual Ridership 473,000
- Corridor & Station Locations Aligned with Market



Task 3.1 – Route Options



What Will Be Asking from You:

- Attending & Participating in Virtual and In-Person Meetings
- Providing Updates/News From Your Agency Relevant to this Project
- Feedback on Study Findings & Concepts

Agency Stakeholder Committee - Next Meeting

- Topic: Task 3.2 Service Options & 4.1 Existing Conditions
- Type: In Person
 - Location?
- Date: March
 - Date?

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Discussion

Challenges?

Opportunities?

Questions?

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