

SCRANTON-NEW YORK PENN STATION Q & A

POLICY & ECONOMICS

Question: Didn't the President suspend the funding under the Infrastructure Investment and Jobs Act?

Submitted during Public Meeting Feb. 19, 2026

Response: Outside of the Scranton Corridor, certain projects have experienced a funding pause. At this time there has been no change for the Scranton Corridor ID project.

Question: Of the 5 projects that have made it to stage 2, how many make it further? Also, how do these 5 projects compete with each other?

Question: This is still in competition with other corridors that are vying for the federal funds, clearly there is a large amount of planning and reporting that is still needed. What are the expectations of estimates times to know if this is actually going to happen or we lose out to other corridors? How well placed are we to be successful to other areas that are trying to get this funding?

Submitted during Public Meeting Feb. 19, 2026

Response: For a detailed preview of the Corridor ID program, including the Step 3: Preliminary Engineering / Environmental Process and beyond, we would suggest reviewing the Corridor Identification and Development Program Webinar at <https://railroads.dot.gov/elibrary/corridor-identification-and-development-program-webinar-policy-updates>. The Corridor ID program isn't a competition in the traditional sense. The program provides sustained support of selected corridors through the Planning and Project Development Stages. Once fully developed, a Corridor ID project will benefit from priority selection under the Federal-State Partnership (FSP) National Program. However, although projects may compete for FSP funding, more projects in the pipeline is actually a mutually beneficial situation as the overall pipeline demonstrates the need for untapped potential investment.

Question: Is this a priority project for both NJ & PA Governors? What can they cooperatively do to fast track the project?

Submitted during Public Meeting Feb. 19, 2026

Response: While PennDOT can't speak for the respective Governors' offices, we can say that much regional interest in this rail line has been expressed. At this stage, the Project is working through the Corridor ID process and is one of the leading projects nationwide.

Question: Are there any risks to the Scranton area? If so, how are you planning for them?

Submitted during Public Meeting Feb. 19, 2026

Response: The Stakeholder Engagement process, including the public meetings, is one of the primary ways we are developing an understanding of risks and opportunities along the corridor.

Question: This rail will bisect Minisink Park in Smithfield Township. How does the Township best communicate with the project coordinators to discuss and mitigate safety concerns?

Submitted during Public Meeting Feb. 19, 2026

Response: The rail line through the park exists as an active freight line, which would be upgraded to serve passenger trains. The Corridor ID program includes tasks for assessing potential impacts and coordination with local stakeholders through meetings.

Question: Does the \$5.5 billion cost estimate sound right?

Submitted during Public Meeting Feb. 19, 2026

Response: No, total project cost estimates have not been developed yet. Conceptual capital cost estimates will be developed as part of the Corridor ID effort.

Question: Are the communities with stations (and those around them) getting financial and logistical support around infrastructure improvements related to the potential impact?

Submitted during Public Meeting Feb. 19, 2026

Response: It's too early in the process to say what the potential impacts would be. As part of the Stakeholder Engagement process, meetings will be held with local transportation planning agencies and local leadership to assess impacts and, if needed, concepts for potential infrastructure improvements.

Question: Have there been studies around the economic / financial impact anticipated to Scranton and the surrounding areas as a result of access from other cities into Scranton?

Submitted during Public Meeting Feb. 19, 2026

Response: Some of this analysis will be done as part of the Corridor ID Program Step 2 in the Economic Evaluation task, which includes community and economic development benefits and impacts. Further economic analysis will be done as part of the Benefit-Cost Analysis task within the later Corridor ID Program Step 3. A previous study of the corridor by Amtrak did provide a conceptual economic activity impact of implementing this passenger rail corridor.

Question: Why aren't the negatives of higher prices for NEPA more of a concern than the benefits to NYC residents?

Submitted during Public Meeting Feb. 19, 2026

Response: This question is outside of the scope of this study, however concerns are noted as part of the Stakeholder Coordination.

Question: Will this have an effect on taxpayers in any way?

Submitted during Public Meeting Feb. 19, 2026

Response: Funding sources, outside of those supporting the Corridor ID Program, have not yet been established.

Question: What do you consider the biggest obstacles to getting this done? How would you go about solving for them?

Submitted during Public Meeting Feb. 19, 2026

Response: To-date the biggest area of focus has been getting accepted into the Corridor ID Program and advancing into Step 2. Working with FRA and our partners, we are one of the most advanced Step 2 corridors nationwide. Historically, funding has been the biggest obstacle, however it may be less of a hindrance with FRA's Corridor ID Program as a pathway to federal grant funding.

Question: Are you working with European partners for best practices?

Submitted during Public Meeting Feb. 19, 2026

Response: Not at this time, but our consultant teams are aware of European practices and their application in the US rail industry.

Question: Hello,

I have a question to pose for the discussion of the Scranton to NYC project, more-so the NYC trash trains to Scranton area landfills.

Is there any plan to prohibit the use of this line for the hauling of outside trash to the landfills in Throop-Dunmore, PA?

I know the route would make a siding a small matter to connect the Moscow area track to the landfill transfer station at the site of the former Scranton Municipal Golf Course located in Mt Cobb, or make an offload transfer station adjacent to the line in Moscow, or perhaps Dunmore.

So, while I have no objection to the owners of the landfill benefiting from the line bringing passengers to the Mt Airy Casino, owned by the same family that owns the landfill, I believe the People of NEPA deserve to know whether the force behind this project will be hauling trainloads of NYC refuse to the Dunmore-Throop landfill.

Please address this issue at the online virtual meeting.

I shall be copying this concern to local press outlets.

Thank you.

Anonymous, please!

Submitted via Advancing PA Rail website Feb. 18, 2026

Response: There have been no discussions to date about freight service on this line beyond existing operations. Freight trains generally, when possible, avoid the complexity of operating on passenger lines.

ENVIRONMENTAL

Question: For the environmental impact studies, will you be considering wildlife over or underpasses?

Submitted during Public Meeting Feb. 19, 2026

Response: The environmental concerns, including to the natural environment such as for wildlife, will be identified as part of the study. If impact mitigations are required those

would be examined during the environmental documentation in accordance with the National Environmental Policy Act (NEPA) in Step 3.

Question: Wasn't there a previous FONSI in 2008? Will the work that contributed to that be used or recreated?

Submitted during Public Meeting Feb. 19, 2026

Response: Yes, a proposed commuter rail project in this corridor received a FONSI in 2009. This Step 2 study of intercity rail will use the environmental information from the previous environmental assessment and FONSI where possible, and update it to ensure that it accounts for any changes since then.

ROUTE

Question: Are there any plans to continue the Amtrak service to Binghamton?

Question: Is there any future consideration toward later extending to Carbondale north via Forest City to Susquehanna Depot, and/or east to Honesdale linking to the Stourbridge?

Question: With the pending NS-UP merger, are things like gaining track rights to Binghamton and the Rail Authority purchasing the Portland Secondary planned at least potentially?

Submitted during Public Meeting Feb. 19, 2026

Response: The current study is only between Scranton and New York City. Any potential extension beyond Scranton would require a separate study which is beyond the scope of the current analysis.

Question: Is there a preference yet for using M&E vs M-B lines?

Question: So as for the difference in routing in NJ, what are you guys looking for to make your decision?

Submitted during Public Meeting Feb. 19, 2026

Response: A route preference has not been determined. Several factors will determine the preferred route option such as railroad operational feasibility, capacity and suitability; trip time; ridership forecasts; and capital and operating costs.

Question: Hello!

I read with interest about the plans for the Scranton - NYC Corridor. Can you tell me if the route passes through Portland PA? My son and his wife just purchased a home there and are interested in the revitalization of the tiny downtown where there is also an old train station. Poor road connections have contributed to the decline of the scenic area, which otherwise has great potential.

I look forward to the progress of this planned rail connection!

Submitted via Advancing PA Rail website Feb. 15, 2026

Response: The proposed route would not pass through Portland, PA. The closest station to Portland would be in East Stroudsburg.

Question: Is the study going to look at an alternative that would run the train in the median of I-80.

Submitted via email to project team member Feb. 20, 2026

Response: This study is only evaluating intercity passenger rail utilizing existing and former rail rights of way. Previous studies considered whether passenger rail was possible within the right-of-way of Interstate 80 and the concept was not advanced due to physical constraints, costs, and impacts.

BUS CONNECTIONS

Question: Are the Rail Authority and relevant local transit entities working on COMPLEMENTARY regional rail service on the Penna. side? Also what is COLTS, LCTA and Monroe County Stallion Transit buses plans for when the rail service returns?

Question: What coordination is happening with local transit agencies about connecting bus transit?

Question: Is there a possibility of COLTS offering rail bus connections from Scranton to Carbondale?

Submitted during Public Meeting Feb. 19, 2026

Response: The current study is for an intercity service between Scranton and New York and does not include regional rail service within Pennsylvania. PennDOT will coordinate with local transit agencies as part of the agency stakeholder engagement for this study. Local transit operators will determine potential bus service connections to proposed stations.

Question: Since Newark is included in the line of rail, will it be possible to connect to Newark Liberty Airport.

Submitted during Public Meeting Feb. 19, 2026

Response: Newark Liberty Airport would not be directly served by this project. There is a proposed station stop at the existing Newark Broad Street Station. A transfer to local transit services from Newark Broad Street to the Airport would be required.

STATION LOCATIONS

Question: Is it correct to assume connectivity to the NJ Transit network could be achieved via Secaucus Junction?

Submitted during Public Meeting Feb. 19, 2026

Response: The most recent 2023 study by Amtrak proposed station stops in New Jersey along the NJ TRANSIT network at Newark, Morristown, Montclair, and Dover, where connection to NJ TRANSIT could be made. Secaucus Junction was not a proposed station stop. PennDOT will seek input from stakeholders to confirm that the proposed station stops from the 2023 Amtrak study are the appropriate locations to carry forward in this study, or if there are other locations that should be considered. Community input, ridership demand, operating requirements, costs, and other technical studies will be used to identify station locations.

Question: Will arrangements be made with the current hotel owner of the historic Lackawanna Railroad station

Question: Why isn't the existing Historic Scranton station (Radisson hotel) being considered for this project?

Question: Has a specific station location been identified in Scranton yet?

Submitted during Public Meeting Feb. 19, 2026

Question: Does the DOT have any maps or site plans regard the exact placement of the future rail terminal in Scranton?

Submitted via Advancing PA Rail website Mar. 2, 2026

Response: The most recent 2023 study by Amtrak proposed the Scranton station stop to be at the Lackawanna Transit Center, adjacent to Steamtown National Historic Site. PennDOT will seek input from stakeholders to confirm that this is the appropriate location to carry forward in this study, or if there are other locations that should be considered. Community input, ridership demand, operating requirements, costs, and other technical studies will be used to identify station locations.

Question: Are only the locations called out on the maps those that will have active stations on this route (Scranton, Mt. Pocono, E Stroudsburg, etc.), not small stations?

Question: Are you considering reopening all historic rail stop locations at some point or to limit it only to the stops shown?

Question: Are additional stations being considered that weren't shown on the maps? For example, I've seen Tobyhanna as a station option on the route.

Question: Is Tobyhanna going to be a stop? or did you drop that? Some maps include Tobyhanna, others don't.

Question: Are stations more likely near the big curves (i.e. Mt Pocono) since the train will have to slow down there anyway?

Question: Mt Pocono station location be reused or new location?

Question: Mount Pocono is listed as a stop... would it be this or Pocono Summit station?

Question: Might Pocono Summit be renovated for use on this line?

Question: Will the Pocono Summit station be a part of this service?

Question: What is the plan for the old train station area in Pocono Summit?

Question: Will there be a stop in Blakeslee PA?

Question: Delaware Water Gap and Analomink are no longer in the plans. Will East Stroudsburg be the lone station in the area?

Question: Will East Stroudsburg be the lone station in the area?

Question: Has there been any consideration to have a stop in the Delaware viaduct area, near the Knowlton truck stop?

Question: Would a station at the crossing of RT 80 near the Viaduct be a good thought to consider?

Question: How are you considering station locations? Have you started to engage potential towns i.e. Blirstown?

Question: Would a stop at Secaucus Junction be considered to better connect to additional NJ TRANSIT northern New Jersey commuter train markets?

Question: Would this service stop in Secaucus?

Question: Is there any chance we would see a stop in Hudson County, NJ? Or connections to the PATH train?

Submitted during Public Meeting Feb. 19, 2026

Response: There have been different station stops proposed in past studies, but we are starting from the most recent 2023 study by Amtrak that proposed initial stations in Scranton, Mt. Pocono, East Stroudsburg, Blirstown, Dover, Morristown, Montclair, Newark Broad Street, and New York Penn. There are several analyses that will go into deciding the final station locations for the service including a market analysis, an operational analysis that will model trip times, and a ridership forecast to predict how much utilization a station will see. Community input, ridership demand, operating requirements, costs, and other technical studies will be used to identify station locations.

Question: Is Kearny Junction a possible stop?

Submitted during Public Meeting Feb. 19, 2026

Response: Kearny Junction does not currently have a station. Newark-Broad Street would be the closest proposed station.

Question: Does the commission have land already claimed for the designated stations?

Question: The Blirstown station is up for sale. Is there any plans to buy it now while it is available for purchase?

Submitted during Public Meeting Feb. 19, 2026

Question: Dear Sirs/Madam:

Will the existing Blairstown station be reused for the Scranton to NYP proposed route, as I understand that the CrossFit gym is no longer there, but this should be verified?

Thank you

Submitted via Advancing PA Rail website Feb. 19, 2026

Response: The proposed station locations are preliminary based upon the most recent 2023 study by Amtrak and are subject to further refinement. Property acquisition would not happen until the project is funded for construction. Community input, ridership demand, operating requirements, costs, and other technical studies will be used to identify station locations.

Question: Will this project address increased parking needs at the proposed stations, or at the very least a shuttle service between currently used Park and Rides to stations?

Submitted during Public Meeting Feb. 19, 2026

Response: The study includes a task to estimate the ridership demand, which will inform how much parking will be required at each station. Stations would include features to permit transfers from local bus services provided by the local bus operators.

RAIL SERVICE & FEATURES

Question: Are there any considerations or contingencies on passenger rail priority vs freight?

Submitted during Public Meeting Feb. 19, 2026

Response: Yes, there are many considerations for both passenger and freight operators for this project. PennDOT is coordinating with the railroad stakeholders as a part of this project to identify and address these considerations.

Question: A lot of people on Reddit are confused about this: Are your target passengers tourists, or residents here? And if they are residents, are you aiming for commuter service?

Question: Is this still largely being looked at as a tourist rail or has commuter service with more than 3-4 trains per day now being considered?

Submitted during Public Meeting Feb. 19, 2026

Response: The goal of this project is to serve all travelers between northeastern PA and NYC that seek a choice for an alternative mode of transportation. This would include residents, tourists, and commuter/business travelers.

Question: For this next phase of analysis has the projected number of trains per day been defined, or will there be ridership / revenue scenario testing with different frequency levels?

Submitted during Public Meeting Feb. 19, 2026

Response: The most recent 2023 study by Amtrak proposed three round trip trains per day. This is the frequency to be evaluated as part of this study to develop the operating plan, ridership estimates, and revenue analysis.

Question: Is there a tentative rail schedule for both route options once launched?

Submitted during Public Meeting Feb. 19, 2026

Response: A proposed train schedule will be prepared as part of this study. The 2023 Amtrak report proposed 3 round trip trains per day.

Question: Hello, several Amtrak lines out of NYC offer multiple ways to take the train with a bicycle as a carry on or checked item, encouraging outdoor tourism, multimodal commuting, etc. At what stage in the development plan would services like this be considered and what criteria are used to make determinations on these services?

Submitted during Public Meeting Feb. 19, 2026

Response: Amtrak generally allows bikes to be carried on or checked. We recognize that many travelers use bikes for recreational activities and as a last mile option for a trip. Accommodating bikes at stations will be part of the Service Development Plan in the station access analysis and conceptual engineering coordination tasks, with coordination from regional planning organizations and local municipalities. Accommodating bikes on trains would be part of the train equipment and service coordination with Amtrak, at a later stage when the corridor advances into the design phase.

Question: Hello, Most residents are asking about what the cost of the fare would be to NYC from Scranton and the return trip. Also, will there be non-stop trains going directly into Manhattan and back to Scranton? Our third question would there be late night service.

Question: How much will the tickets cost?

Submitted during Public Meeting Feb. 19, 2026

Response: The fare has not yet been determined, but would likely be comparable to other similar Amtrak services. As currently proposed, there would not be non-stop trains between New York and Scranton. The operating plan and hours of operations will be evaluated as part of the operations planning work for this study.

Question: What is the time difference to NY between the two options?

Question: How much longer will the trip be going via Montclair?

Submitted during Public Meeting Feb. 19, 2026

Response: Train trip times will be evaluated as part of this study. The 2023 Amtrak report estimated trip time between Scranton and NYP for both routes to be just under 3 hours.

Question: What kind of food service would be available on board the trains?

Submitted during Public Meeting Feb. 19, 2026

Response: Customer amenities including potential food service options would be determined at a later phase in coordination with the service operator, Amtrak.

Question: Would this be operated by one operator i.e. AMTRAK? Or would a rider be required to make various transfers i.e. PENNDOT --> NJTransit transfer around the DWG area?

Submitted during Public Meeting Feb. 19, 2026

Response: The proposed route would be operated by Amtrak for the entire route from Scranton to NYP with no transfers.

Question: What parameters do you consider when you say there is a high population along this corridor, i.e. a 10-mile swath on either side of the rail path?

Submitted during Public Meeting Feb. 19, 2026

Response: The population analysis was completed for a five-mile radius around each proposed station.

Question: Your slide said 1 million people per year would use the train. Is that 1 million round-trips or 1 million one-way rides each year?

Submitted during Public Meeting Feb. 19, 2026

Response: As indicated in the presentation, previous studies have indicated that nearly half a million one-way trips per year would be taken on this intercity service if offered. The current study includes a ridership estimation task which will confirm and refine these estimates.

Question: Is PennDOT going to buy Airo trainsets, or use existing Amtrak Diesel locomotives with Amfleets?

Question: With Amtrak's chronic equipment shortages, where will the rolling stock come from?

Submitted during Public Meeting Feb. 19, 2026

Response: The most recent 2023 study by Amtrak assumed use of Airo trainsets or use of Amfleet equipment if not available. PennDOT will coordinate with Amtrak on the appropriate equipment assumption to be used for this study.

Question: Will the trains be high-speed, inter-city, or regional rail?

Submitted during Public Meeting Feb. 19, 2026

Response: This is proposed to be an intercity passenger rail service.

Question: Hello,

On February 19th I'll attend the virtual meeting. Current rather detailed questions that I have are the following:

Will there be ample parking at the Pocono Manor train station? What will the fee be for all day parking? Who will own the parking lot?

Will transfer to other NJ Transit lines running south to other cities be permitted at the NJ stops?

Will you provide the estimated commuter price for a round-trip ticket to NYC from the Scranton station?

Thank you,

Submitted via Advancing PA Rail website Feb. 13, 2026

Response: The study includes a task to estimate the ridership demand, which will inform how much parking will be required at each station. Using this demand information, physical requirements for station parking will be determined. The need for parking fees and future ownership of possible parking facilities for stations have not yet been determined. Transfers to NJ TRANSIT services would be possible at proposed stations at Dover, Morristown, Montclair, Newark Broad Street, and NYP and NJ TRANSIT fares would apply for connecting services on their network. The fares have not yet been determined, but would likely be comparable to other similar Amtrak services.

Question: Just listened to the virtual conference on this subject (2/19/26) and would like to thank all those involved for moving this project forward.

Two comments : 1) I believe one express train from Scranton to Penn Station with a late night return trip should be included at startup if possible. It would better accommodate tourists . 2) . I'm probably dreaming here but is there anyway to speed this process up ? Thank You .

Submitted via Advancing PA Rail website Feb. 20, 2026

Response: Service options including potential schedules will be developed as part of the transportation planning task and will take factors such as projected ridership demand and the ability for integrated operations with existing operations as inputs.

The project team is working to advance the project expeditiously, and PennDOT and NJDOT both are experienced at advancing rail projects. With the current approach to use the FRA's Corridor ID program as a pathway to future federal funding, the corridor will continue through this process to set up for successful implementation.

Question: Greetings PA Department of Transportation,

I am a resident of Northeastern Pennsylvania. I live about 15 minutes outside of East Stroudsburg and I noticed that once Amtrak completes the Scranton-NYC line, there will only be a few trains a day and the proposed stations will not be well connected to nearby villages in the area. I worry that the line will not be able to compete effectively with the buses that are the main way for commuters to head into NYC and that the local villages will not take advantage of the line if a main station is too far away.

First, are there proposals to increase the number of trains that leave a day? I would like to see the train compete directly with the bus services in the area so that people could use the train as an alternative to commute to NYC. However, that may be difficult if the number of trains are few and far between. If the number of trains and departure times do not line up with their commutes, it would be difficult for people to rely on the train and choose it over the bus, lowering ridership and revenue. The northeastern part of the state already has quite a large population of people that commute into the city, but are forced to use the bus.

Second, some people will not live close enough to a main station and would have to drive a bit anyways. If a train station were to be closer for some people than their local bus station, that could help increase ridership for the line. What may make this tricky is how spread out much of the population currently is. I would like to propose a solution to connecting some nearby villages to the main stations being proposed without wasting money building more large stations: request stop stations. These already exist in Switzerland. With these stations, they would be considerably smaller than the main stations, reducing costs. Passengers could go purchase their tickets and once they arrive onto the platform, they push a button notifying the train needs to stop at the platform. Then, passengers could board from there and head to the main station where they can stay on and head into NYC (or board a connecting train, but I am assuming that would require more trains than financially viable right now).

This latter proposal would not be available in every village due to construction costs, but this can be done in the villages of Henryville and Analomink. These villages already lie on the train line and would be terrific candidates to experiment with this type of service. It would also make the train a more viable means of transportation for people in the area. It's easier to use the train if a request stop station is closer than driving a little longer to go to a main station or driving to a bus station. Other local villages along the main line that would be prime targets for request stop service would be Cresco, Tobyhanna, and Pocono Summit. Pocono Summit is right near local resorts and would help connect the main line to local attractions.

I've lived in this area since I was in elementary school and I have longed for a type of service like this. The area being spread out and many having to rely on driving themselves or taking a bus make it difficult in building a well-connected train line, but not impossible. My proposed additions to an already great project would be beneficial to the area and would be more cost effective than building main stations in less densely populated areas.

Thank you for your time in reading my email and I hope that my suggestions are forwarded to the right people.

Submitted via Advancing PA Rail website Mar. 24, 2026

Response: The most recent 2023 study by Amtrak proposed three round trip trains per day. This is the frequency to be evaluated as part of this study to develop the operating plan, ridership estimates, and revenue analysis. There are additional constraints on adding intercity trains to lines owned by other entities that already host intercity, commuter, and freight operations.

Thank you for your additional comments. While there are no plans for flag stops at this time, the project team will take your comments into consideration as we advance the study.

START OF SERVICE

Question: Assuming all goes well, when do you expect to begin service?

Question: How many more years until the first Scranton to NYC passenger train?

Question: I am a supporter of this project. When I tell people, they say it will never happen. What is a realistic time frame of when the first trains might run if this is approved?

Question: People clearly want this project and it is needed now. What is a reasonable time frame before the first trains will operate?

Question: What is a realistic timeframe when operations might begin?

Question: What is a reasonable time frame before the first trains will operate?

Question: What is the planned date for completion?

Question: What is the timeline from plan to completion?

Question: What is the updated current timeline?

Submitted during Public Meeting Feb. 19, 2026

Question: I'm interested with service from Scranton to NY. Can you tell me when this service will be available?

Submitted via Advancing PA Rail website Feb. 14, 2026

Response: A timeline is not yet known. The corridor will need to complete the Corridor ID Step 2 Service Development Plan and Step 3 Preliminary Engineering and environmental NEPA clearance, then final design and construction.

Question: Do we know when the track that was removed in NJ will be replaced?

Submitted during Public Meeting Feb. 19, 2026

Response: A construction timeline is not yet known. Construction would occur after the corridor has completed Corridor ID Program Steps 2 and 3, and final design.

Question: Is it still feasible for the route to be operational as soon as 2028?

Submitted during Public Meeting Feb. 19, 2026

Response: With the current approach to use the FRA's Corridor ID program as a pathway to future federal funding, 2028 is not feasible. The corridor will need to complete the Corridor ID Step 2 Service Development Plan and Step 3 Preliminary Engineering and environmental NEPA clearance, then final design and construction.

INFRASTRUCTURE

Question: Are the Scranton-Penn Station railroad tracks future-proof for high-speed trains?

Question: Why isn't priority being placed in reconstruction planning to create a higher speed operation more comparable to services previously provided by the DL&W and E-L?

Submitted during Public Meeting Feb. 19, 2026

Response: The service proposed is an intercity rail route and anticipated to have competitive operating speeds. There are multiple factors that go into train speeds including the train equipment, the geometry of the track, operating without conflicts with other trains

on the line, station stops, and safety factors. Currently, train schedules are anticipated to be faster than previous EL and DL&W schedules, especially when considering that this service will be direct to midtown Manhattan versus former schedules which required a transfer to another train or ferry in Hoboken.

Question: Are you looking to electrify the corridor beyond Dover?

Submitted during Public Meeting Feb. 19, 2026

Response: No, additional electrification has not been proposed as part of this study. There is a high cost to design, build, and maintain both the overhead catenary system and power distribution systems needed to operate with electric traction, not to mention the added time to implement service on the corridor. Dual-mode trainsets with both electric- and diesel- powered modes are suited particularly well for the Scranton corridor.

Question: Are you planning to upgrade the corridor to double track in areas that are currently only single track?

Question: Will new sufficiently sized passing sidings be built to allow the Delaware-Lackawanna Railroad to continue regular daytime freight operations?

Submitted during Public Meeting Feb. 19, 2026

Response: An operating analysis will be prepared as part of the study which will inform where a second track may be needed to accommodate passenger and/or freight train operations.

Question: Has any initial assessment been made on the integrity of the Delaware Viaduct?

Question: What are the plans for the Slateford and Paulinskill Viaducts? Will rebuilds be kept in the same style as they exist currently?

Submitted during Public Meeting Feb. 19, 2026

Response: One of the early activities of the project will be to assess the structures on the line, including the Delaware River Viaduct (near Slateford) and Paulinskill Viaduct, and determine repairs or rehabilitation that would be needed to restore rail service.

Question: Will the condition of roadway overpasses and underpasses on the route be part of the analysis in Step 3?

Submitted during Public Meeting Feb. 19, 2026

Response: As needed, condition of roadway structures will be a consideration as they relate to the rail capital improvements required for the project in Step 2.

Question: Will the pedestrian underpass behind the (Scranton) Transit Center finally be reopened as part of this proposal?

Submitted during Public Meeting Feb. 19, 2026

Response: The most recent 2023 study by Amtrak considered both an underpass option and an elevator option to provide connectivity between the north and south side of the tracks at the proposed Scranton station location. PennDOT will coordinate with stakeholders on the appropriate assumption to be used for this study.

Question: Is any thought being given to the rail stations regarding sustainable design and energy use?

Submitted during Public Meeting Feb. 19, 2026

Response: Preliminary engineering design for the project would take place during Step 3. At that time considerations for sustainability and energy use would be incorporated where appropriate.

Question: When is the first construction phase slated to start for? Will there be an open procurement before to participate?

Submitted during Public Meeting Feb. 19, 2026

Response: A construction timeline is not yet known. The corridor will need to complete the Corridor ID Step 2 Service Development Plan and Step 3 Preliminary Engineering and NEPA clearance, then final design and construction. Projects will be procured through the respective lead agency of each specific project. The funding sources most likely to be used for construction would require open procurement.

GENERAL QUESTIONS

Question: Will the slides, maps, and visuals you used in today's presentation be available for download to share with others?

Submitted during Public Meeting Feb. 19, 2026

Response: Slides have been posted to PennDOT's project website at <https://advancingparail.com/projects/scranton-to-new-york-city-corridor-id/> under the Documents and Links Section.

Question: Hi!

I have a question that I haven't seen mentioned or addressed previously that seems like it could be worth consideration. As it appears there is already a very high demand for Scranton to NYC passenger rail service, would it be possible to begin offering passenger rail service to NYC along the existing freight route, while the former passenger route is restored? This could potentially bring in extra revenue sooner to help offset the cost of the project. It would definitely help to provide a litmus as to the initial interest for the route, even with the additional time that would be required. I look forward to hearing back regarding this curiosity.

Thank you!

Submitted via Advancing PA Rail website Feb. 20, 2026

Response: There is not an existing freight route from Scranton into NYP that could accommodate intercity passenger rail without significant coordination with the railroad owners, significant investment, and significant time to implement. The current Scranton to NYP intercity passenger rail route is proposed to utilize the existing freight line owned by the Pennsylvania Regional Rail Authority in PA. In NJ, there is a 28-mile segment of former railroad that is not currently active and does not have railroad tracks that would need to be restored in order to link PA with NJ and to NYP.

Question: Nobody asked me if I want a link to NYC. I didn't get a chance to vote on this. Why is it that I don't hear voices from the opposition, which I know there are many? Shame on lawmakers for putting revenue above people and our local culture. Shame on all of you who feel that the gentrification of NE Pennsylvania is worth the convenience of the wealthy and the revenue to the fiscally irresponsible.

Submitted via Advancing PA Rail website Feb. 22, 2026

Response: The project is a study only at this time. Public comments are being collected as part of the public engagement for this project and will be part of the planning documentation.

Question: Will a multi-use trail will be considered as an alternative. Suggests that the space where the second track was could be used as a trail for recreational

Submitted via email to project team member Feb. 19, 2026

Response: This study is only evaluating intercity passenger rail service. Consideration of a multi-use trail is not part of the scope of this current study.

Question: I am a resident of Passaic, NJ, which would be "within easy access of the proposed route." I am a member of the Lackawanna Coalition, a mass transit advocacy group, based in Millburn, NJ, which has endorsed the project in principle.

But the following comments are my own, based on my stated desire for the frequency of the service.

If the project proceeds, operators need to offer "an ironclad guarantee that such service will be here to stay" involving who will eventually run the train (i.e. Amtrak) and not "solely dependent on profit margins" that could eventually leave "the completed infrastructure as a 'white ghost,' sitting " dormant for years."

Thus, if there is to be "daily service" it should "run as frequently as to allow passengers 'to at least make a day of it (6 a.m. to midnight) at each end (Scranton/NEPA and North Jersey/ NYC) seven days a week," and at "affordable fares," though I would "give leeway to a reduced weekend service" that would still meet the objective.

Otherwise, in my view, "What would be the point, really?"

I have heard "rumors" that Amtrak would make "only three runs back and forth each (week)day." Will this option "really be highly profitable?" Is Amtrak "confident scores of people will spend "for their exorbitant fares" each day, in each direction, on those "limited runs," with "potentially little time to spend" in each area during a given day?

I do believe, some "bi-state body should be set up to operate this route, similar to the one NJ Transit and NY State's part of the Metro North rail agency have in place for the NYC to Port Jervis, NY train."

In reviewing comments from some NEPA elected officials based on a 2023 radio report from station WVIA, the mayor of Wilkes Barre said the line would have "dramatically reduced the five-hour car ride he and his family had to take to get their daughter needed cancer treatments at Memorial Sloane Kettering Cancer Center," a world-renowned hospital offering such care in Manhattan.

I sympathized with him but there are "holes" in his endorsement. He would also have to make sure there was "steady, reliable commuter transportation to others potentially facing a similar predicament - to get from the WB area to the Scranton train station near Steamtown and then get to NYC - for at least a day's worth of treatment."

Similarly, in the other direction, the mayor of Hazleton at the time said the line would make it "easier for people living in 'the North Jersey/NYC region' to visit relatives, many of whom have moved from that area to Hazleton." Yet the same rule would apply there as in WB - "getting them efficiently from Scranton to Hazleton, then back, to do so for at least a day." Unless he is assuming they "would stay with those relatives or make 'other lodging arrangements past a day.'"

To conclude, it's nice to see elected officials in NEPA so desirous of "more closely linking their region with North Jersey/NYC." I would "certainly welcome them here," and, I admit - compared to them - I feel "a bit spoiled living only 'a stones throw away' from Manhattan and all the " various sightseeing and cultural - even high-end healthcare - opportunities it offers."

At the same time, I would be eager to have easier, affordable access "to the more rustic, quieter opportunities historic NEPA might have to offer me, to make 'a full day of such a trip, and at 'affordable prices.'" Thank you.

Submitted via Advancing PA Rail website Mar. 3, 2026

Response: The most recent 2023 study by Amtrak proposed three round trip trains per day. This is the frequency to be evaluated as part of this study to develop the operating plan, ridership estimates, and revenue analysis. There are additional constraints on adding intercity trains to lines owned by other entities that already host intercity, commuter, and freight operations.

GENERAL COMMENTS:

Comment: Thank you for this presentation and all your work on the corridor.

Submitted during Public Meeting Feb. 19, 2026

Comment: Wow, it sure would be a welcome opportunity to travel back and forth to Scranton. I can see where our Sussex County Community College may become a new viable option.

Submitted during Public Meeting Feb. 19, 2026

Response: Improved access to and from higher education institutions along the corridor is a recognized opportunity of this project.

Comment: I am writing to express my strong support for the proposed Scranton to New York City Corridor ID project. Restoring intercity passenger rail service along this corridor is a long-overdue investment that will bring meaningful benefits to our region.

This project will significantly enhance tourism by making Northeastern Pennsylvania more accessible to New York City and New Jersey residents, encouraging weekend travel, seasonal visits, and longer stays. Increased rail connectivity will also support local businesses, hospitality, and cultural destinations while strengthening the region's visibility as a place to visit, live, and invest.

Beyond tourism, this corridor represents critical infrastructure development that will help drive long-term economic growth, improve regional mobility, and provide a reliable transportation alternative for residents and visitors alike. Reusing and rebuilding existing rail assets is a smart, forward-thinking approach that balances sustainability with economic opportunity.

I fully support continued advancement of this project through the FRA Corridor ID Program and appreciate the collaboration between PennDOT, PNRRA, NJ TRANSIT, and all involved partners. This investment will play an important role in revitalizing our communities and supporting the development that our region needs.

Thank you for your continued work and commitment to this important initiative.

Submitted via Advancing PA Rail website Feb. 7, 2026

Comment: 2.5 hrs to travel(drive) to NYC. Lets not waste our tax payer money on passenger train service. Ship freight not people . Ease semi trucks on PA highways. Let the NYers stay in NY.

Submitted via Advancing PA Rail website Feb. 5, 2026

Comment: As a resident of rural North East PA I strongly endorse reestablishment of the train service between Scranton and NYC. This common sense action will increase the quality of life of our residents, and enable more efficient transportation to business and cultural amenities. Thank you for your consideration of my support of this endeavor.

Submitted via Advancing PA Rail website Feb. 6, 2026

Comment: I'm all for bringing the train-line back to Scranton as a young boy about 65 years ago my Uncle gave me the opportunity to travel on the Phoebe Snow after a nice breakfast at Tony Hardings . This trips memories will last a lifetime . My only concern is the safety for the city of Scranton citizens , along with good does come some bad . People will be counting on the local law authorities to keep the city free of what may enter from from other cities.

Submitted via Advancing PA Rail website Feb. 18, 2026

Comment: Hello as a Pennsylvanian that commutes daily to NYC, the train coming is so needed and wanted. Only it is a longer commute than the bus, please consider an express train. One out of the 3 to run express heading into NYC and one express heading back to Pennsylvania. Thank you for your time and consideration.

Submitted via Advancing PA Rail website Feb. 20, 2026

Response: Service options including potential schedules will be developed as part of the transportation planning task and will take factors such as projected ridership demand and the ability for integrated operations with existing operations as inputs.

Comment: This project is an awful idea. Last thing we need is more criminal activity in the area. A direct train commute would provide easy access to thugs looking for an escape from the big city. For those of us who don't have privilege of 24/7 surveillance at our homes, there are serious concerns. Get with the program and stop the virtual signaling.

Submitted via Advancing PA Rail website Feb. 20, 2026

Comment: This is very exciting to think that PennDOT is planning this project. I appreciate the focus on tourism and recreation and the economic benefit. I live near Philadelphia and use Amtrak to go back and forth to Harrisburg. Would love to see this kind of thinking

across the state at the same time acknowledging the immensity of this project. Thank you for your work on this project.

Submitted via Advancing PA Rail website Feb. 19, 2026

Comment: I'm 66 years old and in one form or another the return of passenger rail service to Northeast PA has been discussed since I am 5.

That's 61 years.

I am retired from Bay Area Rapid Transit and the Regional Transportation Commission of Washoe County.

I know Transit and rail.

The economic benefits to the region are significant.

The most effective initial proposal would offer rail but also have a joint operating agreement with buses to guarantee transportation. Intermodal is the standard for success.

Lining up local politicians for support is vital along with EVERY community organization including Rotary and Chamber of Commerce.

It can happen but you need to get out in the Community and build support.

Submitted via Advancing PA Rail website Feb. 21, 2026

Response: The Corridor ID Program places significant emphasis on public engagement in addition to coordination with local planning, transportation, and community organizations. The project team will be engaging in future in-person public meetings and providing updates via PennDOT's Advancing PA Rail website.

Comment: Hi. The rail proposal has been promised for over 20 years and is very beyond how we fall behind other countries on transportation. I am excited to have another choice of transportation but the time is frustrating. Stations that can be suggested that can benefit the community and rails are Tobyhanna and Wilkes-barre. Wilkes-Barre has Wilkes university , Kings college , Mohegan arena ,Mohegan casino and horseracing. Thank you
Sincerely

Submitted via Advancing PA Rail website Feb. 20, 2026

Response: Extending the line to Wilkes-Barre is outside the scope of this study and would involve privately owned rail lines. There have been different station stops proposed in past

studies, but we are starting from the most recent 2023 study by Amtrak that proposed initial stations in PA in Scranton, Mt. Pocono, and East Stroudsburg. There are several analyses that will go into deciding the final station locations for the service including a market analysis, an operational analysis that will model trip times, and a ridership forecast to predict how much utilization a station will see. Community input, ridership demand, operating requirements, costs, and other technical studies will be used to identify station locations.

Comment: Having spent my first 20 years growing up in Scranton when railroads were very active & purposeful, the notion of restoring some limited aspect of railroading may seem, at first glance, to be a useful endeavor. For example, the Steamtown facility operated by the National Park Service has been successful thus far & most likely will continue to do so as long as annual funding is provided by Congress from our tax dollars.

However, after seeing the railroad industry more or less collapse in the last 50 years as a direct result of the creation of the interstate highway system where countless billions of dollars were spent making our highways a 20th century marvel, I must ask the obvious question - why now?

Most of the DL&W (Erie Lackawanna after the 1957 merger) trackage from Scranton to Hoboken is 19th century technology which would require millions of dollars to upgrade in order to make it compliant with current safety regulations.

While the former DL&W / EL passenger terminal in Hoboken still exists and is an architectural wonder now serving as part of a very busy transit hub for commuters, it is not a destination. In order to access NYC, one must transfer to either a bus, a taxi or a PATH train in order to do so. Not very convenient or appealing for a tourist in today's world after spending 2 hours in a train only to have to transfer to another mode of transportation in order to arrive at their final destination.

As a final point to take into consideration is the steam railway excursion from Steamtown to Mount Pocono that was initiated about 30 years ago & died a quiet death due to insufficient ridership & high maintenance costs for both equipment & trackage.

In summary, I find that it is typically better to focus on the present & the future, rather than the past. Train service to Hoboken from Scranton ended many years ago for various good reasons & should be allowed to remain as a fond memory for those of us who are old enough to recall it when we choose to do so.

As they like to say in NJ / NYC : “fuhgeddaboutit”

Submitted via Advancing PA Rail website Mar. 24, 2026

Response: Thank you for sharing your thoughts. Please note that the destination is New York Penn Station and there is a direct connection between the former Lackawanna Railroad (now NJ Transit) and New York Penn Station that has been serving NJ Transit commuter trains since 1996.

While infrastructure investment will be needed for this service, the NJ Transit and Amtrak segments of the route are currently operating with modern safety technology and infrastructure.