

**NEW JERSEY – PENNSYLVANIA  
LACKAWANNA CUT-OFF  
PASSENGER RAIL SERVICE RESTORATION PROJECT**

**ENVIRONMENTAL ASSESSMENT**

**Prepared by:**

**U.S. Department of Transportation  
Federal Transit Administration  
and  
NEW JERSEY TRANSIT**

**In Cooperation with  
U.S. Army Corps of Engineers**

**June 2008**

Pursuant to the National Environmental Policy Act of 1969, as amended, 42 U.S.C § 4332(2)(C); Section 4(f) of the Department Transportation Act of 1966, as amended, 49 U.S.C. § 303; the Federal Transit Laws, 49 Chapter 53; Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470(f); Section 404 of the Clean Water Act; Clean Air Act, 40 CFR 93, Subpart B; Section 9 and 10 of the Rivers and Harbors Act of 1899; Federal Endangered Species Act of 1973, (87 Stat. 884 as amended; 16 USC 1531 et seq.); Section Seven of the Federal Wild and Scenic Rivers Act of 1968; Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Flood Plain Management); and Executive Order 12898 (Environmental Justice).

Proposed Action: The proposed action, the Lackawanna Cut-Off project, will restore passenger rail service using existing out-of-service rail right-of-way between Scranton, Pennsylvania and Midtown-Manhattan/Hoboken, New Jersey, a distance of 133 miles. The proposed project will construct a single-track commuter rail line with passing sidings between Scranton, PA and Port Morris, NJ a total of 88 miles. Stations will be located in Scranton, Tobyhanna, Pocono Mountain, Analomink, East Stroudsburg, and Delaware Water Gap Visitors Center in Pennsylvania, and in Blairstown and Andover in New Jersey. An overnight train storage yard will be located in Scranton and a maintenance-of-way facility will be located in Greendell, New Jersey. NJ TRANSIT Morris & Essex or Montclair-Boonton Lines trains that currently operate between Hoboken and Port Morris a distance of 45 miles will be extended west from Port Morris, NJ to Scranton, PA. The trains will operate on approximately 45-minute headways during peak periods and two to three hour headways in the off-peak hours. The service plan consists of two services: from Scranton to Hoboken there will be nine eastbound and nine westbound trains per day; from Andover to Penn Station New York there will be 10 eastbound and 11 westbound trains per day. A Minimal Operable Segment (MOS) of the Lackawanna Cut-Off project is proposed and provides for the restoration of commuter rail service from a new station in Andover, NJ, to Hoboken, NJ, a distance of 52.3 miles. For the MOS portion of the Build Alternative, NJ TRANSIT Morris & Essex or Montclair-Boonton Lines trains will be extended west and the service plan consists of eight eastbound and eight westbound revenue trains per day between Andover, NJ and Hoboken, NJ. New track will be constructed from Port Morris to Andover, a distance of 7.3 miles.

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## EXECUTIVE SUMMARY

### ES.1 Purpose and Need

The *New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project Environmental Assessment (EA)* is being sponsored by NJ TRANSIT, in coordination with the Federal Transit Administration (FTA), as the Lead Agency, the U.S. Army Corps of Engineers (USACE), as a Cooperating Agency, the Pennsylvania Department of Transportation (PennDOT), the Counties of Morris, Sussex and Warren in New Jersey (NJ), and the Counties of Monroe and Lackawanna in Pennsylvania (PA). This Environmental Assessment is considering the restoration of passenger rail service in Northwest New Jersey and Northeast Pennsylvania along a railroad corridor commonly referred to as the Lackawanna Cut-Off.

The purpose of this project is to implement a passenger rail service that will effectively and efficiently improve travel in the Northeast Pennsylvania/Northwest New Jersey to midtown Manhattan and Hoboken, NJ. The project will utilize existing transportation rights-of-way thus limiting environmental impacts while benefiting the region's economy by providing a new modal option for travelers. The project will reinforce existing activity centers, improve access to employment centers and increase transit usage in the corridor so that the region can proactively address its existing travel concerns and projected growth.

The western portion of the study area (Northeast Pennsylvania/Northwest New Jersey) has experienced many changes over the past decade in terms of the number of residents, residential development, traffic congestion, commutation patterns and recreational visitation. Population grew by nearly 13 percent from 1990 to 2000 and is forecasted to grow by another 23 percent by 2030. The largest growth rate occurred in Pike County, which grew by 65 percent, and Monroe County, which grew by 45 percent in the 1990-2000 period, adding approximately 43,000 residents to the population. Projections indicate that by 2030 Monroe County will grow another 100 percent to more than 278,000 residents.

Accompanying this population growth has been dramatic increases in automobile use on area roadways, resulting in increasing highway congestion and increasing travel times. For example, traffic volumes on the Interstate 80 bridge over the Delaware River, one of the primary highways in the study corridor, have increased dramatically. Between 1997 and 2002 daily volumes rose 19 percent, from 45,000 vehicles to 53,500 vehicles per day. The *Northerly Crossings Corridor Congestion Mitigation Study* estimates that this trend will continue, with eastbound AM peak hour volume projected to increase by approximately 15 percent between 2004 and 2010, then an additional 46 percent increase between 2010 and 2030.

Also, the proximity of the western portion of the study area to the growing employment opportunities in Morris County, and other western New Jersey locations has influenced commuting patterns and, as a result, congestion levels have increased in the western portion of the study corridor. The largest increase identified was in the number of commuters to New York City, up from just over 1,000 commuters in 1990 to over 4,000 commuters in 2000, an increase of 274 percent. Based on the increasing population projections presented in the previous section, this commuting trend is anticipated to continue into the future.

Currently, transit usage within the western portion of the study area is low since there is very limited service coverage and a lack of intermodal connectivity. The exception is transit service provided to Manhattan, which is provided by frequent bus service. In 2000, approximately half of work trips between

northeast Pennsylvania and Manhattan were via transit and as stated between 1990 and 2000 the number of commuters to New York City from the study area increased by 274 percent.

Based on the above trends and projections, previous feasibility studies, and results of the project scoping process activities, it was determined that the major transportation issues that need to be addressed include:

- Weak links between activity centers and attractions;
- Poor accessibility to New Jersey and New York City work destinations;
- Underutilized transportation right-of-way;
- Disruption of communities and environment from transportation improvements;
- Lack of corridor mobility;
- Uncoordinated modal network of private and public transportation services that are segregated by state boundaries rather than market boundaries; and,
- Untapped economic development potential in the region.

## **ES.2 Alternatives Considered**

Numerous modal alternatives, service options and station sites have been analyzed and screened throughout the project development process that led to the preparation of this EA. The *Northwest New Jersey-Northeast Pennsylvania Major Investment Study* (2000) examined in detail a short list of alternatives identified in previous feasibility studies and recommended a Build Alternative that provides the restoration of passenger rail service from Scranton, PA to New York City/Hoboken, NJ (a total of 133 miles). The two alternatives discussed in this EA are the No Build Alternative and the Build Alternative (passenger rail service in the Lackawanna Cut-Off corridor).

Also, as a subset of the Build Alternative, this EA discusses a Minimal Operable Segment (MOS) that provides passenger rail service from Andover, NJ to Hoboken, NJ (a total of 52.3 miles). The MOS alignment is completely contained within the Build Alternative alignment.

### **ES.2.1 No Build Alternative**

The No Build Alternative consists of all existing transportation facilities, as well as services likely to exist in the future study year, without the restoration of passenger rail service. This alternative is used as a basis for comparison to the Build Alternative in the EA.

The No Build Alternative analysis includes “committed” improvements, which typically includes the projects in local capital programs, plus other minor transit service expansions or adjustments. The No Build Alternative reflects conditions in the future if no new actions are taken on the proposed project.

The No Build Alternative includes the existing transportation network, as well as any roadway and transit projects that will be completed by 2030. Planned projects in the North Jersey Transportation Planning Authority (NJTPA) and the PENNDOT long range plans in the No Build Alternative include:

- NJ TRANSIT Access to the Region’s Core (ARC) project, consisting of new trans-Hudson rail tunnels and a new passenger station under 34<sup>th</sup> Street in Manhattan, which includes additional peak and off-peak direct rail service to Midtown Manhattan from existing stations on both the Morris & Essex and Montclair-Boonton Lines;
- NJ TRANSIT new commuter rail equipment procurement;



- NJ TRANSIT new Morris & Essex Line rail station and park-and-ride in Mount Arlington, adjacent to Interstate 80 and Howard Boulevard, Morris County, NJ;
- NJDOT Sparta Stanhope Road roadway/bridge improvements, Sussex County, NJ;
- NJDOT US Route 206 roadway improvements, Sussex County, NJ;
- NJ DOT Hope Road/County Route 521 roadway/bridge improvements, Warren County, NJ;
- PennDOT Interstate 80 Welcome Center at the Delaware Water Gap, Monroe County, PA;
- PennDOT Marshalls Creek Bypass project, Monroe County, PA;
- PennDOT Interstates 80 and 380 Interchange project, Monroe County, PA; and,
- City of Scranton, Scranton Intermodal Center, Lackawanna County, PA.

### **ES.2.2 Build Alternative**

The Build Alternative will restore passenger rail service from Scranton, PA to Port Morris, NJ to Midtown Manhattan/Hoboken, NJ, a distance of 133 miles. The physical characteristics of this 133 mile travel corridor are discussed later in this section.

The elements of the Build Alternative are:

- Construction of eight stations and parking facilities: Scranton, Tobyhanna, Pocono Mountain, Analomink, East Stroudsburg, Delaware Water Gap Visitors Center, Blairstown and Andover;
- Construction of an overnight train storage yard, railcar maintenance shed and employee welfare facility in Scranton;
- Construction of a maintenance-of-way facility in Greendell, New Jersey;
- Acquisition of 11 properties (10 in PA and 1 in NJ);
- Construction of 28 miles of new railroad infrastructure (track, signals, communications and grade crossing improvements) on existing right of way in NJ;
- Upgrade of 60 miles of railroad infrastructure in PA; and
- Rehabilitation of two major structures (Delaware River Bridge and Paulins Kill Viaduct) and a tunnel (Roseville Tunnel).

Two service patterns will be operated as part of the Build Alternative:

- Trains will operate from Scranton, PA to Hoboken, NJ as one service pattern (133 miles).
- Trains will operate from Andover, NJ to Midtown Manhattan as another service pattern (52.3 miles).

The Build Alternative passenger rail service between Hoboken and Scranton will have headways of 45 minutes in the peak periods and 2-3 hours off-peak, for a total of nine eastbound and nine westbound trains per day. The first train will leave Scranton at approximately 4:00 AM and the last train will return to Scranton at approximately 1:00 AM.

The Build Alternative passenger rail service between Andover and Midtown Manhattan will operate on approximately 30-minute headways during peak periods and two-hour headways during the off-peak periods. There will be 10 eastbound and 11 westbound trains. The first train will leave Andover at approximately 5:00 AM and the last train will return to Andover at approximately 10:30 PM.

Passengers boarding trains at stations west of Andover will be able to transfer to the Midtown Manhattan service at Andover or at several existing stations to the east of Andover.

A brief description of the infrastructure improvements is as follows:

In Pennsylvania, the line through Monroe, Wayne and Lackawanna Counties, from the Delaware River Bridge to Scranton, is 60 miles in length. The majority of the Pennsylvania alignment is an active railroad with both freight service and limited recreational passenger services. Facilities will include:

- **Scranton Yard Facility:** A yard facility will be built in Scranton, west of the proposed station site. The yard facility will be used for vehicle storage, light maintenance, fueling and cleaning. The yard will include covered storage tracks and an employee welfare facility. The employee welfare facility building will be approximately 4,000 square feet. The covered area for train storage will be approximately 70,000 square feet. A 30-space, employee parking lot will be provided at the site.
- **Scranton Station:** The terminus of the line in the City of Scranton will be a regional station located in the vicinity of Steamtown along Lackawanna Avenue. Parking for the proposed station will occur within the existing public parking area consisting of approximately 30 surface parking spaces. The proposed station will be situated on Lackawanna Avenue along the northernmost track immediately east of Bridge 60 (the railroad bridge over the Lackawanna River) and to the east of the Cliff Street underpass.
- **Tobyhanna Station:** The Tobyhanna Station site is located in Coolbaugh Township and is part of a site owned by numerous public and private entities including the Lackawanna County Railroad Authority. The site is adjacent to the former rail station; the building is still in place and is in use as the local historical society rail museum. A 102-space surface parking lot will be provided at this location, and it will be situated on the vacant side and rear portions of this site. Access to this site will be from Church Street.
- **Pocono Mountain Station:** The Pocono Mountain Station site is located in Coolbaugh Township and is part of a site currently vacant that was formerly utilized as a summer camp. The proposed station site, which will include a 1,000-space surface parking lot, is located northwest of a multi-phased planned development for this area. Access to this site will be from PA Route 611 via Pocono Municipal Road/Mount Pocono Road and a local access road. The station is not dependant on any future development within the area.
- **Analomink Station:** The site for the Analomink Station is located along PA Route 191 in Stroud Township. PennDOT and Stroud Township own the two parcels that comprise the proposed site. While the Township-owned portion is currently vacant, the parcel under PennDOT ownership is used for roadway maintenance materials storage. The station site will include a 250-space surface parking lot. Access to this site will be from PA Routes 191 and 447.
- **East Stroudsburg Station:** The proposed location of this station in the Borough of East Stroudsburg is south of the original railroad station that has been restored and is reused as the Dansbury Depot Restaurant. The site is located on the western side of the right-of-way, bordered on the west by Crystal Street. A 228-space surface parking lot, which will continue south of Bridge Street, is planned for this station. Access to this site will be from Crystal Street and Bridge Street.
- **Delaware Water Gap Station:** The proposed location of this station is south of the right-of-way at PA Route 2028 (River Road) in Smithfield Township. The parking area will be located at the Delaware Water Gap Visitors Center, located southwest of Interstate 80. The Commonwealth of Pennsylvania recently completed improvements to the visitor's center. This station parking will modify the new layout to incorporate a park-and-ride facility. The planned park-and-ride facility will be a five-level parking garage containing approximately 900 parking spaces located within the

existing parking area. The amount of parking for the visitor center will remain unchanged. Pedestrian access between the station platform and the parking site will be along PA Route 2028. This project will include improvements along PA Route 2028 to improve pedestrian access. Vehicular access from Interstate 80 will be direct via PA Route 2028.

In New Jersey, at Port Morris the former railroad connection from the inactive Lackawanna Cut-Off right-of-way to the existing NJ TRANSIT rail network will be reestablished. The 28-mile portion of the line in New Jersey is currently an inactive railroad right-of-way through Morris, Sussex and Warren Counties. Facilities will include:

- **Blairstown Station:** The Blairstown Station is located on Hope Road (County Route 521) in Blairstown Township, NJ. A 243-space surface parking lot will be situated on a site that is currently in private ownership. The former station building and freight house is intact on this site. Access to this site will be from County Route 521.
- **Greendell Maintenance-of-Way Facility:** A maintenance-of-way facility is included as part of the project in Greendell, New Jersey, utilizing the former station building and site at that location for storage of materials for signal maintainers. This proposed facility will be located entirely in a publicly-owned right-of-way.
- **Andover Station:** This station site is located in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The site is undeveloped and completely located within the rail right-of-way. A 125-space surface parking lot will service this station in the Build Alternative. Access to this site will be from Roseville Road (just east off County Route 613).

For the portion of the study area from Port Morris, NJ to Midtown Manhattan/Hoboken, NJ (45 miles), NJ TRANSIT already operates passenger train service via the Morris & Essex and Montclair-Boonton Lines. For the Lackawanna Cut-Off Project, some of this existing train service will be extended west from Port Morris to Scranton, PA or Andover, NJ. Trains will operate from Scranton, PA to Hoboken, NJ as one service pattern. Trains from Andover, NJ to Midtown Manhattan are another service pattern. The Build Alternative will not require increased or changed NJ TRANSIT rail operations east of Port Morris, as compared to the No Build Alternative.

The level of ridership generated by the Build Alternative will not require station, parking or other infrastructure improvements along this 45-mile portion of the study area; therefore, there will be no impacts along this 45-mile portion of the study area as a result of the Build Alternative.

A Minimal Operable Segment (MOS) service is proposed in a 52.3 mile portion of the Build Alternative study area between Andover, NJ and Hoboken, NJ.

MOS passenger rail service will be provided by extending Morris & Essex Line and Montclair-Boonton Line trains to Andover. NJ TRANSIT's existing rail rolling stock (diesel locomotives and coaches) will be used to provide weekday commuter rail service between Andover Station and Hoboken Terminal. Headways will be hourly during peak periods and approximately every 2 hours during the off-peak. No weekend service is assumed. Hours of service will be from approximately 5:00 AM to 10:30 PM. The service plan will include 8 eastbound and 8 westbound revenue trains per weekday. Four non-revenue trains will be operated in each direction in order to move equipment to or from Port Morris Yard.

For the MOS portion of the Build Alternative, a single track will be reconstructed along the existing right-of-way between Andover, NJ and Port Morris, NJ. One at-grade crossing will be constructed in the MOS

at Brooklyn Road in Stanhope with appropriate crossing protection equipment for a quiet zone. The balance of the right-of-way for the MOS is grade separated.

A single station will be constructed at the terminus of the MOS portion of the Build Alternative in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Route 613, Andover Mohawk Road. The site is undeveloped and located within the railroad right-of-way owned by the State of New Jersey. A parking lot of 65 spaces will be constructed adjacent to the station to accommodate initial demand for the MOS. This parking lot will be subsequently expanded to 125 spaces to accommodate the projected demand related to the Build Alternative.

Yard and maintenance facilities for service in the MOS portion of the Build Alternative will be provided at NJ TRANSIT's existing Port Morris Yard, less than eight miles from the project's terminus. Therefore, no new yard or maintenance facilities are included in the MOS. The potential exists to alternatively operate the train service between Andover Station and Penn Station, New York (instead of the Hoboken terminus), with no change to the general service hours and frequencies mentioned above. That service will be provided by dual-mode locomotives instead of diesel locomotives.

### **Major Infrastructure Improvements**

The location of the MOS portion of the Build Alternative major infrastructure improvements in the 7.3 mile portion of the study area where impacts will occur are as follows:

At Port Morris, the former railroad connection from the inactive Lackawanna Cut-Off right-of-way to the existing NJ TRANSIT rail network will be reestablished. The 7.3-mile portion of the line in New Jersey is currently an inactive railroad right-of-way through Morris, and Sussex Counties.

- **Andover Station:** This station site is located in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The site is undeveloped and completely located within the rail right-of-way. A 125-space surface parking lot will service this station in the Build Alternative. Access to this site will be from Roseville Road (just east off County Route 613).

Infrastructure improvements will not be required for the MOS portion of the Build Alternative between Port Morris and Hoboken/New York, a distance of 45 miles. Also, the MOS will not require increase or change NJ TRANSIT rail operations, as compared to the No Build Alternative. Therefore, there will be no impacts as a result of the MOS in the portion of the study area east of Port Morris.

Andover is a logical location to extend service as a first increment. This MOS portion of the Build Alternative does not require added investments in rail equipment, yards or special infrastructure to provide this service. The level of needed capital investment is small, while providing a meaningful extension of rail service. Existing trains now handled at Port Morris Yard can easily be taken to and from Andover to provide this proposed service without impacting current train schedules, equipment needs or rail customers.

Implementation of the MOS portion of the Build Alternative is consistent with the Regional Transportation Plan, Access & Mobility 2030, approved by the North Jersey Transportation Planning Authority in 2005, encourages the implementation of buildable increments of new passenger rail service in order to continually expand the reach of rail transit. The MOS fits within the existing financial constraints under which NJ TRANSIT and the State of Pennsylvania now function.

The benefits and attributes of the MOS portion of the Build Alternative include:

- The regional highways in the area are particularly impacted by severe auto congestion during peak AM and PM commuting periods. The MOS will provide an alternative transit collection point for commuters in an area beyond the location where highways are most congested.
- Rail service can be extended on these 7.3 miles using existing trains to provide rail transit service to a station location identified as part of the Build Alternative in Andover, NJ.
- NJ TRANSIT does not require added investments in rail equipment, yards or special infrastructure to provide this service. The level of investment can be kept limited while providing a meaningful extension of rail service.
- The amount of funding needed is available to make the improvements and extend this service using the existing right of way which the State of NJ had previously purchased for this purpose.
- The northwestern part of New Jersey, with a population in excess of 250,000 people, is an area underserved by commuter rail transit.

Subsequent to initiating the implementation of MOS portion of the Build Alternative, discussions between NJ TRANSIT and Penn DOT will commence to develop a plan for the implementation of the non-MOS portion of the Build Alternative between Andover, NJ and Scranton, PA.

### **ES.3 Summary of Build Alternative and MOS Environmental Consequences**

An evaluation was completed of the effects of the Build Alternative, (as described in Section ES 2.2), in the project study area, including the MOS portion of the Build Alternative. Project effects were assessed for the proposed station areas or the proposed project corridor, depending upon the environmental category evaluated. A station area is defined as the area within a one-quarter mile (1,320 feet) radius of a proposed station site. A proposed station area includes the station platform, station building and associated parking lots.

In the Build Alternative, for the 88-mile portion from Scranton, PA to Port Morris, NJ, there will be project related impacts due to infrastructure improvements, associated construction activities, and changes in rail service as a result of the Build Alternative.

In the Build Alternative, for the 45-mile portion from Port Morris, NJ to Hoboken, NJ, there will not be project related impacts because there will be no change to NJ TRANSIT rail operations or infrastructure as a result of the Build Alternative, as compared to the No Build Alternative.

In the MOS portion of the Build Alternative, for the 7.3-mile portion from Andover, NJ to Port Morris, NJ, there will be project related impacts due to infrastructure improvements, associated construction activities, and the addition of new rail service.

In the MOS portion of the Build Alternative, for the 45-mile portion from Port Morris, NJ to Hoboken, NJ, there will not be project related impacts because there will be no change to NJ TRANSIT rail operations or infrastructure as a result of the MOS, as compared to the No Build Alternative.

Table ES-1 presents a summary for each environmental area analyzed in the EA of the impacts identified and the mitigation that NJ TRANSIT will perform. Impacts and mitigation are presented for both the Build Alternative, the 88-mile portion of the study area from Scranton, PA to Port Morris, NJ that will be impacted; and the MOS portion of the Build Alternative, the 7.3 mile portion of the study area from Andover, NJ to Port Morris, NJ that will be impacted.

**Table ES-1: Summary of Potential Environmental Impacts**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Land Use, Zoning, and Consistency with Local Plans (3.1)</b>		
Land Use		
Build Alternative (88 miles)	The proposed project does not change existing regional or local land use patterns. Individual parcels that are acquired and converted to accommodate the proposed project will experience a change in land uses. The new uses will be compatible with surrounding uses and as the sites are relatively small, there will be no impacts to land use patterns.	No mitigation required.
MOS Portion of Build Alternative (7.3 miles)	The MOS does not change existing regional or local land use patterns. The station use is compatible with surrounding uses and the site is relatively small, therefore, there will be no impacts to land use patterns.	No mitigation required.
Zoning		
Build Alternative (88 Miles)	The project conforms to existing zoning.	No mitigation required.
MOS Portion of Build Alternative (7.3 miles)	The project conforms to existing zoning.	No mitigation required.
Consistency with Local Plans		
Build Alternative (88 miles)	Consistent with plans.	No mitigation required.
MOS Portion of Build Alternative (7.3 miles)	Consistent with plans.	No mitigation required.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Land Acquisitions and Displacements (3.2)</b>		
Build Alternative (88 miles)	<p>The full or partial acquisition of 11 properties will be required for the proposed project.</p> <p>Property acquisition will occur at the following proposed station sites, yard facility and other locations:</p> <ul style="list-style-type: none"> <li>• Scranton Yard Facility (0.68 acres)</li> <li>• Pocono Mountain (5.9 acres)</li> <li>• Tobyhanna (1.74 acres)</li> <li>• Analomink (6.5 acres)</li> <li>• East Stroudsburg (1.63 acres)</li> <li>• Delaware Water Gap (0.39 acres)</li> <li>• Blairstown (3.35 acres)</li> </ul> <p>Seven of the properties to be acquired are currently owned by public agencies and authorities who are partners in the project. Only four of the eleven properties are in private ownership.</p> <p>As noted in Section 3.14, in the event that onsite restoration of impacted wetlands cannot be accommodated within the footprint of the right-of-way or stations for the Build, property will be acquired as part of wetlands mitigation in conformance with Federal and State permit requirements.</p>	<p>Property will be acquired at fair market value via negotiations or condemnation pursuant to 49 CFR Part 24 “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs”.</p>
MOS Portion of Build Alternative (7.3 miles)	<p>The Andover Station and park and ride property footprint is within the NJ State owned Lackawanna Cut-Off right-of way; therefore no property will be acquired.</p> <p>As noted in Section 3.14, in the event that onsite restoration of impacted wetlands cannot be accommodated within the footprint of the right-of-way or Andover station for the MOS, property will be acquired as part of wetlands mitigation in conformance with Federal and State permit requirements.</p>	<p>No mitigation is necessary as there will be no land acquisitions for right-of-way or the station in the MOS.</p> <p>In the event that property must be acquired for wetland mitigation, property will be acquired at fair market value via negotiations or condemnation pursuant to 49 CFR Part 24 “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs”.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Community Facilities and Parks (3.3)</b>		
Emergency Services (Police, Fire, Medical Response)		
Build Alternative (88 miles)	An increase in response time due to the reactivation of passenger service will occur, but only when a train is passing through an active at-grade crossing. The limited number of trains and short duration of time it will take for the train to pass the grade crossing will limit this impact.	No mitigation required.  As part of on-going coordination, NJ TRANSIT will work with the local municipalities to develop appropriate grade crossing protection measures and spread awareness regarding the new rail service to emergency service providers, especially in Scranton and East Stroudsburg, PA, where there are existing marked pedestrian crossings of the right-of-way; in Stanhope and Green Township, New Jersey, where there will be new grade crossings; and in Smithfield Township, East Stroudsburg, Paradise, Coolbaugh, Gouldsboro, Covington and Scranton, PA, where there will be an increased frequency of grade crossing closures.
MOS Portion of Build Alternative (7.3 miles)	The limited frequency of service and short duration of time of the grade crossing closure at the new crossing at Brooklyn Road in Stanhope will cause a minimal increase in the response times of emergency services, which will occur only when a train is passing through the crossing.	No mitigation required.  As part of on-going coordination, NJ TRANSIT will work with Stanhope to develop appropriate grade crossing protection measures at Brooklyn Road and spread awareness regarding the new rail service to emergency service providers and school bus operators.
Schools		
Build Alternative (88 miles)	The proposed project will not result in the increase in school enrollment or a need for additional bus service.	No mitigation required.  As part of on-going coordination, NJ TRANSIT will work with the local municipalities to develop appropriate grade crossing protection measures and spread awareness regarding the new rail service to school bus operators.
MOS Portion of Build Alternative (7.3 miles)	The MOS will not result in the increase in school enrollment or a need for additional bus service.	No mitigation required.  As part of on-going coordination, NJ TRANSIT will work with Stanhope to develop appropriate grade crossing protection measures and spread awareness regarding the new rail service to school bus operators.
Libraries		
Build Alternative (88 miles)	The proposed project will not impact library service.	No mitigation required
MOS Portion of Build Alternative (7.3 miles)	The MOS will not impact library service.	No mitigation required



**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Community Facilities and Parks (3.3) continued</b>		
Parks		
Build Alternative (88 miles)	<p>The proposed project will not result in any use or impacts of parks, or impacts to the users of the parks identified in the study area at the following locations: Steamtown National Historic Site; University of Scranton Fields, Scranton, PA; Nay Aug Park, Scranton, PA; South Main Street Playground, Elmhurst, PA; Gouldsboro State Park/Tobyhanna State Park, Gouldsboro/Tobyhanna, PA; municipal park, South Kistler Street, E. Stroudsburg, PA; Smithfield Township Park, PA Route 45067, Delaware Water Gap, PA; Delaware Water Gap National Recreation Area, Slateford/Delaware Water Gap, PA; Knowlton Park, NJ Route 94, Columbia, NJ; Undeveloped Johnsonburg Swamp, Ramsey Road/Dark Moon Road, Frelinghuysen Twp., NJ; Andover Borough Park, County Route 517, Andover, NJ; Carol O. Johnson Municipal Park, Roseville Road, Byram, NJ; Undeveloped/unnamed municipal park, near Brookwood Road, Byram, NJ. In addition, no parks will be impacted during construction. Access to parks near proposed stations will be improved, possibly increasing park visitation at Scranton Station (Steamtown) and at Delaware Water Gap Station for the DWG Recreation Area.</p>	No mitigation required
MOS Portion of Build Alternative (7.3 miles)	<p>The MOS will not result in any use or impacts of parks, or impacts to the users of the parks identified in the MOS study area at in the following locations: Carol O. Johnson Municipal Park, Roseville Road, Byram, NJ; Undeveloped/unnamed municipal park, near Brookwood Road, Byram, NJ.</p>	No mitigation required

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Cultural Resources (3.4 &amp; 3.5)</b>		
Historic Resources		
Build Alternative (88 miles)	<p>The following historic resources, identified in the APE, will be directly affected by the proposed project:</p> <ul style="list-style-type: none"> <li>▪ DL&amp;W Railroad Route from Scranton to the Delaware River Bridge; Delaware, Old Main DL&amp;W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off</li> <li>▪ Delaware, Lackawanna and Western (Lackawanna) Cut-Off Route (Roseville Tunnel, Paulins Kill Viaduct, Delaware River Bridge)</li> <li>▪ Blainstown Station and Freight House</li> <li>▪ Greendell Station Complex (includes Greendell Interlocking Tower and Station)</li> <li>▪ Port Morris Interlocking Tower</li> </ul>	<p>The project will have no adverse effect to the historic resources listed, with the following stipulations:</p> <ul style="list-style-type: none"> <li>• Environmental Construction Plans will detail precautions and methods to be followed during construction to avoid impacts to resources. These plans will be reviewed and approved by regulatory authorities prior to the initiation of project construction. The plans will detail requirements to be followed by contractors to mitigate noise, vibration and dust impacts on resources during construction;</li> <li>• Rehabilitation of stations, tunnels, bridges and other structures will be in accordance with Secretary of the Interior’s standards;</li> <li>• The rehabilitation or stabilization of existing historic structures as part of the Project will be reviewed and approved by the SHPOs. The following historic structures will be rehabilitated and reused by the Project: Blainstown Railroad Station, Greendell Station</li> <li>• The following historic structures will be stabilized and weatherproofed by the Project; if feasible, a reuse of these structures will be sought: Blainstown Freight House, Greendell Interlocking Tower, Port Morris Interlocking Tower</li> <li>• NJ TRANSIT and the NJ SHPO shall consult on the appropriate disposition of the site of the former Johnsonburg Station.</li> </ul> <p>A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the listed historic resources. A copy of this agreement that is being executed is included in this EA.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Cultural Resources (3.4 &amp; 3.5) continued</b>		
Historic Resources (continued)		
MOS Portion of Build Alternative (7.3 miles)	<p>The following historic resources, identified in the APE, will be directly affected by the proposed project:</p> <ul style="list-style-type: none"> <li>▪ Delaware, Old Main DL&amp;W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off</li> <li>▪ Delaware, Lackawanna and Western (Lackawanna) Cut-Off Route (Roseville Tunnel)</li> <li>▪ Port Morris Interlocking Tower</li> </ul>	<p>The project will have no adverse effect to the historic resources listed, with the following stipulations:</p> <ul style="list-style-type: none"> <li>• Environmental Construction Plans will detail precautions and methods to be followed during construction to avoid impacts to resources. These plans will be reviewed and approved by regulatory authorities prior to the initiation of project construction. The plans will detail requirements to be followed by contractors to mitigate noise, vibration and dust impacts on resources during construction;</li> <li>• Rehabilitation of the Roseville tunnel, bridges and other structures will be in accordance with Secretary of the Interior’s standards; and,</li> <li>• The following historic structures will be stabilized and weatherproofed by the Project; if feasible, a reuse of these structures will be sought: Port Morris Interlocking Tower</li> </ul> <p>A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the listed historic resources. A copy of this agreement that is being executed is included in this EA.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Cultural Resources (3.4 &amp; 3.5) continued</b>		
Archeology		
Build Alternative (88 miles)	<p>None of the proposed station or maintenance site properties have been subjected to prior archaeological field testing, and as such, no historic period archaeological sites have been recorded within the boundaries of any of these parcels. However, based upon research and site walkovers conducted for this study, the properties were determined to have historic period archaeological sensitivity, due to former uses of the properties during the nineteenth century.</p> <p>The proposed project will potentially impact archaeological resources at both the track maintenance site in Greendell, NJ and yard site in Scranton, PA as well as at these seven station sites:</p> <ul style="list-style-type: none"> <li>• Scranton</li> <li>• Tobyhanna</li> <li>• Pocono Mountain</li> <li>• East Stroudsburg</li> <li>• Delaware Water Gap</li> <li>• Blirstown</li> <li>• Andover</li> </ul> <p>The specific impacts will be identified through consultation with the appropriate SHPO and in accordance with the Programmatic Agreement.</p>	<p>Impacts will be mitigated as follows:</p> <ul style="list-style-type: none"> <li>• Soil borings that will be available during the engineering phase will be reviewed by accredited archeologists to determine if there are potential archeological resources present. Analysis of the soil borings may eliminate the need for a Phase IB testing program.</li> <li>• If, as a result of the soil boring review by accredited archeologists, there is deemed a potential presence of archeological resources, then a Phase 1B archeological investigations will be conducted by accredited archeologists during the engineering phase at the proposed maintenance/yard site and the 7 station sites.</li> <li>• If Phase 1B investigations reveal the presence of resources, further archeological evaluation will be performed by accredited archeologists and will be mitigated in consultation with the appropriate SHPO.</li> </ul> <p>A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT. A copy of this agreement that is being executed is included in this EA. The specific mitigation will be identified through consultation with the appropriate SHPO and in accordance with the Programmatic Agreement.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Cultural Resources (3.4 &amp; 3.5) continued</b>		
Archeology		
MOS Portion of Build Alternative (7.3 miles)	The proposed project will potentially impact archaeological resources at Andover Station. The specific impacts will be identified through consultation with the SHPO and in accordance with the Programmatic Agreement.	<p>Impacts will be mitigated as follows:</p> <ul style="list-style-type: none"> <li>• Soil borings will be taken during the engineering phase and will be reviewed by accredited archeologists to determine if there are potential archeological resources present at the Andover Station site. Use of the soil borings may eliminate the need for a Phase 1B testing program.</li> <li>• If, as a result of the soil boring review by accredited archeologists, there is deemed a potential presence of archeological resources, then, a Phase 1B archeological investigations will be conducted by accredited archeologists during the engineering phase at Andover Station.</li> <li>• If Phase 1B investigations reveal the presence of resources, further archeological evaluation will be performed by accredited archeologists and will be mitigated in consultation with the appropriate SHPO.</li> </ul> <p>A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT. A copy of this agreement that is being executed is included in this EA. The specific mitigation will be identified through consultation with the SHPO and in accordance with the Programmatic Agreement.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Visual (3.6)</b>		
Build Alternative (88 miles)	A potential for minimal modifications to immediate visual character station areas is possible during construction but with mitigation using Best Management Practices this will not result in an impact to overall visual quality.	No mitigation required.  As part of NJ TRANSIT procedures, Best Management Practices will be utilized during project construction to minimize any minor impact to sensitive resources. Practices will include using screened staging areas within the existing right-of-way wherever possible; coordination with the involved municipalities while developing construction plans.
MOS Portion of Build Alternative (7.3 miles)	The MOS will not impact visual resources.	No mitigation required.
<b>Transportation (3.7)</b>		
Build Alternative (88 miles)	Project-related vehicular traffic increases will result in impacts, especially during peak or rush hours at the following stations sites: Tobyhanna, Pocono Mountain, East Stroudsburg, Delaware Water Gap and Blairstown. This is a result of rail passengers accessing the station areas via automobile.  Several transportation benefits will result from the reactivation of rail service on the Lackawanna right-of-way including the addition of a new mode of transportation to destinations in northeastern New Jersey and New York City, as well as a reduction of regional vehicular trips.	Impacts will be minimized by a traffic engineering evaluation of current traffic signal timing and improvements to the efficiency of traffic signals based upon this analysis at each impacted location, using projected traffic volume increases. The utilization of the following mitigation measures will be provided to local officials for their consideration:: <ul style="list-style-type: none"><li>• Tobyhanna: PA Route 423 EB (AM Peak) and WB (PM Peak) at Route 611 – Signal timing change from 95 to 60 second cycle;</li><li>• Pocono Mountain: PA Route 611 / Route 196 at PA Route 940 (AM and PM Peak) – Signal timing change from 100 to 150 second cycle;</li><li>• East Stroudsburg: Crystal Street at Analomink (PM Peak) – Geometry modification and install a two-phase, 100-second cycle traffic signal; and,</li><li>• Delaware Water Gap: Interstate 80 ramp at PA Route 2028 – Retime traffic signal with two-phase, 80-second cycle (AM) and 70-second cycle (PM) and traffic signal warning flasher sign on off ramps.</li></ul>
MOS Portion of Build Alternative (7.3 miles)	The MOS will not impact the transportation network.	No mitigation is required.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Air Quality (3.8)</b>		
Build Alternative (88 miles)	The project will not cause an impact to local or regional air quality; therefore, mitigation is not required. At the local level, the project will not cause or contribute to exceedances of the NAAQS. At the regional level, rail operations associated with this project will comply with the NJ State Implementation Plan for Ozone.	<p>No mitigation required.</p> <p>As part of NJ TRANSIT procedures, measures will be implemented during construction and operation to reduce particulate matter and NOx emissions and will include the following:</p> <ul style="list-style-type: none"> <li>▪ Implementing idle reduction practices at the Scranton yard;</li> <li>▪ Options to purchase new locomotives that meet or exceed USEPA’s emission standards;</li> <li>▪ Retrofit and/or rebuild of older locomotives to achieve a better air quality rating;</li> <li>▪ Repowering equipment with generator set/hybrid technology; and,</li> <li>▪ Use of cleaner diesel fuel or alternative fuel.</li> <li>▪ Mandating construction contractor equipment meeting current diesel particulate emission levels</li> </ul>
MOS Portion of Build Alternative (7.3 miles)	The MOS will not impact air quality.	No mitigation is required, other than that required during construction as noted previously for the Build Alternative.
<b>Noise and Vibration (3.9)</b>		
Build Alternative (88 miles)	<p>There will be wayside and whistle noise impacts generated as a result of the proposed project. Using the thresholds for “Severe Impact” and “Moderate Impact” defined by FTA guidelines, there are 448 residences located within the Moderate Impact distance, which ranges from 50 to 900 feet from the track centerline, and 38 residences located within the Severe Impact distance, which ranges from 20 to 380 feet from the track centerline.</p> <p>Vibration impacts generated by the project will be minimized or eliminated with the rehabilitation of rails (welded rail) and track beds.</p>	<p>The implementation of Quiet Zones at the following seven at-grade crossings will eliminate 38 of the Severe Impacts and 182 Moderate Impacts:</p> <ul style="list-style-type: none"> <li>• Stokes Avenue (Gravel Place) in East Stroudsburg, PA;</li> <li>• North Cortland Street in East Stroudsburg, PA;</li> <li>• Burson Street in East Stroudsburg, PA;</li> <li>• East Broad Street in East Stroudsburg, PA;</li> <li>• Analomink Street in East Stroudsburg, PA;</li> <li>• Wolf’s Corner Road in Green Township, NJ; and</li> <li>• Brooklyn Road in Stanhope, NJ</li> </ul> <p>This leaves 266 moderate impacts that do not require mitigation as per FTA requirements.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Noise and Vibration (3.9)</b>		
MOS Portion of Build Alternative (7.3 miles)	<p>There will be wayside and whistle noise impacts generated as a result of the proposed project. Using the thresholds for “Severe Impact” and “Moderate Impact” defined by FTA guidelines, there are 82 residences located within the Moderate Impact distance, which ranges from 100 to 900 feet from the track centerline, and 5 residences located within the Severe Impact distance, which ranges from 45 to 380 feet from the track centerline.</p> <p>Vibration impacts from passenger service will be minimized or eliminated with the rehabilitation of rails (welded rail) and track beds.</p>	Mitigation is required for noise impacts at the proposed Brooklyn Road grade crossing. Implementation of a “Quiet Zone” at this grade crossing will be implemented and will eliminate the severe impacts. Moderate impacts do not require mitigation as per FTA requirements.
<b>Energy (3.10)</b>		
Build Alternative (88 miles)	The projected direct and indirect energy expenditures as a result of the proposed project are marginal when compared to the overall statewide figures for New Jersey and Pennsylvania; therefore, there will be no impacts as a result of the Build alternative on energy resources.	No mitigation is required.
MOS Portion of Build Alternative (7.3 miles)	There will be no impacts as a result of the MOS on energy resources.	No mitigation is required.



**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACT	MITIGATION
<b>Safety and Security (3.11)</b>		
Build Alternative (88 miles)	The reinstatement of passenger rail service in the Build Alternative will not result in impacts to safety and security using the actions that have been identified.	<p>No mitigation required.</p> <p>As part of NJ TRANSIT construction procedures, the following actions will be taken:</p> <ul style="list-style-type: none"> <li>▪ Prior to construction and operation, NJ TRANSIT and the Delaware Lackawanna Railroad Company will agree to a safety protocol.</li> <li>▪ NJ TRANSIT police will provide patrols at all stations and along the rail alignment. NJ TRANSIT will coordinate and work closely with municipal police departments.</li> <li>▪ Protection at all grade crossings in the project area will be enhanced to include modern active gates, flashers and audible warnings.</li> </ul>
MOS Portion of Build Alternative (7.3 miles)	The reinstatement of passenger rail service in the MOS will not result in impacts to safety and security using the actions that have been identified.	<p>No mitigation required.</p> <p>As part of NJ TRANSIT construction procedures, the following actions will be taken:</p> <ul style="list-style-type: none"> <li>▪ NJ TRANSIT police will provide patrols at the station and along the rail alignment. NJ TRANSIT will coordinate and work closely with municipal police departments.</li> <li>▪ Grade crossing protection will be created at Brooklyn Road in accordance with State and Federal requirements</li> </ul>
<b>Geology, Soils and Topography (3.12)</b>		
Build Alternative (88 miles)	Minor excavation and grading will temporarily disturb existing soils and vegetation at each proposed station and yard site; however, there will be no permanent impacts to geology, soils and topography as a result of the Build Alternative.	<p>No mitigation required.</p> <p>As part of NJ TRANSIT construction procedures to mitigate temporary impacts, a Soil Erosion and Sediment Control Plan will be developed and approved during the engineering phase. Excavation, construction and soil erosion techniques will be implemented during construction in coordination with county soil management district requirements.</p>
MOS Portion of Build Alternative (7.3 miles)	Minor excavation and grading will temporarily disturb existing soils and vegetation at the Andover Station site and along the right-of-way, however there will be no permanent impacts to geology, soils and topography as a result of the MOS.	<p>No mitigation required.</p> <p>As part of NJ TRANSIT construction procedures, to mitigate temporary impacts, a Soil Erosion and Sediment Control Plan will be developed and approved during the engineering phase. Excavation, construction and soil erosion techniques will be implemented during construction in coordination with county soil management district requirements.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Water Quality (3.13)</b>		
Right-of-Way		
Build Alternative (88 miles)	Impacts to water quality within the study corridor will be minimal due to the inherent nature of the project (i.e. reusing an existing railroad infrastructure). Reactivating rail service on the existing rights-of-way will require limited additional construction and will create minimal additional impervious surface above what already exists.	Mitigation of water quality and quantity effects will first be directed towards avoidance, followed by minimization. Where impacts to water quality and quantity are unavoidable, mitigation will be conducted in the form of bio-retention, stormwater infiltration or detention facilities wet ponds plus other non-structural Best Management Practices to prevent any impacts to water quality and quantity. These methods will reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented. Best Management Practices are listed below under stations.
MOS Portion of Build Alternative (7.3 miles)	Same as described above for the Build.	Same as described above for the Build Alternative.
Stations		
Build Alternative (88 miles)	<p>As a result of additional impervious surface causing an increase in stormwater runoff, there will be unavoidable but minimal impacts to water quality, which will be located at the following proposed yard and station site(s) with the following amounts of impervious surface:</p> <ul style="list-style-type: none"> <li>▪ Scranton Yard (1.12 acres)</li> <li>▪ Scranton Station (0.23 acres)</li> <li>▪ Tobyhanna (0.95 acres)</li> <li>▪ Pocono Mountain (7.3 acres)</li> <li>▪ Analomink (2.2 acres)</li> <li>▪ East Stroudsburg (1.14 acres)</li> <li>▪ Delaware Water Gap (.97 acres)</li> <li>▪ Greendell Yard (0.5 acres)</li> <li>▪ Blairstown (1.87 acres)</li> <li>▪ Andover (1.06 acres)</li> </ul>	<p>To mitigate impacts, stormwater detention / retention basins will be constructed, in conformance with applicable Federal and State requirements.</p> <p>As part of NJ TRANSIT procedures, Best Management Practices will be used which include both preventative measures/ nonstructural approaches (minimizing disturbance to native vegetation and areas susceptible to soil erosion, minimizing soil compaction, maximizing protection to natural drainage features and decreasing the time of concentration and velocity of runoff and limiting the amount of impervious surface created by a project) and structural devices (stormwater retention basins and floatable trash collection devices). These methods will reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.</p> <p>Measures to mitigate surface water runoff from parking areas will include detention facilities (dry and/or wet detention), ordinances (litter control, waste disposal), and maintenance activities (parking lot cleaning and sweeping, catch basin cleaning). These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented</p>
MOS Portion of Build Alternative (7.3 miles)	As a result of additional impervious surface causing an increase in stormwater runoff, there will be minimal impacts to water quality at Andover Station (0.64 acres)	Mitigation will be the same as described above for the Build Alternative. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented. As part of NJ TRANSIT procedures, Best Management Practices will be used as described above for the Build Alternative.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Water Quality (3.13) continued</b>		
Bridges		
Build Alternative (88 miles)	Temporary construction impacts will occur to rivers and streams during the rehabilitation of structures as listed in Section 3.13. No work will be required in the water for the Delaware River Bridge.	Impacts to water quality will be mitigated. Where impact avoidance will not be possible, minimization will be accomplished through strict adherence to and utilization of Best Management Practices. Nevertheless, in the event that in-water work must occur, Best Management Practices will be implemented to prevent degradation to water quality. This will include the construction of cofferdams and/or sheet piling to contain fill materials and to prevent excavated soils from entering the water column if necessary. Any new structures (bridges/culverts) over waterways or modification of existing substructures will require evaluation for scour protection. Selection of substructure design options and counter measures will be selected to ensure there are minimal resultant impacts to the water column. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.
MOS Portion of Build Alternative (7.3 miles)	Temporary construction impacts will occur to rivers and streams during the rehabilitation of structures over Andover Junction Brook and Tributary, Wolf Lake Tributary, Lubbers Run and Tributaries, Lake Musconetcong Tributaries.	Impacts to water quality will be mitigated. Where impact avoidance will not be possible, minimization will be accomplished through strict adherence to and utilization of Best Management Practices. Nevertheless, in the event that in-water work must occur Best Management Practices will be implemented to prevent degradation to water quality. This will include the construction of cofferdams and/or sheet piling to contain fill materials and to prevent excavated soils from entering the water column. Any new structures (bridges/culverts) over waterways or modification of existing substructures will require evaluation for scour protection. Selection of substructure design options and counter measures will be selected to ensure there are minimal resultant impacts to the water column. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Wetlands and Streams (3.14)</b>		
Right-of-Way		
Build Alternative (88 miles)	<p>The maximum/worst case impact to wetlands will be 6.0 acres within the project right-of-way. The locations are:</p> <ul style="list-style-type: none"> <li>• Milepost (MP) 72, Knowlton Twp.– 0.1 acres</li> <li>• MP 64 &amp; 65, Blairstown Twp. and Frelinghuysen Twp. – 0.3 acres</li> <li>• MP 62 &amp; 63, Frelinghuysen Twp.– 0.4 acres</li> <li>• MP 61, Frelinghuysen Twp.– 0.1 acres</li> <li>• MP 56, Green Twp.– 1.0 acres</li> <li>• MP 52.50, Byram Twp.– 0.5 acres</li> <li>• MP 52, Byram Twp.– 2.0 acres</li> <li>• MP 47.80, Byram Twp. and Stanhope Borough– 1.6 acres</li> </ul>	<p>As the design is progressed through engineering stages, all design efforts will be implemented to avoid and minimize disturbances. In keeping with the requirements of avoidance and minimization of wetland impacts per Section 404 of the Clean Water Act and NEPA as jointly administered by the United States Environmental Protection Agency (USEPA) and the United States Army Corps of Engineers (USACE), NJ TRANSIT will perform wetland delineations jointly with the engineering/design process. NJ TRANSIT has found that by doing the design, concurrently with the wetland delineations, the designs developed avoid and minimize these disturbances to the greatest extent possible, in keeping with Federal and State requirements. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented</p> <p>Any unavoidable disturbances will be mitigated to ensure compliance with NEPA and Section 404. Compensatory mitigation will include measures to offset the loss of wetland functions resulting from the project. These compensatory measures may include restoration, creation and/or enhancement of wetlands.</p>
MOS Portion of Build Alternative (7.3 miles)	<p>The maximum/worst case impact to wetlands will be 4.1 acres. The locations are: MP 52.50, Byram Twp. (0.5 acres); MP 52, Byram Twp. (2.0 acres); MP 47.80, Byram Twp. and Stanhope Borough (1.6 acres).</p>	Mitigation same as above for the Build Alternative right-of-way.
Stations		
Build Alternative (88 miles)	<p>A small area of wetlands is present within the potential footprint of disturbance at the following station areas:</p> <ul style="list-style-type: none"> <li>• Tobyhanna: MP 107.50 – 0.2 acres</li> <li>• Andover: MP 53 – 0.2 acres</li> </ul>	Mitigation same as above for the Build right-of-way.
MOS Portion of Build Alternative (7.3 miles)	<p>A small area of wetlands is present within the potential footprint of disturbance at Andover Station at MP 53 (0.2 acres).</p>	Mitigation same as above for the Build Alternative right-of-way.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Wetlands and Streams (3.14) continued</b>		
Bridges		
Build Alternative (88 miles)	<p>Rehabilitation of the Delaware River Bridge will require no in-water work; all grubbing work will be done to minimize impacts and applicable Best Management Practices will be used as detailed in Section 3.14.</p> <p>Minor temporary disturbances will occur to surrounding wetlands during rehabilitation or replacement of bridges, culverts and stone arches.</p>	Mitigation same as above for the Build Alternative right-of-way.
MOS Portion of Build Alternative (7.3 miles)	Minor temporary disturbances will occur to surrounding wetlands during rehabilitation or replacement of other bridges, culverts and stone arches.	Mitigation same as above for the Build Alternative right-of-way.
<b>Floodplains (3.15)</b>		
Build Alternative (88 miles)	<p>Portions of the rail right of way are located intermittently within the 100-year flood zone of several different water bodies. There will be minimal disturbances because the proposed rail alignment is an existing rail corridor.</p> <p>The proposed Delaware Water Gap station platform is within the 100-year floodplain. The proposed Analomink Station is within the 500-year floodplain.</p>	Mitigation measures will include providing adequate flow circulation, reducing grading requirements, preserving natural drainage when possible, re-vegetation of disturbed areas and soil conservation. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.
MOS Portion of Build Alternative (7.3 miles)	Portions of the rail right of way are located intermittently within the 100-year flood zone of several water bodies. There will be minimal disturbances as the existing rail corridor is elevated and the associated waterbodies flow beneath the alignment.	Mitigation measures will include using adequate flow circulation, reducing grading requirements and preserving natural drainage when possible, re-vegetation of disturbed areas and soil conservation. If construction in a floodplain is identified during the engineering phase, a Stream Encroachment Permit will be obtained from NJDEP from the Land Use Regulation Program under the Flood Hazard Control Act, N.J.S.A. 58: 16A. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Endangered Species (3.16)</b>		
Build Alternative (88 miles)	<p>Throughout the project coordination with Federal and State agencies regarding the presence of threatened or endangered species has occurred through written correspondence and individual meetings. The most recent correspondence taking place in the summer of 2007, see appendices L and Q for correspondence and additional supporting documentation.</p> <p>Federal and State threatened and endangered species, located within the Build alternative study area include in NJ (Federal: 2 fauna species and 0 flora species; State: 15 fauna species and 2 flora species) and in PA (Federal: 2 fauna species and 1 flora species; State: 4 fauna species and 5 flora species.) It is useful to note that the PA portion of the Build Alternative is an active freight railroad operation.</p> <p>Until such time that all surveys are completed, all Federal and state listed fauna and flora species are assumed to be impacted.</p>	<p>Habitat field surveys for the identified species noted in Table 3.16-1 are currently being conducted on the NJ portion of the right of way and station location at Andover, NJ; results of these surveys will be posted on the NJ TRANSIT website, www.njtransit.com. Additional surveys during the engineering phases on the remaining portion will be conducted. These actions will be coordinated with the following agencies:</p> <ul style="list-style-type: none"> <li>• United States Department of the Interior, Fish and Wildlife Service – NJ and PA Field Offices</li> <li>• State of New Jersey Department of Environmental Protection</li> <li>• Pennsylvania Department of Conservation and Natural Resources</li> <li>• Pennsylvania Game Commission</li> <li>• Pennsylvania Fish and Boat Commission</li> </ul> <p>If avoidance is not possible, mitigation will include habitat replacement and/or relocation. Construction activities will be modified, if necessary. With the mitigation measures proposed, impacts will be mitigated to regional populations of federally or state-listed species.</p> <p>In working with the appropriate resource agencies, NJ TRANSIT will seek incidental take permits, if necessary.</p>
MOS Portion of Build Alternative (7.3 miles)	<p>Throughout the project coordination with Federal and State agencies regarding the presence of threatened or endangered species has occurred through written correspondence and individual meetings. The most recent correspondence taking place in the summer of 2007, see appendices L and Q for correspondence and additional supporting documentation.</p> <p>Federal and State threatened and endangered species, located within the MOS study area include: Federal: 2 fauna species and 0 flora species; State: 15 fauna species and 2 flora species.</p> <p>Until such time that all surveys are completed, all Federal and state listed fauna and flora species are assumed to be impacted.</p>	<p>Habitat field surveys for the identified species noted in Table 3.16-1 for NJ are currently being conducted; results of these surveys will be posted on the NJ TRANSIT website, www.njtransit.com. Permitting, mitigation and establishment of adequate protection measures will be coordinated with the following agencies:</p> <ul style="list-style-type: none"> <li>• United States Department of the Interior, Fish and Wildlife Service – NJ Field Office</li> <li>• State of New Jersey Department of Environmental Protection</li> </ul> <p>If avoidance is not possible, mitigation will include habitat replacement and/or relocation. Construction activities will be modified, if necessary. With the mitigation measures proposed, impacts will be mitigated to regional populations of federally or state-listed species.</p> <p>In working with the appropriate resource agencies, NJ TRANSIT will seek incidental take permits, if necessary.</p>

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Hazardous Waste (3.17)</b>		
Build Alternative (88 miles)	There is potential for impacts from hazardous materials encountered during construction at the potential station sites, the maintenance-of-way and yard areas, and areas of the rail alignment anticipated for disruption or excavation. Initial investigations, however, have not revealed any specific impacts at these locations.	Impacts will be mitigated in compliance with Federal, State and Local regulations. As per property acquisition requirements, in-depth investigations will be conducted during the engineering phase of the project prior to acquisition or construction to identify hazardous materials. All investigation/remediation activities will be conducted in accordance with NJDEP technical requirements for site remediation, PADEP requirements, as well as USEPA guidelines. In the event that hazardous or regulated materials are encountered during construction, they will be handled and classified for offsite disposal in accordance with the project Contaminated Soils, Water and Materials Management Plan and in accordance with applicable Federal, State and Local Regulations. Project construction requirements do not project ground water dewatering as part of necessary construction activities, nevertheless, should dewatering be required, all ground water will be handled and disposed of in accordance with applicable Federal, State and Local Regulations above.
MOS Portion of Build Alternative (7.3 miles)	Minimal impact overall anticipated.	Hazardous waste investigations will be performed during the engineering phase of the project at the Andover Station Site and the rail right of way anticipated for disruption or excavation. Investigations and mitigations noted for Build Alternative deemed applicable to the MOS will be undertaken.
<b>Environmental Justice (3.18)</b>		
Build Alternative (88 miles)	There will be no disproportionate impacts on EJ populations.	No mitigation is required.
MOS Portion of Build Alternative (7.3 miles)	There will be no disproportionate impacts on EJ populations.	No mitigation is required.

**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROPOSED PROJECT	MITIGATION
<b>Construction (3.19)</b>		
Build Alternative (88 miles)	There will be temporary, short-term construction-induced impacts, but these will cease with completion of construction.	<p>Impacts during construction will be mitigated using Best Management Practices such as:</p> <ul style="list-style-type: none"> <li>• Screened staging areas within the existing right-of-way</li> <li>• Avoidance of sensitive areas for staging, such as parks, historic resources or wetlands</li> <li>• Coordination with municipalities, NJDOT, PennDOT and DLRC to develop construction plans</li> <li>• On-going communication with the above parties during construction</li> <li>• Maintaining access to parks</li> <li>• Ensuring that all parklands will remain open and fully operational</li> <li>• Air quality: applying moisture-retaining agents to dirt areas; cleaning construction equipment and paved areas; covering haul trucks; and treating materials likely to become airborne; use of clean fuels; clean diesel construction equipment, anti-idling practices</li> <li>• Noise and vibration: use of concrete cutters rather than pavement breakers; proper maintenance of mufflers; installation of temporary noise barriers; and rerouting of trucks</li> <li>• Traffic: Maintenance and Protection of Traffic (MPT) plan; limiting temporary grade crossing and roadway lane closures to off-peak traffic hours; providing notification of future closures and detour routes; closure/detour signs; scheduling of construction activities within the same area</li> <li>• Coordinating with DLRC</li> <li>• Water quality and wetlands: soil erosion reduction techniques such as silt fences, hay bale filters, inlet filters, stone rip-rap and temporary vegetative covers; dewatering; construction equipment maintenance procedures; immediate spill containment and disposal, restricting washing activities</li> <li>• Hazardous materials: testing procedures, monitoring plans, remediation plans and an Emergency Response Plan</li> </ul>
MOS Portion of Build Alternative (7.3 miles)	There will be temporary short-term construction-induced impacts, but these will cease with completion of construction.	Project will be scheduled and staged to minimize disruption to the surrounding traffic, abutting neighborhoods, and environment. Best Management Practices pertaining to construction operations will be applied to minimize the duration and severity of any effects as described above for the Build Alternative.



**Table ES-1: Summary of Potential Environmental Impacts (continued)**

ASSESSMENT CATEGORIES	PROJECT IMPACTS	MITIGATION
<b>Cumulative Impacts (3.20)</b>		
Build Alternative (88 miles)	The proposed project will not result in any negative indirect or cumulative impacts. Positive cumulative impacts in the form of an improved transportation network and mobility will be the result of the Build project with the No Build rail and highway improvements.	No mitigation is required.
MOS Portion of Build Alternative (7.3 miles)	The MOS will not result in any negative indirect or cumulative impacts.	No mitigation is required.

Source: Edwards and Kelcey, 2008

## PREFACE

This project has been developed based upon the findings of numerous studies undertaken in recent years to identify and evaluate transportation solutions in the study area, which have included:

- Morris and Sussex Counties, *Lackawanna Cut-Off Right-of-Way Use and Extension Study* (1989);
- New Jersey Department of Transportation (NJDOT), *Interstate 80 Corridor Needs Assessment Study* (1991);
- Lackawanna and Monroe Counties, *Transportation Options in the Pocono Corridor* (1995);
- Morris County, *Northwest New Jersey-Northeast Pennsylvania Major Investment Study (MIS)* (2000).

In response to the findings of the Northwest New Jersey-Northeast Pennsylvania Major Investment Study and other studies, NJ TRANSIT initiated the Lackawanna Cut-Off Environmental Assessment with the intent of completing the necessary federal requirements for the project to be eligible for advancement.

NJ TRANSIT conducted a proactive outreach program, which includes coordination with the involved counties, periodic update meetings with the local municipalities along the corridor, community open houses at key milestones to inform a wide audience of information regarding the project and fact sheets to highlight key issues and study progress for the general public and the project mailing list. NJ TRANSIT conducts frequent coordination meetings with the Project Technical Advisory Committee (TAC), comprised of the following agencies:

- FTA
- Lackawanna County Regional Planning Commission
- Monroe County Planning Commission
- Morris County Department of Transportation Management
- NJDOT
- NJ TRANSIT
- NJTPA
- PennDOT
- Pennsylvania Northeast Regional Rail Authority (formerly the Monroe County Railroad Authority and the Lackawanna County Railroad Authority)
- Sussex County Planning Department
- Warren County Planning Board



## **1.0 PURPOSE AND NEED**

### **1.1 Introduction**

The *New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project and Environmental Assessment* (Lackawanna Cut-Off EA) is being sponsored by NJ TRANSIT, in coordination with the Federal Transit Administration (FTA), as the Lead Agency, the U.S. Army Corps of Engineers (USACE), as a Cooperating Agency (refer to Appendix Q), the Pennsylvania Department of Transportation (PennDOT), the Counties of Morris, Sussex and Warren in New Jersey (NJ) and the Counties of Monroe and Lackawanna in Pennsylvania (PA). The Lackawanna Cut-Off Study considers the restoration of passenger rail service in northwest New Jersey and northeast Pennsylvania along an existing rail corridor commonly referred to as the Lackawanna Cut-Off.

The Lackawanna Cut-Off EA has been prepared to identify and document existing environmental conditions in the corridor and assess potential impacts and mitigation measures for a proposed Build Alternative for the restoration of passenger rail service.

The Lackawanna Cut-Off EA has been prepared pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, 42 U.S.C § 4332(2)(C); Section 4(f) of the Department Transportation Act of 1966, as amended, 49 U.S.C. § 303; the Federal Transit Laws, 49 Chapter 53; Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470(f); Section 404 of the Clean Water Act; Clean Air Act, 40 CFR 93, Subpart B; Section 9 and 10 of the Rivers and Harbors Act; Federal Endangered Species Act of 1973, (87 Stat. 884 as amended; 16 USC 1531 et seq.); Section Seven of the Federal Wild and Scenic Rivers Act of 1968; Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Flood Plain Management); and Executive Order 12898 (Environmental Justice).

#### **1.1.2 Project Overview**

The Build Alternative of the Lackawanna Cut-Off Project will restore passenger rail service using existing and out-of-service rail right-of-way between Scranton, Pennsylvania and Midtown-Manhattan/Hoboken, New Jersey, a distance of 133 miles. The proposed project will construct a single-track commuter rail line with passing sidings between Scranton, PA and Port Morris, NJ, a total of 88 miles. Stations will be located in Scranton, Tobyhanna, Pocono Mountain, Analomink, East Stroudsburg, and Delaware Water Gap Visitors Center in Pennsylvania, and in Blirstown and Andover in New Jersey. An overnight train storage yard will be located in Scranton and a maintenance-of-way facility will be located in Greendell, New Jersey. NJ TRANSIT Morris & Essex or Montclair-Boonton Lines trains will be extended west from Port Morris, NJ to Scranton, PA. The trains will operate on approximately 45-minute headways during peak periods and two to three hour headways in the off-peak hours. The service plan consists of two services: from Scranton to Hoboken there will be nine eastbound and nine westbound trains per day; from Andover to Penn Station New York there will be 10 eastbound and 11 westbound trains per day.

Using the Lackawanna Cut-Off service, transfers will be available at existing stations along the Morristown Line to NJ TRANSIT Midtown Direct service to New York City; or transfers will be available at the existing Hoboken terminal to other NJ TRANSIT Hoboken Division rail services, NJ TRANSIT Hudson Bergen Light Rail (HBLR), Port Authority Trans-Hudson (PATH) rail services to Manhattan, private ferry service to Manhattan, or local bus services.

A Minimal Operable Segment (MOS) of the Lackawanna Cut-Off project is proposed and provides for the restoration of commuter rail service from a new station in Andover, NJ, to Hoboken, NJ, a distance of 52.3 miles. A total of 7.3 miles of a new single track will be constructed between Andover and Port Morris. Similar to the Build Alternative, NJ TRANSIT Morris & Essex or Montclair-Boonton Lines trains will be extended and the service plan consists of eight eastbound and eight westbound revenue trains per day between Andover, NJ and Hoboken, NJ.

## **1.2 Project Purpose**

The purpose of this project is to implement a passenger rail service that will effectively and efficiently improve travel in the Northeast Pennsylvania/Northwest New Jersey to New York City corridor. The project will utilize existing transportation rights-of-way to limit environmental impacts while benefiting the region's economy by providing a new modal option for travelers. The project will reinforce existing activity centers, improve access to employment centers and increase transit usage in the corridor so that the region can proactively address its existing travel concerns and projected growth.

## **1.3 Project Need**

Transportation problems and concerns in the project study area were identified through review of area trends and projections, previous feasibility studies, consultation with the project's Technical Advisory Committee, and input from the project's scoping process. Transportation problems identified in the corridor include:

- Weak links between activity centers and attractions;
- Poor accessibility to New Jersey and New York City work destinations;
- Underutilized transportation right-of-way;
- Disruption of communities and environment from transportation improvements;
- Lack of corridor mobility;
- Uncoordinated modal network of private and public transportation services that are segregated by state boundaries rather than market boundaries; and,
- Untapped economic development potential in the region.

These problems are described in detail below.

### **1.3.1 Weak Links between Activity Centers and Attractions**

Highway congestion is the result of a lack of public transportation options. The Lackawanna Cut-Off study area does not have the depth of transportation modal options, such as public transportation, to service the demand between activity centers. From west-of-Port Morris, NJ origination points, study area travelers must drive considerable distance to access either a highway or a bus park-and-ride lot. There are therefore both limited transportation choices in the study area as well as inconvenient connections to the existing network choices.

### **1.3.2 Poor Accessibility to the New Jersey and New York City Work Destinations**

As detailed in Table 1.7.3, the number of people commuting from the study area to the employment centers of New Jersey and New York City has grown substantially in recent years, and will continue to do

so over the coming decades. However, public transit services for existing and projected commuters from the study area west of Port Morris, NJ are limited. The passenger rail network that serves the concentrations of work locations in Manhattan and northern New Jersey does not extend into the study area. Most commuters drive a private single occupant vehicle, primarily utilizing Interstate 80 to reach their employment destination or to access the existing rail system. Interstate 80 has experienced major traffic growth that has resulted in increasing travel time for users.

The other major mode of travel for the region's commuters is intercity bus service. Martz/Trailways is the primary provider of these services, although there are several other smaller private intercity bus providers. To accommodate the tremendous growth in commuting to New York City described above, Martz has continually added additional buses to their fleet and expanded their service plan to accommodate this growth. Unfortunately, these private bus providers must also utilize Interstate 80 as well as other approaches into Manhattan that are severely congested in many places. The Exclusive Bus Lane (XBL) on 495 feeding the Lincoln Tunnel in the AM peak period into New York City is currently near or at capacity, with limited room for growth of future demand. By virtue of the increasing demand and increasing congestion, access from the study area to work destinations in New York and northern New Jersey has degraded to a poor level.

### **1.3.3 Underutilized Transportation Right-Of-Way**

The 88-mile right-of-way being analyzed from Scranton to Port Morris is an underutilized rail right-of-way, which is located in a congested highway travel corridor that parallels most of the rail right-of-way, with no other existing alignment options. This right-of-way is therefore an important asset and could provide an opportunity to expand transportation service to the study area region.

The Lackawanna Cut-Off project alignment provides a unique opportunity to implement a project on right-of-way that is publicly owned and controlled, unlike many other rail projects that depend on utilizing right-of-way currently owned by private freight railroad companies that have goals other than providing passenger services. In 2001, the New Jersey Department of Transportation purchased the abandoned railroad right-of-way between Delaware Water Gap and Lake Hopatcong from a private owner for \$21 million. The Commonwealth of Pennsylvania paid \$4 million to New Jersey for the bridge over the Delaware River and the right-of-way to Slateford Junction. Norfolk Southern Railway Company owns the railroad right-of-way between Slateford Junction and East Stroudsburg, for which the newly formed Pennsylvania Northeast Regional Rail Authority has a 20-year lease. The Pennsylvania Northeast Regional Rail Authority owns the remaining railroad right-of-way between East Stroudsburg and Scranton.

This intact, 88-mile right-of-way, all under governmental jurisdiction, but not being utilized for rail passenger service, represents an underutilized public asset located in an area with identified transportation problems.

### **1.3.4 Disruption of Communities and Environment from Transportation Improvements**

Because virtually all commuter travel in the study area west of Port Morris, NJ is currently via the single occupant vehicle, if new modes of travel are not pursued, the only option will be to expand the highway network. The cost of adding one lane of new interstate highway in each direction is about \$20 million to \$50 million per mile, depending upon the number of bridges, physical constraints, land availability and the cost of the land. Environmental mitigation could add millions more and each mile of optional sound barrier costs between \$2 million and \$10 million. In addition to the cost, transportation improvements involving land acquisition, building bridges and constructing noise walls would be extremely disruptive

to the unique natural environment of this study area, which passes through the Delaware Water Gap National Recreation Area, past many local and state parks and over the Delaware River, a National Wild and Scenic River. In addition, the corridor is dotted with historic communities immediately adjacent to Interstate 80 including Delaware Water Gap, Stroudsburg and East Stroudsburg, to which a major highway construction project would be disruptive and create permanent impacts to their character. Therefore, a major transportation concern in the study area is to avoid disruption to the environment and local communities.

### **1.3.5 Lack of Corridor Mobility**

Traffic congestion on Interstate 80 in northern New Jersey, particularly in areas of Morris County and at the Delaware River bridge crossings, often reach congested or failing conditions. This means stop and go traffic or traffic moving at very slow speeds. Due to the terrain, air quality restrictions, and relatively dense development along the Interstate from Morris County eastward, it is not financially or environmentally feasible to add highway lanes. Since very little can be done to increase roadway capacity, there are few ways to improve conditions in the future for motorists in the Interstate 80 corridor.

In 2000, the Port Authority of New York and New Jersey estimated the amount of truck traffic in northern New Jersey, especially on Interstate 78 and 80, will double over the next ten years, and triple within the next 15 years. Another one million licensed drivers are projected for the State of New Jersey during the same period. These growth trends will further impede mobility in the corridor.

### **1.3.6 Public Transportation Segregated By State Boundaries Rather Than Market Boundaries**

While trip makers in the project study area cross multiple county and often several state boundaries (Pennsylvania-New Jersey-New York) to reach their destinations, the existing transit network is limited to state boundaries, and thus does not serve this growing interstate market. NJ TRANSIT is the statewide transit provider in New Jersey, and Monroe and Lackawanna Counties in Pennsylvania each have their own transit system for intra-county travel. Interstate transit travel is a transportation deficiency in the study area that needs to be addressed.

### **1.3.7 Untapped Economic Development Potential in the Region**

The Pocono Mountain region of Monroe County is a travel destination for many in the New York and northern New Jersey area seeking recreational opportunities at area National Parks, resorts, ski slopes, shopping venues and second homes. Nearly 15 percent of the tourism dollars spent in Pennsylvania are used in the Northeastern Pennsylvania region. Approximately one million residents from the New York/New Jersey area visit the project study area annually. In addition to its many recreational attractions such as the Steamtown National Historic site, the Scranton metropolitan area, located just over 125 miles from New York City, has a large educated labor pool. The area has been targeted by many as a suitable location for back office functions for several industries. These attractive qualities of the study area could be further maximized from an economic development standpoint if there were more modal options for travelers.

## **1.4 Study Area**

The study area for the Lackawanna Cut-Off project covers an area from Scranton, Pennsylvania to Hoboken, NJ, a distance of 133 miles in length and is approximately ¼ to a ½ mile on either side of the

rail alignment, depending upon the environmental topic area under study. The study area is illustrated in Figure 1.4-1, which is comprised of the:

- Build Alternative service area from Scranton, PA to Hoboken, NJ/Midtown Manhattan, a distance of 133 miles;
- Minimal Operable Segment (MOS) of the Build Alternative service area from Andover, NJ to Hoboken, NJ, a distance of 52.3 miles;
- Non-MOS portion of the Build Alternative impacted area where infrastructure improvements will be made between Scranton, PA and Andover, NJ, a distance of 80.7 miles;
- MOS Portion of the Build Alternative impacted area where infrastructure improvements will be made between Andover, NJ to Port Morris, NJ, a distance of 7.3 miles; and,
- Unimpacted area of the Build Alternative and the MOS portion of the Build Alternative where there will be no change to NJ TRANSIT rail operations or infrastructure between Port Morris, NJ to Hoboken, NJ/Midtown Manhattan, a distance of 45 miles.

A quarter-mile radius areas around proposed locations for new stations, a new yard, and a new Maintenance-of-way (MOW) facility are also part of the study area. The study area includes a mix of active and inactive corridor portions as indicated in Table 1.4.1.

**Table 1.4-1: Build Alternative Study Area**

<b>Portion</b>	<b>Service</b>	<b>Infrastructure Improvements</b>	<b>Distance (miles)</b>
Hoboken, NJ to Port Morris, NJ	Existing	None	45
Port Morris to Delaware River Bridge	Extended	Stations, MOW facility, track re-installation	28
Delaware River Bridge To Scranton, PA	Extended	Stations, yard, track upgrade	60
<b>All</b>			<b>133</b>

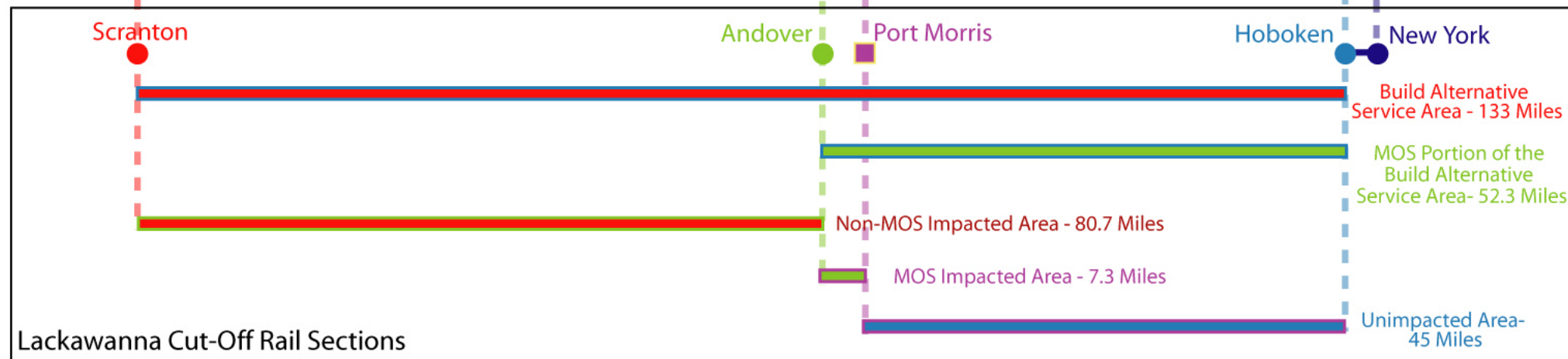
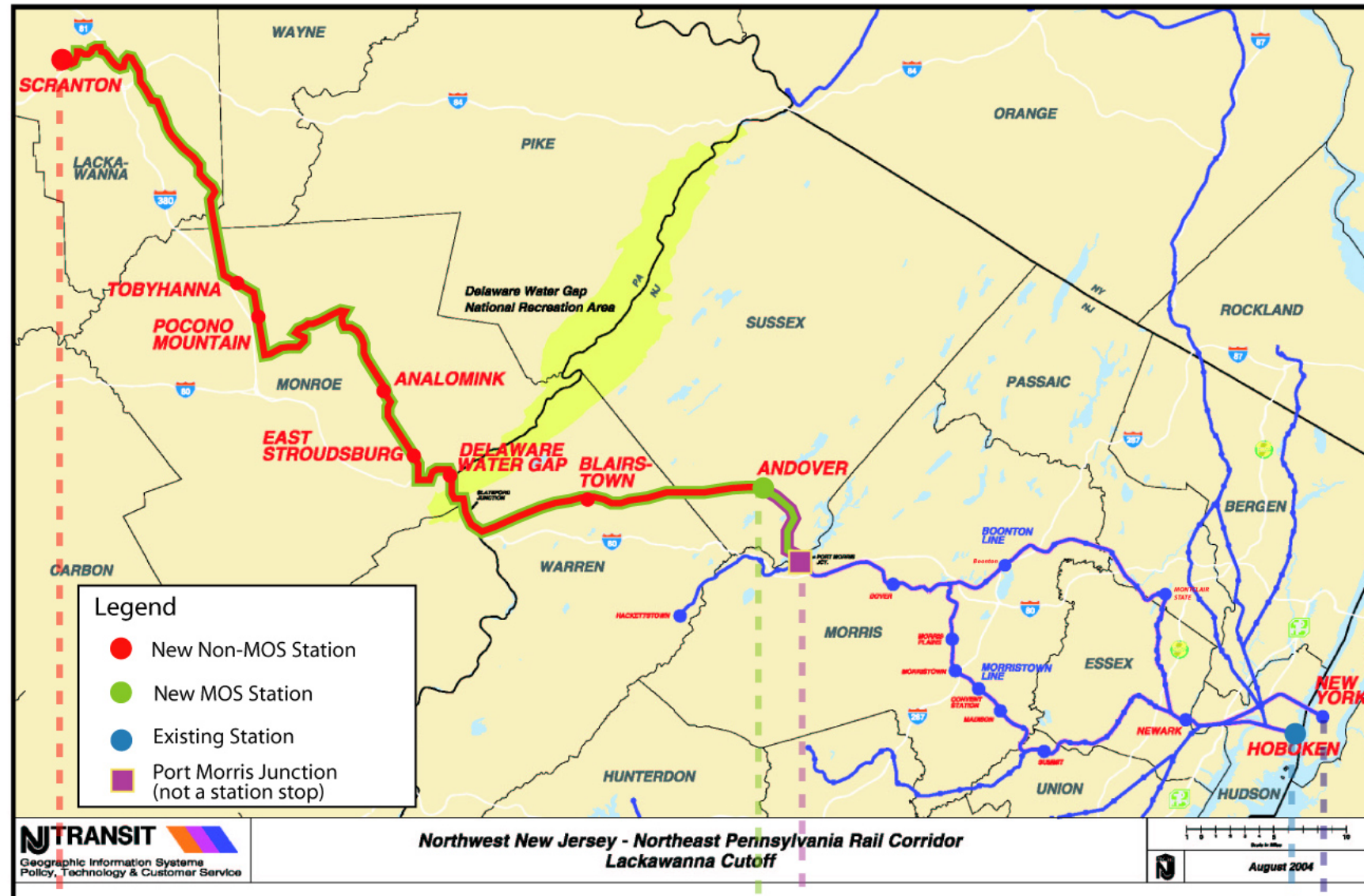
The 88-mile portion of the study area from Port Morris, NJ west to Scranton, PA (the combined 60 mile and 28 mile portions) can generally be described as having two distinct parts, one in New Jersey and the other in Pennsylvania:

- In Pennsylvania, the study area is 60 miles in length from the Delaware River Bridge to Scranton. The majority of the Pennsylvania alignment is an active railroad with both freight service and limited recreational passenger service.
- In New Jersey, from Port Morris west to the Delaware River Bridge the study area follows a 28-mile route once belonging to the former Delaware, Lackawanna and Western Railroad. This former railroad right-of-way is owned by the State of New Jersey. It has not had regular passenger rail service in over 25 years and tracks have been removed, although the railbed remains intact.

The 45-mile portion of the study area from Port Morris, NJ east to Hoboken, NJ, contains the existing NJ TRANSIT Morris & Essex Line and Montclair-Boonton Line trains and existing infrastructure.



Figure 1.4-1: Lackawanna Cut-Off Passenger Rail Service Study Area



The MOS portion of the Build Alternative study area is completely contained within the Build Alternative study area. The MOS travel corridor from Andover, NJ to Hoboken, NJ is approximately 52.3 miles in length. The portions are summarized in Table 1.4-2.

**Table 1.4-2: MOS Portion of Build Alternative Study Area**

<b>Portion</b>	<b>Service</b>	<b>Infrastructure Improvements</b>	<b>Distance (miles)</b>
Hoboken, NJ to Port Morris, NJ	Existing	None	45
Port Morris, NJ to Andover, NJ	Extended	Station, track re-installation	7.3
<b>All</b>			<b>52.3</b>

The following is a list of the municipalities through which the extended rail service will travel.

***Pennsylvania***

**Lackawanna County**

- City of Scranton
- Borough of Dunmore
- Roaring Brook Township
- Elmhurst Township
- Moscow Township
- Covington Township
- Clifton Township

**Wayne County**

- Lehigh Township

**Monroe County**

- Coolbaugh Township
- Tobyhanna Township
- Mount Pocono Borough
- Paradise Township
- Barrett Township
- Pocono Township
- Stroud Township
- Borough of East Stroudsburg
- Smithfield Township
- Delaware Water Gap Borough

**Northampton County**

- Upper Mount Bethel Township

***New Jersey***

**Warren County**

- Knowlton Township
- Blaiirstown Township
- Frelinghuysen Township

### **Sussex County**

- Green Township
- Andover Township
- Borough of Andover
- Byram Township
- Borough of Hopatcong
- Borough of Stanhope

### **Morris County**

- Roxbury Township

The focus of much of the analysis in the EA pertains to the areas at the proposed stations, maintenance-of-way facility, and yard facility, since the rail right-of-way exists. Eight new stations are proposed as part of the Lackawanna Cut-Off service. From west to east, the proposed stations are as follows:

- Scranton (City of Scranton, Lackawanna County, PA);
- Tobyhanna (Coolbaugh Township, Monroe County, PA);
- Pocono Mountain (Coolbaugh Township, Monroe County, PA);
- Analomink (Stroud Township, Monroe County, PA);
- East Stroudsburg (Borough of East Stroudsburg, Monroe County, PA);
- Delaware Water Gap (Smithfield Township, Monroe County, PA);
- Blairstown (Blairstown Township, Warren County, NJ);
- Andover (Andover Township, Sussex County, NJ).

A yard facility will be built in the City of Scranton, west of the proposed station site, and a maintenance-of-way facility will be built in Greendell, NJ.

The MOS portion of the Build Alternative only includes Andover Station. The existing yard and maintenance facilities at Port Morris will be used for the MOS and require no improvements to accommodate the MOS rail service.

## **1.5 Area Development Pattern Description**

The corridor is generally composed of rural land, low-density residential development and farmland. Two exceptions are Morris County, New Jersey and Scranton, Pennsylvania. Morris County serves as a residential and employment center with many residents commuting to jobs within the greater New York City area. Scranton, PA is an urban center, characterized by high-density business, residential and commercial development.

### **1.5.1 Lackawanna County**

Lackawanna County, PA is primarily rural in character with the exception of the City of Scranton. Scranton is situated in the center of the County and set among rolling hills with scenic views. Scranton is a densely populated city that originated due to its proximity to the Lackawanna River, a natural corridor for travel and transport of goods. Scranton experienced booming growth with the advent of the industrial revolution and the locomotive. Railroads were the basis for the success experienced by Scranton in the early part of the 20<sup>th</sup> Century. The Scranton area has the largest deposits of anthracite coal in the world and supplied the nation with one of its most important energy sources for nearly 100 years. The City's population represents almost 40 percent of the County's population. The Scranton Station area under

study is located in the central downtown area and is surrounded by a mix of commercial, office, municipal and residential areas, and Scranton University. Scranton is home to many recreational and tourism attractions, most notably, the Steamtown National Historic Park.

### **1.5.2 Monroe County**

Monroe County, PA is predominantly rural with extensive designated open space due to the steep topography of the Pocono Mountains in the central portion of the County and the Delaware Water Gap National Recreation Area in the eastern portion. Over 20 percent of the County's lands are open space and an even greater amount of open land is owned by resorts or held as Forest Reserve under Act 319 of the Commonwealth of Pennsylvania. This act provides a tax reduction to landowners as long as their land remains undeveloped. Therefore, over half of the County is open space with varying degrees of protection.

The traditional center for commercial activity in Monroe County is the County seat located in Stroudsburg. Adjacent is East Stroudsburg, a small commercial center that is also home to East Stroudsburg University and Pocono Medical Center. Other small villages are located throughout the County, such as Mount Pocono and Tobyhanna.

Monroe County has historically been known for its Pocono Mountains vacation and recreational uses, which continue to be important industries in the County. The uses include resorts/hotels, ski areas and entertainment/shopping destinations. Monroe County has the third largest tourism economy in Pennsylvania, along with the third largest labor force in tourism-related employment. Monroe County is home to the Delaware Water Gap National Recreation area, a major open space development feature in the County, as well as a major generator of tourism trips. In addition to tourism, the second home market is an important component of the local economy that has affected the County's development pattern.

Expansion of the New York City metropolitan area has induced growth in virtually all portions of the County. Suburban sprawl has been identified as a problem and many local planning efforts are directed at concentrating growth in town centers and immediately adjacent fringes. The rapid growth of Monroe County has been particularly strong in the eastern region. The majority of growth in this region has been low-density single-family residential development.

### **1.5.3 Warren County**

Warren County, NJ is predominantly characterized by rural development with many small town centers. Major commercial centers are found in Hackettstown, Phillipsburg and Washington, located beyond the project study area to the south. The Delaware Water Gap National Recreation Area and Worthington State Forest are located in the northwestern portion of the County. The project study area crosses the northern portion of Warren County which is primarily rural in character. The Blirstown Station is located in Warren County; however, the town center of Blirstown is located approximately one mile to the north of the proposed station site.

Future development in much of the area to the east of Blirstown will be limited, as the area falls within the Highlands Region, as designated by the August 2004 Highlands Water Protection and Planning Act (Highlands Act). The Highlands Act designates a preservation area where development will be substantially curtailed. The Highlands Region, which is over 800,000 acres, extends across seven counties (Bergen, Hunterdon, Morris, Passaic, Somerset, Sussex, and Warren) and 88 municipalities (Figure 1.5-1). The Highlands Preservation Area is approximately 398,000 acres of extraordinary natural resource value, of which 145,000 acres are undeveloped. The Highlands Act heightens environmental standards to

protect some of New Jersey's most environmentally sensitive land. All major development in the Preservation Area is strictly regulated and will require NJDEP approval, unless otherwise exempted by the Highlands Act. Blairstown is not situated within the Highlands Regions.

#### **1.5.4 Sussex County**

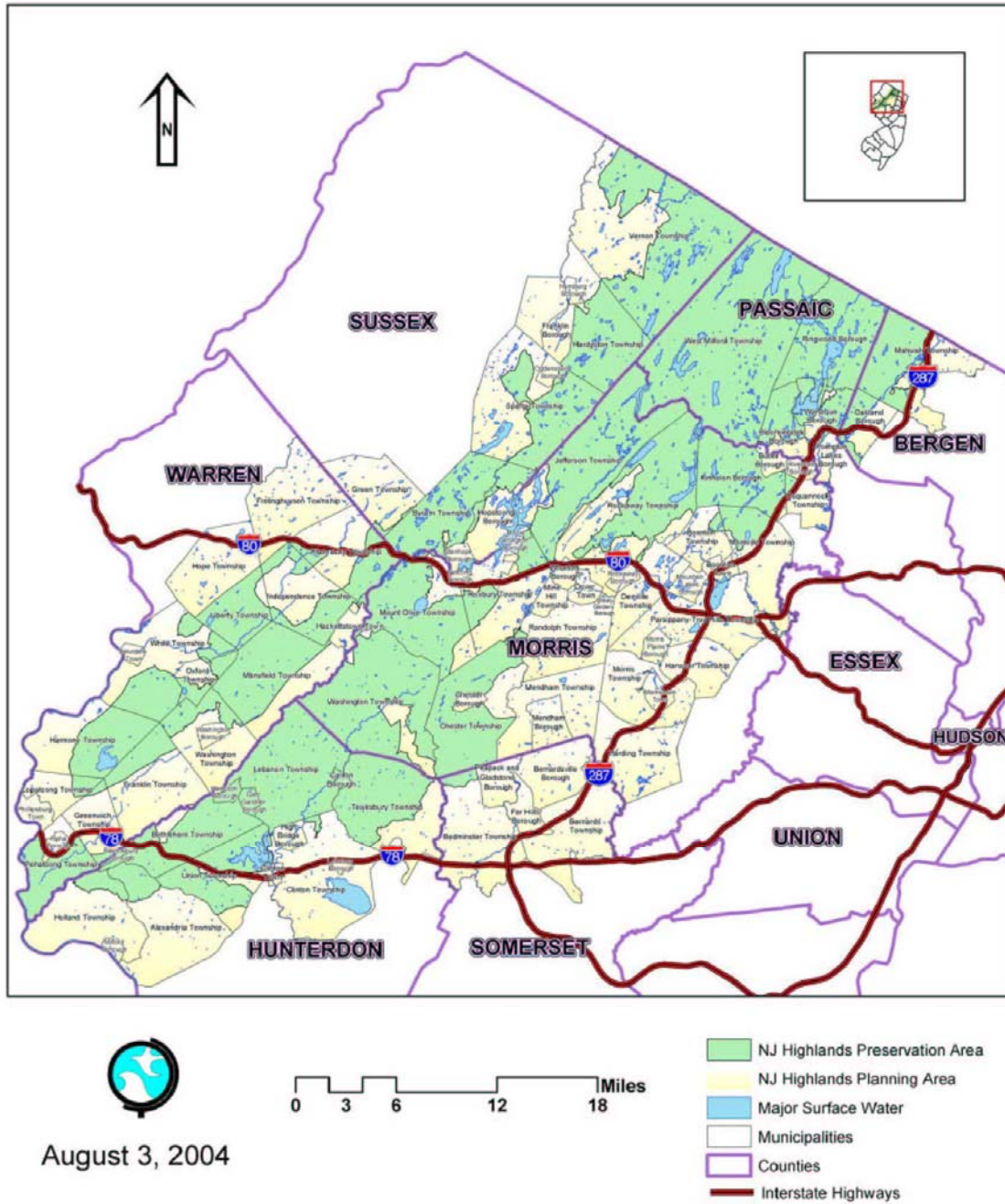
Sussex County, NJ is located in the northwest portion of New Jersey in the Highlands and Appalachian Ridge and Valley region that are characterized by steep topography. The population of Sussex County has more than doubled since the 1970's. Much of this growth has occurred in the eastern and southern portions of the County, while large portions of land in the western part of the County are preserved as state and federal parks. Planning initiatives in the County encourage that growth be directed into town centers such as Newton, Andover Borough, Byram, Stanhope and Hopatcong that are in close proximity to the Lackawanna rail line. Sussex County has outlined their land use policies and the highest priority is given to preserving and protecting open space and farmlands while directing growth toward town centers by providing developers with incentives. Currently, over 25 percent of Sussex County land is preserved as permanently protected open space in federal, state, and municipal lands, as well as farms preserved through the Farmland Preservation Program. Similar to the area east of Blairstown, as mentioned above, future development in the municipalities to the south and east of Andover will be limited, as that area falls within the Highlands Region, as designated by the Highlands Act. Andover Township is not within the Highlands Region.

#### **1.5.5 Morris County**

Residential development is the dominant land use in Morris County. The County is characterized by extensive residential development in the eastern portion of the County, particularly surrounding the major transportation corridors. Environmental constraints have limited development in the northwest portion of the County; where the majority of the County's vacant land (21 percent) is located. Development of large-lot, single-family residences is expected to continue in the northern and southwestern regions where land is still available for development. Commercial and industrial development have also occurred along the major transportation corridors with the development of large office parks, such as the Prudential Business Campus, and retail centers, such as the Rockaway Town Square Mall. Morris County's office space inventory of 25 million square feet ranks first in New Jersey. Much of this office space is located in the Parsippany, Morris Plains, Morristown, and Morris Township area.

Among the many attractions in Morris County is the Morristown National Historical Park. Established in 1933 as the nation's first "National Historical Park", this National Park consists of four units, Jockey Hollow, Fort Nonsense, The New Jersey Brigade and The Ford Mansion that served as George Washington's military headquarters during his troops' harsh winter encampments in Morristown.

Figure 1.5-1 New Jersey Highlands Water Protection and Planning Act Preservation and Planning Areas Map



## **1.6 Existing Transportation Network**

The following section describes the existing transportation network in the study corridor with regard to regional and local roadways, intercity bus, local bus and other access modes. Figure 1.6-1 provides a generalized view of major transportation features in the study area.

### **1.6.1 Roadway Network**

The primary link between the study area counties and the northeast New Jersey and New York City area is Interstate 380 and Interstate 80. The following section summarizes the primary roadways found in the study area.

#### **Lackawanna County**

Scranton is located approximately 2.5 hours of driving time from Philadelphia and New York City when roads are uncongested. Goods movement is available by truck and rail and allows for overnight distribution of goods throughout the Atlantic seaboard. Interstate 81 accommodates a major portion of the regional through traffic, providing congestion relief for the downtown area to other parts of the greater Scranton metropolitan area, such as the Wilkes-Barre area to the south. Interstate 81 also provides access to Syracuse, Buffalo and Canada to the north and the Gulf Coast states to the south. Interstates 80 and 380 serve as direct links to New York City and Chicago. Interstate 84 connects northeastern Pennsylvania to the New England states and the Pennsylvania Turnpike Northeast Extension (I-476) allows convenient access to Philadelphia.

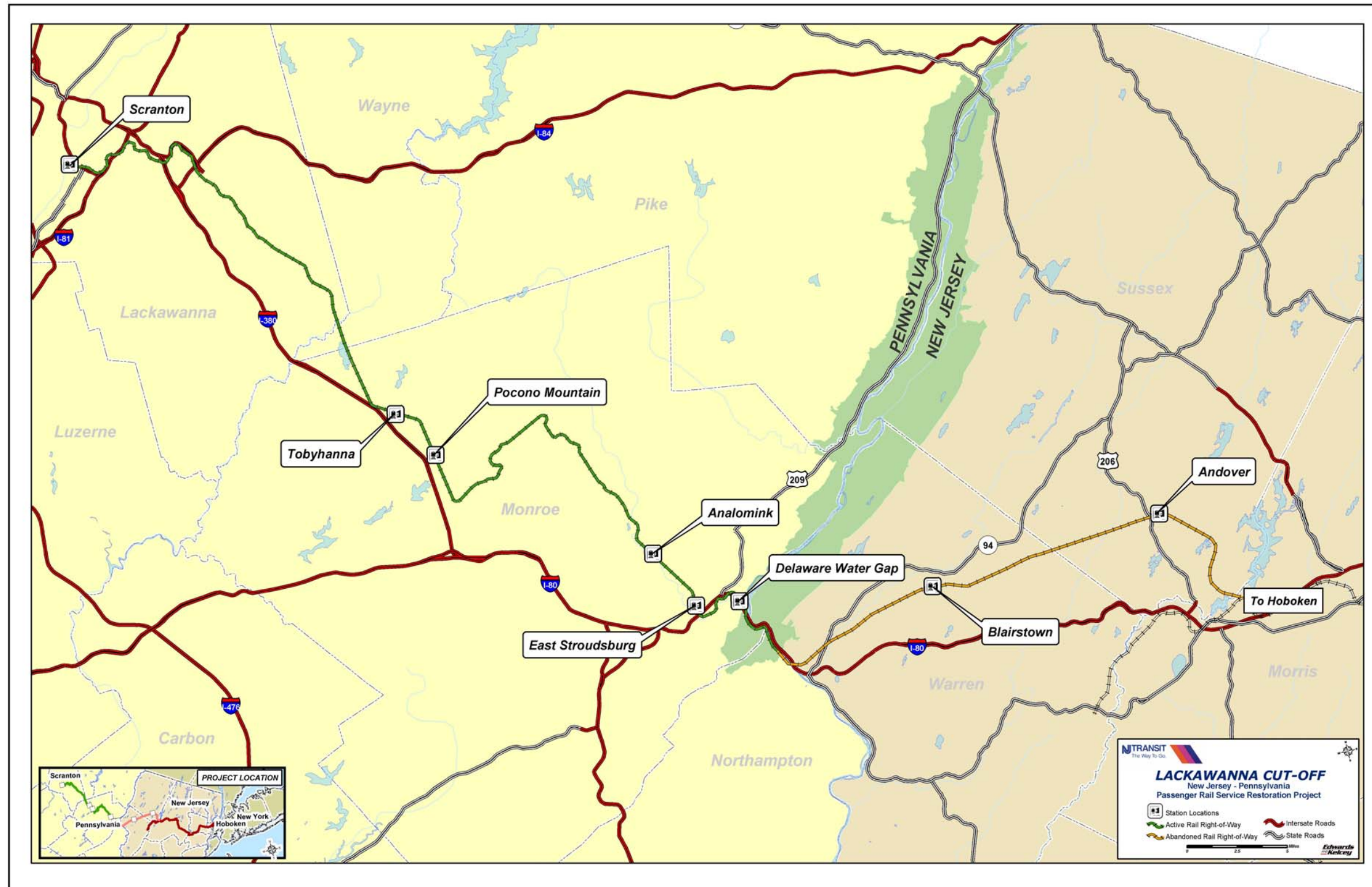
Downtown Scranton is an urban area characterized by a developed local roadway network, which evolved to accommodate local land use access and a relatively small proportion of local through travel. Regional accessibility to the proposed station site is considered to be good. The Central Scranton Expressway is located approximately 0.5 miles away, which provides access to Interstate 81, with subsequent connections to Interstate 380. The City is traversed by US 11, which is expected to be the major arterial by which vehicular trips will access the station area. Further, it is expected that the overpass from Interstate 81 to Jefferson Street will accommodate the majority of the site-induced vehicle flows accessing the site at the corner of Lackawanna Avenue and Bridge Street.

#### **Monroe County**

Interstate 80 is the primary east-west access road through the County, connecting to New Jersey and New York to the east and central and western Pennsylvania to the west. Interstate 380 traverses the western part of the County in a north-south orientation. Interstate 380 connects with Interstate 80 to the south and with Interstates 81 and 84 to the north for access to Scranton and New York State.

Transportation corridors in Monroe County extend primarily along the valleys and much of the development has occurred along secondary roads linked to Interstates 80 and 380. Expansion of the New York City metropolitan area has induced growth in virtually all portions of the County creating congestion on the Interstates as well as secondary State Routes such as PA Routes 611 and 940.

Figure 1.6-1 Lackawanna Cut-Off Existing Transportation Network





The main arterial roadways to access Tobyhanna Station are Church Street (PA Route 423) and PA Route 611, which intersect southwest of the station site. PA Route 423 provides access to the station site.

The major access route to the Pocono Mountain Station will be PA Route 611 via Pocono Municipal Road/Mount Pocono Road. PA Route 940 also affords Tobyhanna and Pocono Mountain Stations with access from points east, intersecting with PA Route 390 and PA Route 191. Regional access to the site from the Interstate 380 corridor is afforded via PA Route 940 to the west.

The site of the proposed Analomink Station is located along PA Route 191, just north of its intersection with PA Route 447. The site is located approximately five miles north of Interstate 80, which is the closest highway, accessed via PA Route 191. More localized access is provided via the regional road network including PA Route 55 to the north and US Business Route 209 to the south and east.

The proposed East Stroudsburg Station is located along the north side of Crystal Street, with access to the west by Analomink Street and to the east by Ridgeway Street and via a number of local roadways including Brown Street, Washington Street and Federal Street. US Business Route 209 will be used by commuters traveling either to or from the north of East Stroudsburg and commuters traveling from Interstate 80 at Exit 307 (PA Route 191 to BR 209). Regional access to the site is considered good due to the proximity to Interstate 80. Interchanges 307 and 308 along Interstate 80 are located approximately 0.75 and 0.5 miles away, respectively. Pedestrian access in East Stroudsburg is also good, as the area has been developed with pedestrian facilities, including sidewalks and crosswalks. The surrounding high density of the area and the location of East Stroudsburg University, within walking distance of the station, also support pedestrian use of the site.

The proposed Delaware Water Gap Station is located off of Interstate 80 at Exit 310. The site under consideration is located on River Road (PA Route 2028)/Tinkertown Road near Paper Mill Road. Parking for the station will be developed in conjunction with the existing Visitors Center and commuter/bus park-and-ride lot at this location, which recently underwent expansion and upgrading. While Interstate 80 functions as the major through-route, the main local roadways in the area are PA Route 2028/Tinkertown Road and Broad Street. PA Route 2028/Tinkertown Road connects to North Water Gap; Broad Street connects the Interstate 80 ramps to PA Route 611 to the south.

## **Warren County**

Interstate 78, Interstate 80 and US Route 46 represent the major east/west transportation routes across the County, with Interstate 80 being the major access route in the northern part of the County within the Lackawanna Cut-Off study area.

The proposed Blairstown Station area is located on Hope Road (Warren County Route 521) south of NJ Route 94. Warren County Route 521 provides a direct connection between Interstate 80 (Interchange 12) approximately 6 miles to the south and NJ Route 94 approximately 0.5 miles to the north. South of Interstate 80, Warren County Route 521 connects with Warren County Route 519, which connects to US Route 46 further to the south.

## **Sussex County**

The major Sussex County travel corridors are Interstate 80, US Route 206, NJ Route 94, NJ Route 15, NJ Route 181 and Sussex County Route 517. The proposed Andover Station will be located on Roseville Road south of its intersection with Sussex County Route 613. A majority of the patrons who will utilize the station will access the station area via US Route 206, located approximately one mile to the west, then via Sussex County Route 613 to Roseville Road.

## **Morris County**

Morris County, New Jersey has a well-developed highway network which includes portions of the corridors of Interstate 80, US Route 46, US Route 202, NJ Route 10, eastern portions of NJ Routes 23 and 24 and the central portion of Interstate 287.

### **1.6.2 Local Bus Network**

The County of Lackawanna Transit System (COLTS) provides local bus service in the Scranton metropolitan area. COLTS provides service on 26 weekday routes, with more limited service on Saturdays. A number of these routes have stops proximate to the planned station site. COLTS has a transfer program with the Luzerne County Transit Authority, which allows travel to Wilkes-Barre.

Monroe County Transit provides bus service throughout Monroe County. They provide local bus service and shared ride services on weekdays. Several existing bus routes serve the proposed East Stroudsburg Station area.

NJ TRANSIT provides funding for local bus service in Warren County. Some trips are extended to Easton, Pennsylvania to provide connections to the Lehigh and Northampton Transit Authority (LANTA) bus system. In Sussex County intra-county bus service is provided by the Sussex County Transit System. Weekday bus service is provided and route deviation is available for residents who live near the bus routes. In addition to the local NJ TRANSIT bus services that link Morris County to Essex and Passaic, Morris County sponsors local bus routes in concert with NJ TRANSIT. These include routes that connect with NJ TRANSIT rail service at Dover, Denville, Morris Plains, and Morristown.

NJ TRANSIT sponsors community shuttle programs that provide mini-bus and van services designed to improve transit in suburban areas. These services provide linkages between railroad stations and employment centers. In Warren County, these services link suburban residents to Hackettstown Station on the Boonton Line, and provide shuttle service through downtown. In Morris County the service links rail riders with the major employers located near Convent Station. Services are also operated in the Summit area between Summit, Murray Hill, and Plainfield.

Private shuttle buses are also provided by several large companies from train stations to their offices, such as the shuttle service provided by Pfizer between the Morris Plains railroad station and their office complex nearby.

### **1.6.3 Intercity Bus Network**

Several interstate bus services operate between northeastern Pennsylvania, northwestern New Jersey and New York City. These routes service park-and-ride lots and town centers, then run express via Interstate 80, terminating at the Port Authority Bus Terminal in Manhattan. This interstate service is generally oriented towards commuters, and offers more bus service during the rush hours.

Martz/Trailways and Greyhound are the major providers of private intercity bus service in the region, and have bus park-and-ride lots located in several places throughout the counties. The intercity bus terminal in Scranton (Martz and Greyhound) is currently located across Lackawanna Avenue from the proposed station site. There is a local proposal to create an intermodal facility adjacent to the proposed rail station that will provide for transfer between all modes, including rail, intercity bus, local bus, taxi, pedestrians,

bicycles and automobiles. Martz Bus also has several stop locations in Monroe County, including along PA Route 611 in Mount Pocono, in Stroudsburg and in East Stroudsburg.

#### **1.6.4 Commuter Rail Network**

Approximately two dozen daily NJ TRANSIT trains operate from Dover directly into New York Penn Station, while a comparable volume of trains operate from Dover to Hoboken on the Morristown Line. In 1994, Boonton Line rail service was extended to Hackettstown in Warren County to serve new population growth. More than a dozen trains operate between Lake Hopatcong Station and Hoboken over the Montclair-Boonton Line on an average weekday.

There is no weekend service on the Boonton Line, but weekend service is provided from Dover to Hoboken/New York City on the Morristown Line. Approximately nineteen trains operate from Dover Station directly into New York City on weekends and holidays.

#### **1.6.5 Freight Rail Network**

The Delaware Lackawanna Railroad (DLRR) currently provides freight services to customers along the alignment in Pennsylvania, from the Delaware River Bridge to Scranton. A freight interchange with the Norfolk Southern is located at Slateford Junction, PA near the Delaware River Bridge. The DLRR serves local industries three days per week, on average. They also permit limited recreational passenger service over their alignment, some of which is occasional excursion service out of Steamtown in Scranton.

From Port Morris, NJ to Slateford, PA the right-of-way follows a 28-mile route over the former Delaware, Lackawanna and Western Railroad's Cut-Off and across the Delaware River Bridge. This railroad right-of-way has been completely out-of-service since January 8, 1979, and the track has been removed, although the railbed remains intact. In 2001, the New Jersey Department of Transportation purchased this 28-mile right-of-way for use in this project.

#### **1.6.6 Air Network**

The Wilkes-Barre/Scranton International Airport is the major regional air provider. Located to the south of Scranton off of Interstate 81, the Airport provides convenient air travel for business and recreational needs for the region.

### **1.7 Trends and Projections**

The study area has experienced many changes over the past decade in terms of the number of residents, residential development, commutation patterns, traffic congestion, recreational visitation and transportation network. More changes are anticipated for the future. These trends are described in Sections 1.7.1 through 1.7.5.

#### **1.7.1 Population and Household Growth Trends**

The study corridor in northwestern New Jersey and northeastern Pennsylvania has experienced major growth in population and residential development. Lower housing costs and property taxes, particularly in northeastern Pennsylvania, are major factors in this growth trend, which is anticipated to continue into the future.

The entire study area grew by nearly 13 percent between 1990 and 2000 and is forecasted to grow by another 23 percent by 2030. The most growth occurred in Pike County, which grew by 65 percent, and Monroe County, which grew by 45 percent in the 1990-2000 period, adding approximately 43,000 residents to the population. This translated to more than 10,000 new households. Projections indicate that by 2030 Monroe County will grow another 100 percent to more than 278,000 residents. This is more than any of the other counties in the study area, with the exception of Morris County. Table 1.7-1 demonstrates the growth in population and Table 1.7-2 demonstrates the growth in households in each county within the study area.

**Table 1.7-1: Population Growth Trends**

County	1990	2000	1990-2000 (% Change)	2030 (Projected)	2000-2030 (% Change)
Carbon, PA	56,800	58,800	4%	62,100	6%
Lackawanna, PA <sup>1</sup>	218,600	213,300	-2%	201,300	-6%
Monroe, PA	95,700	138,700	45%	278,200	101%
Pike, PA	28,000	46,300	65%	57,800	25%
Wayne, PA	39,900	47,700	20%	52,300	10%
<b>Pennsylvania Subtotal</b>	<b>439,000</b>	<b>504,800</b>	<b>15%</b>	<b>651,700</b>	<b>29%</b>
Warren, NJ	91,700	102,400	12%	133,400	30%
Sussex, NJ	130,900	144,200	10%	190,600	32%
Morris, NJ	421,300	470,200	12%	522,200	11%
<b>New Jersey Subtotal</b>	<b>643,900</b>	<b>716,800</b>	<b>11%</b>	<b>846,200</b>	<b>18%</b>
<b>Study Area Total</b>	<b>1,082,900</b>	<b>1,221,600</b>	<b>13%</b>	<b>1,497,900</b>	<b>23%</b>

Source: 1990 US Census; 2000 US Census; North Jersey Transportation Planning Authority (NJTPA) and New York Metropolitan Transportation Council 2030 NJ County Forecasts (adjusted); Monroe County Planning Commission and Division of Water Use Planning of Pennsylvania Department of Environmental Protection PA County Forecasts (estimated)

**Table 1.7-2: Household Growth Trends**

County	1990	2000	1990-2000 (% Change)	2030 (Projected)	2000-2030 (% Change)
Carbon, PA	22,000	23,700	8%	24,900	5%
Lackawanna, PA	84,300	86,200	2%	81,000	-6%
Monroe, PA	34,200	49,500	45%	98,500	99%
Pike, PA	10,500	17,400	66%	21,900	26%
Wayne, PA	14,600	18,300	25%	20,200	10%
<b>Pennsylvania Subtotal</b>	<b>165,600</b>	<b>195,100</b>	<b>18%</b>	<b>246,500</b>	<b>26%</b>
Warren, NJ	34,000	38,700	14%	50,400	30%
Sussex, NJ	44,500	50,800	14%	74,400	46%
Morris, NJ	161,400	169,700	5%	199,300	17%
<b>New Jersey Subtotal</b>	<b>239,900</b>	<b>259,200</b>	<b>8%</b>	<b>324,100</b>	<b>25%</b>
<b>Study Area Total</b>	<b>405,500</b>	<b>454,300</b>	<b>12%</b>	<b>570,600</b>	<b>26%</b>

Source: 1990 US Census; 2000 US Census; North Jersey Transportation Planning Authority (NJTPA) and New York Metropolitan Transportation Council 2030 NJ County Forecasts (adjusted); Monroe County Planning Commission and Division of Water Use Planning of Pennsylvania Department of Environmental Protection PA County Forecasts (estimated)

<sup>1</sup> Although the total county population shows a decrease, the population in most of the study area communities shows an increase.

## 1.7.2 Commuting Growth Trends

The proximity of northwestern New Jersey and northeastern Pennsylvania to the growing employment opportunities in Morris County and other New Jersey locations is a major factor influencing the growth trend in commuting in the study area. As depicted in Table 1.7-3, according to the US Census, commuting from the study area to Morris County, other New Jersey counties, and New York City has been an increasing trend. Commuting from northeastern Pennsylvania to New Jersey and New York increased 75 percent in the period from 1990 to 2000, to approximately 16,000 daily commuters from the study area. The largest increase was in the number of commuters to New York City, up from just over 1,000 commuters in 1990 to over 4,000 commuters by 2000, an increase of 274 percent. Based on the increasing population projections presented in the previous section, this commuting trend is anticipated to continue into the future.

**Table 1.7-3: Commuting Growth Trends from Northeastern Pennsylvania\***

Work County	1990	2000	1990-2000 (% Change)
Bergen, NJ	717	1,119	56.1%
Essex, NJ	854	1,353	58.4%
Hudson, NJ	411	738	79.6%
Morris, NJ	3,454	4,771	38.1%
Sussex, NJ	1,372	2,164	57.7%
Warren, NJ	1,187	1,635	37.7%
New York, NY	1,114	4,171	274.4%
<b>Total</b>	<b>9,109</b>	<b>15,951</b>	<b>75.1%</b>

\* Includes Carbon, Lackawanna, Monroe, Pike and Wayne Counties

Source: 1990 US Census; 2000 US Census

## 1.7.3 Traffic Congestion Growth Trends

Accompanying this residential growth has been dramatic increases in automobile use on area roadways, resulting in increasing highway congestion and increasing travel times. The primary highways in the area are Interstates 80 and 380. In 2002, daily traffic volume at the Interstate 80 Delaware Bridge was 53,500, up 19 percent from 45,000 in 1997. On a typical summer day, the number of vehicles crossing the bridge rises to 62,000, or 16 percent higher. In New Jersey, the Interstate 80 corridor experiences severe congestion during peak commuting hours. This congestion has contributed to the pervasive air quality issues in the State of New Jersey.

The Delaware River Joint Toll Bridge Commission conducted the Northerly Crossings Corridor Congestion Mitigation Study (Final Report, dated July 31, 2006) to look at access and infrastructure issues, environmental concerns, demographics and traffic patterns in the Interstate 80 corridor. The Northerly Crossings Corridor Congestion Mitigation Study estimates that this trend will continue, with eastbound AM peak hour volume projected to increase by approximately 15 percent between 2004 and 2010, then an additional 46 percent increase between 2010 and 2030.

In general, transit usage within the study area is extremely low since there is very limited service coverage and a lack of intermodal connectivity. The exception is transit service to Manhattan, which is provided by frequent bus service. In 2000, approximately half of work trips between northeast

Pennsylvania and Manhattan were via transit. Travel times projected for bus service in the future are anticipated to continually increase due to increasing traffic delays on Interstate 80. Future demand will create the need for additional bus equipment to accommodate this demand. Conflicting with this demand need, however, are the capacity constraints through the Lincoln Tunnel Express Bus Lane (XBL). The XBL is reaching capacity, and in future years, is not anticipated to be able to accommodate the number of buses that wish to utilize the tunnel to reach Manhattan. More bus capacity improvements are limited by the throughput of the XBL and gate availability at New York City Port Authority Bus Terminal (PABT). Improvements to increase the throughput at these “choke points” in the NJ bus transportation system are being separately considered by the Port Authority of NY and NJ. As part of their regular assessment of system performance and capital improvements and maintenance, NJ TRANSIT will continue to provide additional buses on existing routes where demand is high as long as capacity is available in the XBL and the PABT.

#### **1.7.4 Recreational Growth Trends**

Northeast Pennsylvania, including the Poconos and Scranton, has historically been known as a tourist and recreational destination. An increasing growth trend in visitation has been occurring in recent years, resulting in congested roadways during weekend, holiday and seasonal peak periods, as evidenced by the annually increasing volumes and delays at the Delaware River Bridge crossing at the Delaware Water Gap. The second home market is a strong factor in this growth as are recreational attractions in the Pocono area, such as skiing, hiking, biking, fishing and camping, and Scranton area tourist locations, including the Steamtown National Historic Site and the Electric City Trolley Station and Museum. These tourist and recreation destinations attract a majority of trips from the New Jersey and New York City market. The federal government has provided access to its national parks and sites – of which there are two along the study corridor (Steamtown National Historic Site and Delaware Water Gap National Recreation Area) – by means other than the private automobile a national priority. Passenger rail service in the Lackawanna Corridor will address this federal priority, as well as other regional recreational and visitation travel problems.

#### **1.7.5 Transportation Impacts of New Rail Service Projects on Existing Rail System**

Currently NJ TRANSIT is preparing environmental documents in conformance with applicable federal or state requirements for five new rail service projects that will be extensions of the existing rail system and add to train operations on existing tracks and at existing stations. The projects are:

- Lackawanna Cut-Off EA
- Monmouth-Ocean-Middlesex (MOM) Draft Environmental Impact Statement (DEIS)
- West Trenton EA
- Access to the Region’s Core (ARC) FEIS
- Northern Branch DEIS

Each of these proposed rail lines will have an impact on the existing NJ TRANSIT passenger rail system. The extent of the impact of each new service will depend on the anticipated ridership demand and the passenger and operating capacity of the portions of the existing system that will be used by those passengers. In addition, since all of the potential projects will attract passengers bound for Midtown Manhattan, the core system serving New York Penn Station will be affected.

Just as these proposed projects will add passengers to the existing rail system, ambient ridership increases will continue to occur on the existing lines. Recognizing that investments need to be made to NJ TRANSIT’s passenger rail system to accommodate ambient growth in ridership, NJ TRANSIT works to

identify and implement capacity improvements to its existing core rail system. In the forefront of those efforts is the ARC FEIS, which is defining a plan and preparing the necessary environmental studies for a new trans-Hudson tunnel and expansion of New York Penn Station train capacity. The ARC FEIS is scheduled to be completed soon and funding is being sought to continue advancement of the project.

Other projects that are currently being advanced that will increase core rail system capacity are the Newark Broad Street Americans with Disabilities Act and Capacity Relief Project, Hudson Pocket Track, and acquisition of bi-level coaches. In addition, NJ TRANSIT has initiated its Strategic Rail Infrastructure and Operations Planning Study. That effort will further identify and evaluate capacity constraints and recommend a plan for phasing improvements.

Considering NJ TRANSIT's initiatives to address core system capacity needs, each of the proposed new rail service projects are being advanced based upon the premise that capacity will be available on a modified existing rail system to accommodate passenger demand. As a result, the train service plans for the proposed new rail services are not constrained by current capacity limitations. Instead, the service plans are being designed to provide attractive and practical service frequencies, to address line specific configuration attributes and to accommodate passenger demand. Over time, as new rail service projects and core system capacity investments are advanced, coordination of implementation schedules will be necessary to ensure the availability of capacity for expanding passenger demand.

## 1.8 Goals, Objectives and Evaluation Criteria

Goals and objectives were adopted for the *Northwest New Jersey-Northeast Pennsylvania Major Investment Study* based upon identified corridor problems and needs. The same goals and objectives were used to develop the evaluation criteria for use in screening the alternatives of this study. These goals, objectives and criteria are listed in the following table, along with criteria for measuring how well an alternative met the objectives.

**Table 1.8-1 Study Goals, Objectives and Criteria**

Goal	Objective	Criteria
Enhance Regional Mobility	<ul style="list-style-type: none"> <li>• Improve links between employment, population and recreation centers</li> <li>• Improve connectivity of modes</li> <li>• Promote visitor attractions</li> <li>• Meet demand for public transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Travel times</li> <li>• Linkages</li> <li>• Can be marketed as part of tourism packages</li> <li>• Number of riders</li> </ul>
Improve Accessibility to Work Destinations	<ul style="list-style-type: none"> <li>• Compete with the automobile</li> <li>• Serve the demand of workplace destinations</li> <li>• Promote the use of public transportation for work trips</li> <li>• Support compliance with Federal and State regulatory initiatives</li> </ul>	<ul style="list-style-type: none"> <li>• Convenience and dependability</li> <li>• Number of businesses accessible to the service</li> <li>• Transit's mode share of work trips</li> <li>• Ability to meet demands of Clean Air Act and State Implementation Plan</li> </ul>
Enhance Existing Infrastructure	<ul style="list-style-type: none"> <li>• Maximize existing transportation investments</li> </ul>	<ul style="list-style-type: none"> <li>• Use of rail rights-of-way/increase ridership on bus services</li> </ul>
Promote Communities and the Environment	<ul style="list-style-type: none"> <li>• Provide consistency with local or regional plans</li> <li>• Avoid community disruption</li> <li>• Promote improved air quality</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental summary—consistency with local or regional plans, community disruption, air quality</li> </ul>

**Table 1.8-1 Study Goals, Objectives and Criteria, continued**

Goal	Objective	Criteria
Enhance Existing Transportation Services	<ul style="list-style-type: none"> <li>• Provide complementary services</li> <li>• Increase public transportation ridership</li> <li>• Support coordinated transportation network</li> <li>• Adjust to changes in the market</li> <li>• Adjust to changes in regional goals</li> </ul>	<ul style="list-style-type: none"> <li>• Hours, days, markets</li> <li>• Transit’s mode share of work and recreation trips</li> <li>• Feeder services for work/recreation trips</li> <li>• Difficulty in changing hours/days of service or rerouting service</li> <li>• Opportunities for further expansion</li> </ul>
Promote Regional Development	<ul style="list-style-type: none"> <li>• Create opportunities to increase federal and state investments</li> <li>• Create opportunities for creating public-private partnerships</li> <li>• Create opportunities for economic development</li> </ul>	<ul style="list-style-type: none"> <li>• Type of federal and state funding for which service is eligible</li> <li>• Economic incentives for private investment</li> <li>• Increase in jobs, tax revenues, private investment</li> </ul>

Source: Edwards and Kelcey, 2006.



## 2.0 ALTERNATIVES CONSIDERED

Numerous modal alternatives, service options and station sites have been analyzed and screened throughout the project development process that led to this study. The alternatives development process was documented in detail in the *Description of Conceptual Alternatives*, March 2006.

### 2.1 Alternatives Development and Selection Process

#### 2.1.1 Feasibility Studies

A long list of potential modal alternatives for this corridor was considered in the *Transportation Options in the Pocono Corridor Study* and the *Lackawanna Cut-Off Right-of-Way Use and Extension Study*, which included:

- Carpool/vanpool
- Bus/high occupancy vehicle (HOV)
- Guided bus
- Light rail transit
- Passenger/commuter rail
- Modified/advanced rail
- Maglev/monorail
- Commuter bus
- Multimodal (mix of rail and bus)
- Highway

A first level alternative screening was conducted in these studies. The *Lackawanna Cut-Off Right-of-Way Use and Extension Study* found major flaws with each of the alternatives examined except for commuter rail and recommended its advancement.

The *Transportation Options* study conducted a multi-step screening process, evaluating each of the alternatives against the evaluation criteria established for the study, which addressed the project needs, goals and objectives. The Rail Alternative was recommended as the Build Alternative as it performed best against the project goals.

#### 2.1.2 Major Investment Study

The *Northwest New Jersey-Northeast Pennsylvania Major Investment Study (MIS)* examined in detail a short list of alternatives identified in the previous feasibility studies. The alternatives considered in the MIS include the following:

##### ***MIS No Build Alternative***

The MIS No Build Alternative represented the levels of demand and the No Build network anticipated to exist in the Year 2020. The No Build network was based upon existing conditions in addition to committed changes assumed to occur between 1990 and 2020, such as the Secaucus Transfer Station, Newark International Airport Station on the Northeast Corridor Line, Hudson-Bergen Light Rail (Vince

Lombardi Plaza to Bayonne), Howard Boulevard Rail Station and Park-and-Ride on the Boonton Line, Newark Elizabeth Rail Link from Newark Penn Station to Broad Street Station, Montclair Connection, adoption of NJ TRANSIT's 2020 Morris & Essex Lines Montclair Connection Operating Plan, and increased commuter bus service in the Scranton-New York City corridor.

### ***MIS Bus Alternative***

The Transportation Systems Management Alternative, or Bus Alternative, represented a low-capital cost alternative that provides improvements to existing commuter bus service. It was also used to assess the effectiveness of the Rail Alternative. The Bus Alternative would provide commuter/intercity bus service between Scranton, Pennsylvania and Convent Station, (Morris County) New Jersey. The bus would have the same headway and stopping pattern as the rail line in the Rail Alternative. Passengers would transfer to NJ TRANSIT's Morristown Line to continue eastbound toward destinations in New Jersey and New York City. The bus would have a peak period headway of 60 minutes and off-peak headway of 180 minutes.

### ***MIS Rail Alternative***

The Build Alternative, referred to as the Rail Alternative, represented the implementation of a Scranton-Hoboken passenger rail service. Station stops between Scranton and Dover, NJ would be provided at Scranton, Mount Pocono, Analomink, and East Stroudsburg in Pennsylvania, Blairstown and Andover in New Jersey. Station stops east of Dover on the Morristown Line would be limited to major New Jersey employment destinations and transfer locations such as Morris Plains, Morristown, Convent Station, and Summit. It is anticipated that New York City bound passengers would transfer at Dover or Newark for Midtown Direct Service into Manhattan or to Port Authority Trans-Hudson (PATH) or ferry service at Hoboken.

### ***MIS Multi-Modal Alternative***

The Multi-Modal Alternative would provide rail service between Scranton and Hoboken during the AM and PM peak periods. During the off-peak periods, commuter bus service would serve the identical station stop pattern.

## **2.1.3 Selection of the Build Alternative**

In August 1999, the findings of the MIS were presented to the Technical Advisory Committee and the public. As a result of these meetings, the MIS Rail Alternative was selected as the proposed Build Alternative. In light of the findings of the MIS, the North Jersey Transportation Planning Authority's (NJTPA) *Draft Final Regional Transportation Plan (December 2000)* included rail service on the Lackawanna Cut-Off as a key alternative to single occupancy vehicle usage on Interstate 80.

## **2.2 Alternatives for Advancement**

The *Northwest New Jersey-Northeast Pennsylvania Major Investment Study* resulted in a Build Alternative that proposed implementation of passenger rail service in the Lackawanna Cut-Off Corridor. The Build alternative is analyzed in this EA and is described in detail in the following sections.

NJ TRANSIT is proposing to carry a Minimal Operable Segment (MOS) portion of the Build Alternative for advancement into preliminary engineering, final design, and construction.

### 2.2.1 No Build Alternative

The No Build Alternative consists of all existing transportation facilities as well as services likely to exist in the future study year without the restoration of rail service. This alternative will be used as a basis for comparison to the Build Alternative in the EA.

The No Build includes “committed” improvements, which typically includes the projects in the local capital programs, plus other minor transit service expansions or adjustments. The No Build Alternative reflects conditions in the future if no new actions are taken from the proposed project. The projects described below will be built regardless of whether or not the Lackawanna project is built.

The No Build Alternative for the Lackawanna Cut-Off Project includes the existing transportation network, as well as any roadway and transit projects that will be completed by 2030 (Figure 2.2-1). The NJTPA’s fiscally-constrained long range plan includes two roadway/bridge projects in the study area. Both projects involve new bridge construction to replace existing one-lane bridges over the Lackawanna Cut-Off to improve roadway sight distances. One project is located in Sussex County (Sparta Stanhope Road) and the other is in Warren County (Hope Road-County Route 521). Included in PennDOT’s State TIP are two projects in the Pennsylvania study area, the recently completed PA Welcome Center at the Delaware Water Gap and the Scranton Intermodal Center.

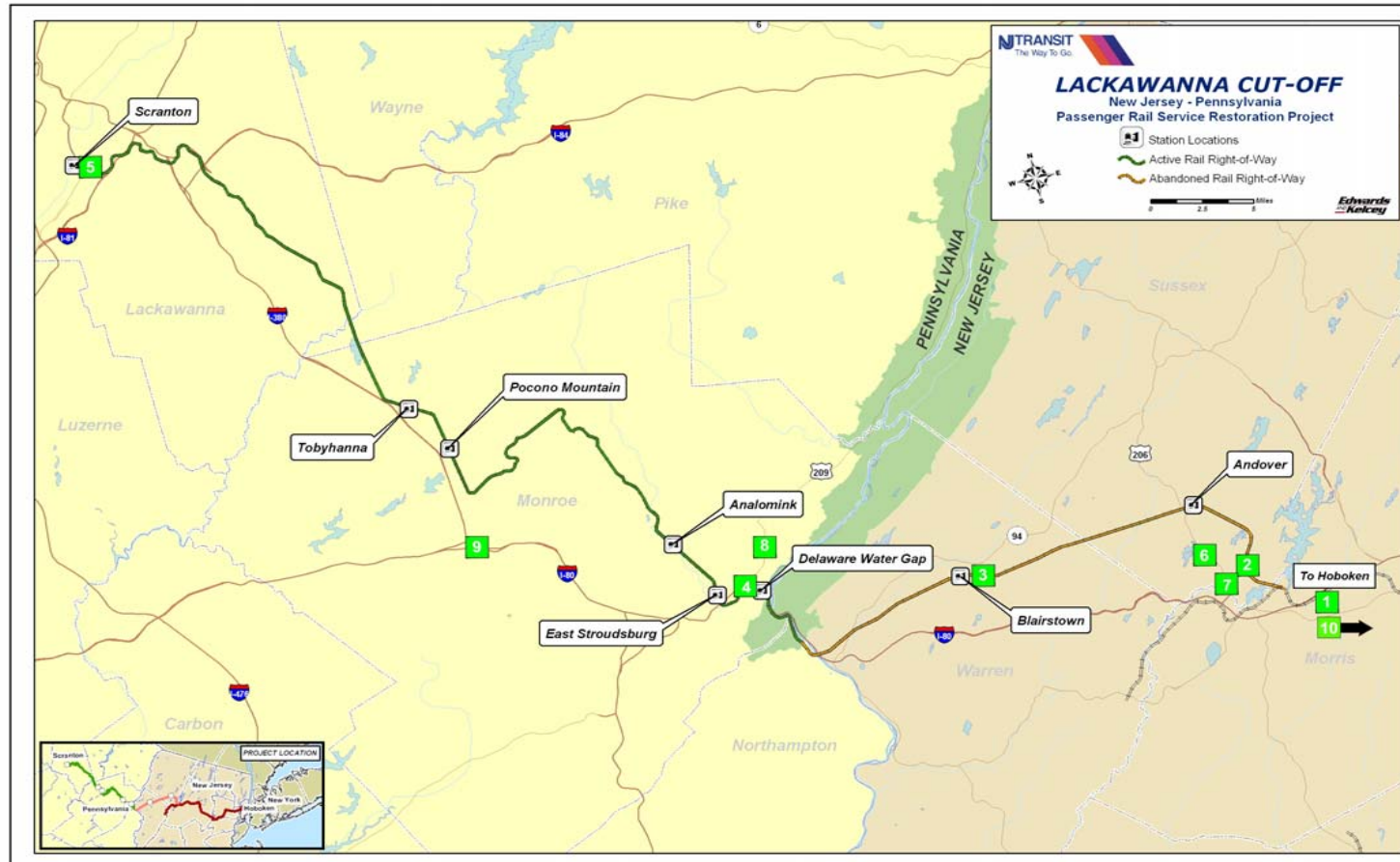
Regarding transit improvements, the No Build Alternative includes the current rail system operated by NJ TRANSIT, as well as planned improvements to the system. The No Build Alternative includes a recently completed improvement to NJ TRANSIT’s network within the Lackawanna Cut-Off study area, the new NJ TRANSIT Mount Arlington rail station located right off Interstate 80 on Howard Boulevard in western Morris County.

The No Build Alternative also includes the Access to the Region’s Core (ARC) project, which proposes to build new trans-Hudson rail tunnels and a new passenger station under 34<sup>th</sup> Street in Manhattan. The Build Alternative rail service plan in the ARC FEIS is assumed to be the No Build rail service plan for the Lackawanna Cut-Off EA. Any changes in rail service resulting from the Lackawanna Cut-Off project are developed in coordination with the ARC Build service plan as the base.

Also identified for the purposes of the No Build Alternative are other projects in the region that will have an impact on travel in the study area. In New Jersey, these include roadway improvements to the south of the project study area along US Route 206 in Sussex County as well as NJ TRANSIT projects, such as the commuter rail equipment procurement. In Pennsylvania, these include two roadway improvement projects, the Interstates 80 and 380 Interchange project and the Marshalls Creek Bypass project.

The Long Range Transportation Plan (LRTP) for the region, the North Jersey Transportation Planning Authority, *Regional Transportation Plan, Access and Mobility 2030*, contains current projects and future candidate projects that have been identified through the metropolitan planning process in Northern New Jersey and whose costs can be accommodated based upon the 25-year funding assumptions contained in the Plan. Projects in the Lackawanna EA study area are: Sparta Stanhope Road Bridge over the Lackawanna Cut-Off; and Interstate 80 Truck Weigh Station, Eastbound, Knowlton Township, MP 1.55 – 2.75. The Plan also includes potential transit investments that are under study. The Lackawanna Cut-Off is listed as one of strategic transit expansions, as a long term goal.

Figure 2.2-1: Lackawanna Cut-Off Passenger Rail Service Study No Build Projects



- 1: New NJ TRANSIT rail station and park-and-ride facility at Mount Arlington
- 2: Construction of a new bridge at Sparta Stanhope Road over Lackawanna Cut-Off
- 3: Rehabilitation of the existing bridge County Route 521 Hope Road Bridge over Lackawanna Cut-Off to carry southbound traffic; construction of a new bridge to the east to carry northbound traffic.
- 4: Reconstruction and expansion of the existing Pennsylvania Welcome Center
- 5: Scranton Intermodal Center
- 6: Improvements to Route 206, Section, Cat Swamp Mountain, MP 99.7-100.3 and MP 101.15 – 101.35
- 7: Improvements to Route 206/CR 604, Section: Waterloo/Brookwood Roads, MP 98.38-99.70
- 8: Marshalls Creek Bypass
- 9: Reconstruction of Interstate 380 ramps to and from Interstate 80 eastbound
- 10: Access to the Region's Core

### 2.2.2 Build Alternative

The Build Alternative will restore passenger rail service from Scranton, PA to Port Morris, NJ to Midtown Manhattan/Hoboken, NJ, a distance of 133 miles. The physical characteristics of this 133 mile travel corridor are discussed later in this section.

The elements of the Build Alternative are:

- Construction of eight stations and parking facilities: Scranton, Tobyhanna, Pocono Mountain, Analomink, East Stroudsburg, and Delaware Water Gap Visitors Center, Blairstown and Andover;
- Construction of an overnight train storage yard, railcar maintenance shed and employee welfare facility in Scranton;
- Construction of a maintenance-of-way facility in Greendell, New Jersey;
- Acquisition of 11 properties (10 in PA and 1 in NJ);
- Construction of 28 miles of new railroad infrastructure (track, signals, communications and grade crossing improvements) on existing right of way in NJ;
- Upgrade of 60 miles of railroad infrastructure in PA; and
- Rehabilitation of two major structures (Delaware River Bridge and Paulins Kill Viaduct) and a tunnel (Roseville Tunnel).

Two service patterns will be operated as part of the Build Alternative:

- Trains will operate from Scranton, PA to Hoboken, NJ as one service pattern (133 miles).
- Trains will operate from Andover, NJ to Midtown Manhattan as another service pattern (52.3 miles).

The Build Alternative passenger rail service between Hoboken and Scranton will consist of nine eastbound and nine westbound trains operating at 45 minute headways during the peak periods and 2-3 hours during the off-peak. The first train will leave Scranton at approximately 4:00 AM and the last train will return to Scranton at approximately 1:00 AM.

The Build Alternative passenger rail service between Andover and Midtown Manhattan will operate on approximately 30-minute headways during peak periods and two- hour headways during the off-peak periods. There will be 10 eastbound and 11 westbound trains. The first train will leave Andover at approximately 5:00 AM and the last train will return to Andover at approximately 10:30 PM.

Passengers boarding trains at stations west of Andover will be able to transfer to the Midtown Manhattan service at Andover or at several existing stations to the east of Andover.

In Pennsylvania, the line through Monroe, Wayne and Lackawanna Counties, from the Delaware River Bridge to Scranton, is 60 miles in length. The majority of the Pennsylvania alignment is an active railroad with both freight service and limited recreational passenger services. Facilities will include:

- **Scranton Yard Facility:** A yard facility will be built in Scranton, west of the proposed station site. The yard facility will be used for vehicle storage, light maintenance, fueling and cleaning. The yard will include covered storage tracks and an employee welfare facility. The employee welfare facility building will be approximately 4,000 square feet. The covered area for train storage will be approximately 70,000 square feet. A 30-space, employee parking lot will be provided at the site.

- **Scranton Station:** The terminus of the line in the City of Scranton will be a regional station located in the vicinity of Steamtown along Lackawanna Avenue. Parking for the proposed station will occur within the existing public parking area consisting of approximately 30 surface parking spaces. The proposed station will be situated on Lackawanna Avenue along the northernmost track immediately east of Bridge 60 (the railroad bridge over the Lackawanna River) and to the east of the Cliff Street underpass.
- **Tobyhanna Station:** The Tobyhanna Station site is located in Coolbaugh Township and is part of a site owned by numerous public and private entities including the Lackawanna County Railroad Authority. The site is adjacent to the former rail station; the building is still in place and is in use as the local historical society rail museum. A 102-space surface parking lot will be provided at this location, and it will be situated on the vacant side and rear portions of this site. Access to this site will be from Church Street.
- **Pocono Mountain Station:** The Pocono Mountain Station site is located in Coolbaugh Township and is part of a site currently vacant that was formerly utilized as a summer camp. The proposed station site, which will include a 1,000-space surface parking lot, is located northwest of a multi-phased planned development for this area. Access to this site will be from PA Route 611 via Pocono Municipal Road/Mount Pocono Road and a local access road. The station is not dependant on any future development within the area.
- **Analomink Station:** The site for the Analomink Station is located along PA Route 191 in Stroud Township. PennDOT and Stroud Township own the two parcels that comprise the proposed site. While the Township-owned portion is currently vacant, the parcel under PennDOT ownership is used for roadway maintenance materials storage. The station site will include a 250-space surface parking lot. Access to this site will be from PA Routes 191 and 447.
- **East Stroudsburg Station:** The proposed location of this station in the Borough of East Stroudsburg is south of the original railroad station that has been restored and is reused as the Dansbury Depot Restaurant. The site is located on the western side of the right-of-way, bordered on the west by Crystal Street. A 228-space surface parking lot, which will continue south of Bridge Street, is planned for this station. Access to this site will be from Crystal Street and Bridge Street.
- **Delaware Water Gap Station:** The proposed location of this station is south of the right-of-way at PA Route 2028 (River Road) in Smithfield Township. The parking area will be located at the Delaware Water Gap Visitors Center, located southwest of Interstate 80. The Commonwealth of Pennsylvania recently completed improvements to the visitor’s center. This station parking will modify the new layout to incorporate a park-and-ride facility. The planned park-and-ride facility will be a five-level parking garage containing approximately 900 parking spaces located within the existing parking area. The amount of parking for the visitor center will remain unchanged. Pedestrian access between the station platform and the parking site will be along PA Route 2028. This project will include improvements along PA Route 2028 to improve pedestrian access. Vehicular access from Interstate 80 will be direct via PA Route 2028.

In New Jersey, at Port Morris the former railroad connection from the inactive Lackawanna Cut-Off right-of-way to the existing NJ TRANSIT rail network will be reestablished. The 28-mile portion of the line in New Jersey is currently an inactive railroad right-of-way through Morris, Sussex and Warren Counties. Facilities will include:

- **Blairstown Station:** The Blairstown Station is located on Hope Road (County Route 521) in Blairstown Township, NJ. A 243-space surface parking lot will be situated on a site that is currently

in private ownership. The former station building and freight house is intact on this site. Access to this site will be from County Route 521.

- **Greendell Maintenance-of-Way Facility:** A maintenance-of-way facility is included as part of the project in Greendell, New Jersey, utilizing the former station building and site at that location for storage of materials for signal maintainers. This proposed facility will be located entirely in a publicly-owned right-of-way.
- **Andover Station:** This station site is located in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The site is undeveloped and completely located within the rail right-of-way. A 125-space surface parking lot will service this station in the Build Alternative. Access to this site will be from Roseville Road (just east off County Route 613).

For the portion of the study area between Port Morris, NJ to Midtown Manhattan/Hoboken, NJ, NJ TRANSIT already operates passenger train service via the Morris & Essex and Montclair-Boonton Lines. For the Lackawanna Cut-Off Project, some of this existing train service will be extended west from Port Morris to Scranton, PA or Andover, NJ. Trains will operate from Scranton, PA to Hoboken, NJ as one service pattern. Trains from Andover, NJ to Midtown Manhattan are another service pattern. The Build Alternative will not require increased or changed NJ TRANSIT rail operations east of Port Morris, as compared to the No Build Alternative.

### **Minimal Operable Segment (MOS)**

Service for a Minimal Operable Segment (MOS) portion of the Build Alternative is proposed using a 52.3 mile portion of the Build Alternative study area between Andover, NJ and Hoboken, NJ. Given the project's total capital cost and requested Federal share, the MOS will be advanced into preliminary engineering, final design and construction. The MOS must be fully operable, with access to maintenance and storage facilities so that it offers transportation benefits even if no further investment in the larger project is made.

Construction of the MOS portion of the Build Alternative is projected to commence in 2010 or sooner and be completed in approximately 2-3 years. The non-MOS portion of the project currently has no projected schedule and no capital and operating funding identified. NJ TRANSIT, in cooperation with PennDOT, will keep the public informed of further construction and funding decisions for the non-MOS portion of the project as it becomes available.

Passenger rail service for the MOS portion of the Build Alternative will be provided by extending Morris & Essex Line and Montclair-Boonton Line trains to Andover. NJ TRANSIT's existing rail rolling stock (diesel locomotives and coaches) will be used to provide weekday commuter rail service between Andover Station and Hoboken Terminal. Headways will be hourly during peak periods and approximately every 2 hours during the off-peak. No weekend service is assumed. Hours of service will be from approximately 5:00 AM to 10:30 PM. The service plan will include 8 eastbound and 8 westbound revenue trains per weekday. Four non-revenue trains will be operated in each direction in order to move equipment to or from Port Morris Yard.

For the MOS portion of the Build Alternative, a single track will be reconstructed along the existing right-of-way between Andover, NJ and Port Morris, NJ. One at-grade crossing will be constructed in the MOS at Brooklyn Road in Stanhope with appropriate crossing protection equipment for a quiet zone. The balance of the right-of-way for the MOS is grade separated.

A single station will be constructed at the terminus of the MOS portion of the Build Alternative in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Route 613, Andover Mohawk Road. The site is undeveloped and located within the railroad right-of-way owned by the State of New Jersey. A parking lot of 65 spaces will be constructed adjacent to the station to accommodate initial demand for the MOS. This parking lot will be subsequently expanded to 125 spaces to accommodate the projected demand related to the Build Alternative.

Yard and maintenance facilities for service in the MOS portion of the Build Alternative will be provided at NJ TRANSIT's existing Port Morris Yard, less than eight miles from the project's terminus. Therefore, no new yard or maintenance facilities are included in the MOS. The potential exists to alternatively operate the train service between Andover Station and Penn Station, New York (instead of the Hoboken terminus), with no change to the general service hours and frequencies mentioned above. That service will be provided by dual-mode locomotives instead of diesel locomotives.

The location of the MOS portion of the Build Alternative major infrastructure improvements in the 7.3 mile portion of the study area where impacts will occur are as follows:

At Port Morris, the former railroad connection from the inactive Lackawanna Cut-Off right-of-way to the existing NJ TRANSIT rail network will be reestablished. The 7.3-mile portion of the line in New Jersey is currently an inactive railroad right-of-way through Morris, and Sussex Counties.

- **Andover Station:** This station site is located in Andover Township, NJ on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The site is undeveloped and completely located within the rail right-of-way. A 125-space surface parking lot will service this station in the Build Alternative. Access to this site will be from Roseville Road (just east off County Route 613).

For the portion of the study area from Port Morris, NJ to Midtown Manhattan/Hoboken, NJ, NJ TRANSIT already operates passenger train service via the Morris & Essex and Montclair-Boonton Lines. For the Lackawanna Cut-Off Project, some of this existing train service will be extended west from Port Morris to Andover, NJ.

Infrastructure improvements will not be required for the MOS portion of the Build Alternative between Port Morris and Hoboken/New York, a distance of 45 miles. Also, the MOS will not require increase or change NJ TRANSIT rail operations, as compared to the No Build Alternative. Therefore, there will be no impacts as a result of the MOS in the portion of the study area east of Port Morris.

Andover is a logical location to extend service as a first increment. This MOS portion of the Build Alternative does not require added investments in rail equipment, yards or special infrastructure to provide this service. The level of needed capital investment is small, while providing a meaningful extension of rail service. Existing trains now handled at Port Morris Yard can easily be taken to and from Andover to provide this proposed service without impacting current train schedules, equipment needs or rail customers.

Implementation of the MOS portion of the Build Alternative is consistent with the Regional Transportation Plan, Access & Mobility 2030, approved by the North Jersey Transportation Planning Authority in 2005, encourages the implementation of buildable increments of new passenger rail service in order to continually expand the reach of rail transit. The MOS fits within the existing financial constraints under which NJ TRANSIT and the State of Pennsylvania now function.



The benefits and attributes of the MOS portion of the Build Alternative include:

- The regional highways in the area are particularly impacted by severe auto congestion during peak AM and PM commuting periods. The MOS will provide an alternative transit collection point for commuters in an area beyond the location where highways are most congested.
- Rail service can be extended on these 7.3 miles using existing trains to provide rail transit service to a station location identified as part of the Build Alternative in Andover, NJ.
- NJ TRANSIT does not require added investments in rail equipment, yards or special infrastructure to provide this service. The level of investment can be kept limited while providing a meaningful extension of rail service.
- The amount of funding needed is available to make the improvements and extend this service using the existing right of way which the State of NJ had previously purchased for this purpose.
- The northwestern part of New Jersey, with a population in excess of 250,000 people, is an area underserved by commuter rail transit.

Subsequent to initiating the implementation of MOS portion of the Build Alternative, discussions between NJ TRANSIT and Penn DOT will commence to develop a plan for the implementation of the non-MOS portion of the Build Alternative between Andover, NJ and Scranton, PA.

### **2.2.2.1 Operations**

#### ***Build Alternative Operations***

The operating plan for the Build Alternative will have two components, with trains providing service from Scranton, PA to Hoboken, NJ and from Andover, NJ to New York Penn Station. All Build Alternative rail services will be extensions of NJ TRANSIT Morris & Essex Line or Montclair-Boonton Line trains. Thus, no new trains will be added along those lines east of Port Morris as a result of the Lackawanna Cut-Off Project, and therefore no new environmental impacts will occur east of Port Morris.

#### **Scranton, Pennsylvania to Hoboken, New Jersey**

Trains will consist of commuter rail coaches and a cab car propelled by a diesel locomotive. The trains will operate on approximately 45-minute headways during peak periods and two-three hour headways during off-peak periods. There will be nine eastbound and nine westbound trains. The first train will leave Scranton at approximately 4:00 AM and the last train will return to Scranton at approximately 1:00 AM. The trip times from Scranton to Hoboken will be approximately three hours and twenty minutes. Sample travel times are presented in Table 2.2-1.

West-of-Andover travelers to Midtown Manhattan could transfer at Andover or several stations along NJ TRANSIT's Midtown Direct rail service, including at Dover and Newark Broad Street.

**Table 2.2-1: Operating Plan Travel Times**

Station Stop	Travel Time to Hoboken (hours: minutes)
Scranton	3:20
Tobyhanna	2:43
Pocono Mountain	2:38
Analomink	2:12
East Stroudsburg	2:06
Delaware Water Gap	1:58
Blairstown	1:42
Andover	1:29
<i>M&amp;E Service Territory</i>	
<i>Dover</i>	<i>1:01</i>
<i>Morris Plains</i>	<i>0:49</i>
<i>Morristown</i>	<i>0:44</i>
<i>Convent Station</i>	<i>0:40</i>
<i>Summit</i>	<i>0:30</i>
<i>Newark Broad Street</i>	<i>0:14</i>
<i>Hoboken</i>	<i>0:00</i>

Source: NJ TRANSIT, 2005

**Andover, New Jersey to Midtown Manhattan**

Trains will consist of commuter rail coaches and a cab car propelled by a dual-mode locomotive. The dual-mode locomotive will permit trains to operate in both electrified and non-electrified service territories. This technology will enable these trains to operate over NJ TRANSIT’s electrified territory into Midtown Manhattan. NJ TRANSIT is now working to develop and procure new dual power rail equipment that will be capable of operating on non-electrified rail lines, such as the Lackawanna Cut-Off and along electrified rail lines. This equipment will make it feasible to operate service to Midtown Manhattan. Development and acquisition of this equipment will enable system-wide NJ TRANSIT rail service to be increased and operate to midtown Manhattan with the completion of the Access to the Region’s Core Project. This dual power rolling stock is anticipated to be available to provide the passenger service to Andover proposed as part of the Build Alternative.

By 2030, the trains will operate on approximately 30-minute headways during peak periods and two- hour headways during the off-peak periods. There will be ten eastbound and eleven westbound trains. The first train will leave Andover at approximately 5:00 AM and the last train will return to Andover at approximately 10:30 PM. The trip time from Andover to New York Penn Station will range from one hour and 55 minutes to two hours and one minute, depending upon the intermediate station stops.

The Andover trains will be extensions of dual-mode trains identified in the ARC FEIS Build Alternative service plan. They will be a combination of Morris & Essex and Montclair-Boonton Line trains that will terminate at Dover, Howard Boulevard or points west of Port Morris under the ARC plan. Selected trains will be extended to Andover to provide Direct Midtown service as described above.

### **MOS Operations**

This service will function as extensions of NJ TRANSIT's Morris & Essex Line and Montclair-Boonton Line trains. Weekday commuter rail service will be provided from Andover Station to Hoboken Terminal, via both the existing Morris & Essex Line and the existing Montclair-Boonton Line. Headways will be hourly during the weekday peak periods and approximately every 2 hours during the weekday off-peak. No weekend service is assumed. Hours of service will be from approximately 5:00 AM to 10:30 PM. The service will involve 8 eastbound and 8 westbound revenue trains per weekday. Four non-revenue trains will be operated in each direction in order to move equipment to and from NJ TRANSIT's Port Morris Yard.

Because the proposed MOS portion of the Build Alternative train service will be based on extending trains, the new service can be accommodated using NJ TRANSIT's existing rail rolling stock (diesel locomotives and coaches). Therefore, the project's scope does not include the acquisition of additional rolling stock.

#### **2.2.2.2 Stations**

New stations will be constructed as part of the Build Alternative. Each station will consist of a high level platform with a canopy and passenger waiting shelter. Provisions for general lighting, landscaping and illuminated walkways will create a pedestrian friendly environment. Parking will be provided at the stations, as discussed in Section 3.7. The proposed stations are described below.

##### ***Scranton Station***

The terminus of the line in the City of Scranton will be a regional station located in the vicinity of Steamtown along Lackawanna Avenue. This proposed station to be constructed in a rail right-of-way owned by the Pennsylvania Northeast Regional Rail Authority will permit the rail service to interface with local and intercity bus services, allowing convenient transfer between modes. Parking for the station will be provided in the existing public parking lot located adjacent to the station platform. The proposed station will be situated on Lackawanna Avenue along the northernmost track immediately east of Bridge 60 (the railroad bridge over the Lackawanna River) and to the east of the Cliff Street underpass. Access to this site will be from Lackawanna Avenue.

##### ***Tobyhanna Station***

The proposed Tobyhanna Station site is located in Coolbaugh Township and is part of a site owned by the Pennsylvania Northeast Regional Rail Authority. The site is adjacent to the former rail station; the historic building is still in place and is in use as the local historical society rail museum. Parking at this location will be on the vacant side and rear portions of this site. Access to this site will be from Church Street.

##### ***Pocono Mountain Station***

The proposed Pocono Mountain Station site is located in Coolbaugh Township and is part of a site that is currently vacant which was formerly used as a summer camp. Access to this site will be from PA Route 611 via Pocono Municipal Road/Mount Pocono Road and a local access road. The station is not dependant on any future development within the area.

### ***Analomink Station***

The site for the proposed Analomink Station is located along PA Route 191 in Stroud Township. PennDOT and Stroud Township own the two parcels that comprise the station site. While the Township-owned portion is currently vacant, the parcel under PennDOT ownership is used for roadway maintenance materials storage. Access to this site will be from PA Route 191 and PA Route 447.

### ***East Stroudsburg Station***

The proposed location of this station is west of the right-of-way, east of Crystal Street and south of the former railroad station building. Parking will be within the right-of-way along Crystal Street and will continue south of Bridge Street on two properties owned by rail entities. Access to this site will be from Crystal Street and Bridge Street.

### ***Delaware Water Gap Visitors Center Station***

The proposed location of this station is south of the right-of-way at PA Route 2028 (River Road) in Smithfield Township. The parking area will be located at the Delaware Water Gap Visitors Center, located southwest of Interstate 80. The Commonwealth of Pennsylvania recently completed improvements to the visitor's center. This station parking will modify the new layout to incorporate a park-and-ride facility. The planned park-and-ride facility will be a five-level parking garage containing approximately 900 parking spaces located within the existing parking area. The amount of parking for the visitor center will remain unchanged. Pedestrian access between the station platform and the parking site will be along PA Route 2028. This project will include improvements along PA Route 2028 to improve pedestrian access. Vehicular access from Interstate 80 will be direct via PA Route 2028.

### ***Blairstown Station***

The proposed Blairstown Station will be located on the north side of the right-of-way, west of Hope Road (County Route 521). Parking will be provided on a site that is currently in private ownership. The former station building and freight house are intact on this site. Access to this site will be from County Route 521.

### ***Andover Station***

This proposed station site is located in Andover Township on the south side of Roseville Road in the vicinity of where the road curves to the north to intersect with Andover Mohawk Road. The site is undeveloped and located within the railroad right-of-way owned by the State of New Jersey. Access to this site will be from Roseville Road (just east off County Route 613). A single high-level platform will be constructed to facilitate level boarding. Access to the platform will be provided via an American's with Disabilities Act (ADA) compliant ramp, adjacent to the parking lot. There will be no pedestrian grade crossing to access trains.

The only station in the MOS portion of the Build Alternative is at Andover. In the MOS, a parking lot of 65 spaces will be constructed adjacent to the station to accommodate the ridership generated by MOS service. In 2030, the need for parking is projected to grow to 125 spaces for the Build Alternative.

#### **2.2.2.3 Maintenance Facilities**

A yard facility will be built in Scranton, west of the proposed station site. The yard facility will be used for vehicle storage, light maintenance, fueling and cleaning. The yard will include covered storage tracks

and an employee welfare facility. This former multiple-track right-of-way will permit the construction of two storage tracks and a tail track parallel to the existing freight track. The proposed employee welfare facility will provide space for offices, crew locker rooms for male and female employees, and storage for cleaning, inspection and light maintenance material. Approximately 30 employee parking spaces will be provided at the site.

A maintenance-of-way facility is included as part of the project in Greendell, New Jersey, utilizing the former station building and site at that location for storage of materials for signal maintainers. This proposed facility will be located entirely in a publicly-owned right-of-way.

Yard and maintenance facilities for the extended rail service proposed in the MOS portion of the Build Alternative will be provided at NJ TRANSIT's existing Port Morris Yard, 7.3 miles from the project's terminus. Therefore, no yard or maintenance facilities are included in the project's scope for the MOS.

#### **2.2.2.4 Infrastructure**

##### *Overview*

In the New Jersey portion, the right-of-way from Port Morris to the Delaware River Bridge will require extensive clearing, grubbing and rehabilitation since there is no rail service or existing track over this portion. A single new track will be reconstructed for the length of the right-of-way from Port Morris to the Delaware River Bridge. It will be placed to allow for the construction of a second track in the future by a separate project, should two tracks be needed in the future. A two-mile passing siding will be constructed approximately four miles east of Blairstown Station. West of the Andover Station there will be an approximate 1,000-foot long second track. New construction will also occur at Port Morris where a connection to the existing Morristown Line will be re-established. A new signal and communication system will be installed throughout both the New Jersey and Pennsylvania portions of the project.

There are 68 existing structures; i.e., culverts, bridges, walls, etc., in New Jersey that will be utilized. These structures will require varying amounts of rehabilitation. The majority of these structures are constructed of reinforced concrete and have experienced deterioration that will require minor repairs, such as spall repair, fixing cracks in the concrete, pressure injecting grout in leaking joints and seal coating concrete adjacent to the roadways. Minor rehabilitation will be required in New Jersey on the Paulins Kill Viaduct and at the Roseville Tunnel. Paulins Kill Viaduct rehabilitation needs will be relatively minor, consisting of the rehabilitation of refuge bays and replacing railings at the top of the structure. Roseville Tunnel rehabilitation needs may include reinforcements and lining replacement. All associated work will be completed in conformance with the Secretary of the Interior's Standards and coordination with the NJSHPO and PASHPO as outlined in the project Programmatic Agreement (see Section 8).

The Delaware River Bridge spanning the Delaware River between New Jersey and Pennsylvania will require the most extensive structural rehabilitation work in the corridor since it has experienced deterioration from weather and water due to its location spanning the Delaware River. Major reconstruction will be required for the length of the bridge to replace the smaller arch components up to the top of the structure, including replacement of the entire deck of the structure. Rehabilitation of the Delaware River Bridge will require no in-water work. All grubbing work will be done to minimize impacts. Applicable Best Management Practices will be used as detailed in Section 13.0. Additionally, all associated work will be completed in conformance with the Secretary of the Interior's Standards and coordination with the NJSHPO and PASHPO as outlined in the project Programmatic Agreement.

In the Pennsylvania portion from the Delaware River Bridge to Scranton, the existing railroad track and infrastructure will be utilized, but will be upgraded where necessary. Three new two-mile sidings will be

constructed, one east of East Stroudsburg Station and two between Analomink and Pocono Mountain Stations. There will be a six-mile long section of double track for passing eastward from the terminus in Scranton. The existing structures in Pennsylvania will be utilized, with minor rehabilitation. All associated work will be completed in conformance with the Secretary of the Interior's Standards and coordination with the PASHPO as outlined in the project Programmatic Agreement.

The MOS portion of the Build Alternative involves the 7.3 miles of the alignment from Port Morris to Andover. A single track will be constructed along the existing right-of-way for the MOS. The State of New Jersey owns the right-of-way, which it purchased in 2001. Historically, this had been a two-track right-of-way until service was abandoned in the 1970's. One at-grade crossing will be constructed at Brooklyn Road in Stanhope and will be coordinated with local requirements. The balance of the right-of-way for MOS is grade separated.

### **Infrastructure Inventory and Condition Analysis**

A component of the project planning and Environmental Assessment was to perform a detailed inventory and analysis of the existing infrastructure found throughout this 88-mile corridor extending from Port Morris, NJ to Scranton, PA. The purpose of this inventory and analysis was to document the existing conditions of the right-of-way infrastructure including track, structures and drainage facilities, identify their rehabilitation needs, and quantify the costs of rehabilitating or upgrading the infrastructure to accommodate passenger rail service. All inspection and analysis work was performed under the supervision of a licensed Professional Engineer.

### **Inspection Procedure and Findings**

The focus of the infrastructure inspection effort consisted of a review of available materials including:

- Track Charts
- Valuation Maps
- Aerial photographs developed for this project
- New Jersey Transit MW4 "Manual of Design Criteria"
- AREMA Manual for Railway Engineering, 2003 Edition

The main focus of the infrastructure inventory and analysis was the structural inspection effort which consisted of a visual inspection of 111 undergrade and overhead bridge structures and drainage structures over 7 feet in length. Photographs of each structure were taken to identify the bridge type and major details. Specific areas of deterioration were also photographed. Overall dimensions of each structure were also recorded. All of this data was then recorded electronically and separated into an inspection report for each structure.

There are four large structures included in this project, two tunnels and two viaducts. The two large viaduct structures were accessed by ropes and ladders. Every span and pier was inspected visually and photographed. Areas of deterioration were noted. The chambers inside the piers were also inspected, along with manhole shafts, ladders and refuge bays. Every accessible arch was inspected for cracks, spalls, exposed rebar and leaks. In addition to the two large viaduct structures, two tunnels were also visually inspected and photographed. Special attention was paid to identifying potential falling rock hazards. Water leakage, structural integrity and potential tunnel blockages were also considered.

Each structure was visually inspected for deteriorations in the form of spalls, cracks, joint leakage, vegetation overgrowth, loss of section of steel members, abutment condition, concrete scaling, railing

condition, crib wall and embankment condition, rust and debris. These items were noted for each structure and a quantity was estimated. Additionally, if present in the area, washouts were noted as well as adjacent track conditions.

The majority of the structures on the New Jersey side are constructed of reinforced concrete. Some of the typical deterioration conditions on these structures include spalls, cracks and displacements, leaks and scaling of concrete.

The Pennsylvania side consists of both steel and concrete structures. Overall the structures on the Pennsylvania side are in better condition than the New Jersey side. The concrete structures that are deteriorated exhibit the same conditions as the New Jersey structures. The steel structures show typical deterioration, which include rust and loss of section (angle braces, gusset plates and beams). In addition, cracks and spalls in the substructure are prevalent.

### **Paulins Kill Viaduct**

This structure has the most active deterioration of the 4 large structures examined. The concrete has large cracks and deep spalls throughout, most notably at the top of the piers on the refuge bays.

### **Delaware River Viaduct**

The Delaware River viaduct contains many cracks and spalls throughout the structure. Several of the piers contain large, deep cracks near the top and up through the refuge bays. These cracks show potential for concrete separation, which creates a falling debris hazard. Additionally, most of the smaller arches near the top of the viaduct have cracks, delaminated concrete and deep spalls with exposed rebar in the arch tops. These structural defects seriously compromise the integrity of the structure and will require an extensive rehabilitation of the upper portion of the viaduct. The exterior faces of the viaduct near the top of the structure are badly spalled throughout.

Rehabilitation of the Delaware River Bridge will require no in-water work; all grubbing work will be done to minimize impacts; applicable Best Management Practices will be used as detailed in Section 3.14.4; and all associated work will be completed in conformance with the Secretary of the Interior's Standards and coordination with the NJSHPO and PASHPO as outlined in the project Programmatic Agreement in Section 8.0. NJ TRANSIT anticipates that these statements will result in a determination by the USCG that they do not need to exert regulatory jurisdiction for this project.

### **Nay Aug Tunnel**

The Nay Aug tunnel is in overall good condition. There is debris blocking the South tunnel, which is currently abandoned. There are rock bolts in the ceiling of the North tunnel, which appear to be in good condition. There is some water seeping into the tunnel, but for the most part is off to the sides of the track. The tunnel was clear of vegetation and debris at the time of the inspection.

### **Roseville Tunnel**

The Roseville tunnel has 133 feet of concrete lining which starts at the west end. This lining is badly deteriorated and is spalling off. Additionally, the ceiling of the tunnel contains numerous

rock bolts. These bolts are used to anchor large pieces of rock that have cracked or separated from the tunnel ceiling. The age and depths of these bolts are unknown. Based on the visual inspection, more rock bolts will be needed to secure other large rock pieces to the body of the tunnel.

A full technical report describing the existing conditions and improvements required for passenger rail service implementation has been prepared and is titled *Structures and Inventory Analysis Report*, prepared by Edwards and Kelcey, Inc. dated August 2003.

#### **2.2.2.5 Demand Estimation**

Ridership demand for the Lackawanna Cut-Off Study was estimated by NJ TRANSIT using the North Jersey Transit Demand Model (NJTDM). The model was modified and extended to include the study area for the Lackawanna Cut-Off Study, which includes counties in northeastern Pennsylvania. The model was updated with estimates and forecasts of population, households and employment for the Years 2000 and 2030 in the Pennsylvania portions of the study area, including Bucks, Carbon, Lackawanna, Lehigh, Luzerne, Monroe, Northampton, Pike and Wayne Counties.

Ridership forecasting assumptions include:

- PA county forecasts were developed by Pennsylvania Department of Environmental Protection (PADEP) Water Resources Division;
- NJ/NY forecasts used New York Metropolitan Transportation Council 2004 forecasts for NY counties and North Jersey Transportation Planning Authority 2004 forecasts for NJ counties;
- 2000 Census Journey to Work data was used to estimate trips to Manhattan and other major points from the Pennsylvania portion of the study area as a base; these were supplemented with 2002 bus survey data for riders to Manhattan;
- Future growth was then factored in to develop 2030 No Build work trips;
- Non-work trips were factored in based upon 1990 relationships between work and non-work trips from the study area, and factored to 2000 using Census and other data;
- NJ TRANSIT rail fares were extended to Scranton;
- Parking costs were assumed to be \$1 per day or less at stations, no capacity constraint;
- 2002 bus schedules (Martz, Lakeland, etc.);
- Travel times do not consider any capacity constraints on railroad;
- Updated highway network; and,
- ARC Build Alternative rail service plan was assumed in the No Build Alternative.

Table 2.2-2 presents the ridership demand that resulted from the ridership modeling process.



**Table 2.2-2: Build Alternative Weekday Ridership Estimates, 2030**

Station	Total Eastbound Daily Boardings	AM Peak Period Eastbound Boardings	Off-Peak & PM Peak Eastbound Boardings
Scranton	40	35	5
Tobyhanna	150	140	10
Pocono Mountain	1,040	960	80
Analomink	250	235	15
East Stroudsburg	460	420	40
Delaware Water Gap	980	890	90
Blairstown	280	280	0
Andover	150	140	10
<b>Total Lackawanna Line</b>	<b>3,350</b>	<b>3,100</b>	<b>250</b>
<i>Additional Riders on Existing NJ TRANSIT Line</i>	<i>170</i>	<i>150</i>	<i>20</i>
<b>Total Project</b>	<b>3,520</b>	<b>3,250</b>	<b>270</b>

Source: NJ TRANSIT, 2006

Note: The AM peak period is a 6 AM – 10 AM arrival time in New York and key New Jersey destinations

**Table 2.2-3: MOS Portion of Build Alternative Weekday Ridership Estimates, 2030**

	Opening Year (2012)	Forecast Year (2030)
<b>Project Boardings (total for both directions)</b>		
Average Weekday	160	260
Work Trips	152	247
Peak Hour	60	90
Annual	40,640	66,040
<b>One-Way Boardings (trips, or riders - eastbound or westbound only)</b>		
Average Weekday	80	130
Work Trips	76	123
Peak Hour	30	45
Annual	20,320	33,020

Source: NJ TRANSIT, 2008

### 2.2.2.6 Parking Requirements

Based on the ridership demand, parking facilities were identified for each station location. Table 2.2-4 presents the number of parking spaces proposed at each station.

**Table 2.2-4: Proposed Station Parking Facilities for Build Alternative**

Station	Number of Parking Spaces
Scranton Yard	30
Scranton	30
Tobyhanna	102
Pocono Mountain	1,000
Analomink	250
East Stroudsburg	228
Delaware Water Gap	900
Blairstown	243
Andover	125
<b>Total Number of Parking Spaces</b>	<b>2,908</b>

Source: NJ TRANSIT, 2006

For the MOS portion of the Build Alternative, a single station with 65 parking spaces will be constructed at the MOS terminus in Andover, NJ.

### 2.2.2.7 Costs

#### *Capital Costs*

A capital cost model was developed for the Lackawanna Cut-Off Passenger Restoration Project following the guidance contained in *Procedures and Technical Method for Transit Project Planning*, Section II.3, Estimation of Capital Costs, Federal Transit Administration, September 1998, as revised. The capital cost model is limited by the level of design detail available at this stage of project development. During the engineering phase, capital costs will be refined with the more detailed information developed. In order to anticipate potential variances in assumptions made in the order-of-magnitude costs at this stage of project planning and actual implementation cost, a contingency cost is included. More detailed information on environmental mitigation and right-of-way, station and yard property acquisition will need to be quantified in the next phase of design, as well.

Unit costs included in the model have been developed based upon recent experience with the design and cost estimating of capital cost elements on other projects. Costs have been developed based upon NJ TRANSIT experience. The model has been prepared in 2006 dollars.

Capital costs to construct and implement the Lackawanna Cut-Off project were estimated and are summarized in Table 2.2-5.

MOS portion of the Build Alternative capital costs were estimated utilizing unit pricing for materials and labor based on NJ TRANSIT’s recent experience with similar work. Work elements will include:

- **Site preparation of the existing alignment for a single track service --** This involves clearing, grubbing and re-grading the right-of-way. This also involves similar work for the station and park and ride area in Andover.
- **Installation of rails, ties and ballast –** After site preparation, ballast, ties and rail will be installed.
- **Rehabilitation of the Roseville Tunnel –** Limited rehabilitation work will be performed to ensure the existing 1,200 foot is suitable for passenger service.

- **Grade Crossing at Brooklyn Road in Stanhope** – This element involves the construction of flashers, gates and other advance warning devices, including components appropriate for a quiet zone.
- **Station Construction** – The station will consist of a single high level platform station (with pedestrian access designed for persons with disabilities), a parking lot and circulation for passenger drop-off/pick-up.

An inflation rate of 3 percent was used to estimate Year of Expenditure costs from Base Year dollars. The total capital cost of the MOS portion of the Build Alternative project is \$33,196,573 in base year dollars (2007). This equates to \$36,624,906 in year of expenditure dollars. Table 2.2-6 summarizes the MOS capital costs.

**Table 2.2-5: Build Alternative Capital Costs**

Cost Item	Total (millions, 2006 dollars)
Track, Structures, Signals and Communications	\$191
Stations	\$41
Yard	\$14
Equipment	\$105
Environmental Mitigation / Land Acquisition	\$5
Soft Costs	\$90
Contingency	\$80
Overhead and Profit	\$25
<b>TOTAL</b>	<b>\$551</b>

Source: Edwards and Kelcey, 2006.

**Table 2.2-6: MOS Portion of Build Alternative Capital Costs**

Cost Item	Base Year (2007 \$s)	Year of Expenditure (2007-2012 \$s)
Guideway and Track Elements	\$9,473,725	\$10,773,038
Stations, Stops, Terminal, Intermodal	\$1,197,144	\$1,367,607
Sitework and Special Conditions	\$11,741,976	\$12,760,571
Systems	\$1,688,900	\$1,929,385
Professional Services	\$9,094,828	\$9,794,305
<b>TOTAL</b>	<b>\$33,196,573</b>	<b>\$36,624,906</b>

Source: NJ TRANSIT, 2008.

### **Operating and Maintenance Costs**

An operating and maintenance cost (O&M) model was developed for use in the Lackawanna Cut-Off Passenger Restoration Project. The O&M estimate has been prepared following the guidance contained in *Procedures and Technical Method for Transit Project Planning*, Section 2.4, Operating and Maintenance Cost, Federal Transit Administration, September 1990, as revised. The principals of this guidance were applied to prepare the O&M cost model for the Lackawanna Cut-Off Passenger Restoration Project, which was developed to a level of detail appropriate for the concept-level work performed in this study. The output of the demand forecasts and operating plans were used as input to the O&M cost model, in the form of operating statistics. Development of the model involves identifying costs that vary with service levels, and then attributing each variable cost to the service characteristics to which it is most closely tied.

The O&M estimate includes incremental costs to extend ARC trains from Mount Arlington / Port Morris Yard to Andover.

Annual costs to operate and maintain the Lackawanna service were estimated and are summarized for the Build Alternative to Scranton in Table 2.2-7 and for the MOS portion of the Build Alternative to Andover in Table 2.2-8.

**Table 2.2-7: Build Alternative Annual Operating and Maintenance Costs**

Cost Item	Total (millions, 2006 dollars)
Train Operations	\$4.8
Train Maintenance	\$5.3
Yard Operation and Maintenance	\$1.9
Station Operations and Maintenance	\$1.7
Maintenance-of-way	\$8.1
Administration	\$4.4
<b>TOTAL</b>	<b>\$26.2</b>

Source: Edwards and Kelcey, 2006.

**Table 2.2-8: MOS Portion of Build Alternative Annual Operating and Maintenance Costs**

Cost Item	Total (millions, 2008 dollars)
Train Operations	\$0.3
Station Operations and Maintenance	\$0.2
Maintenance-of-way	\$0.7
Administration	\$0.3
<b>TOTAL</b>	<b>\$1.5</b>

Source: Edwards and Kelcey, 2008.

### **Revenue and Net O&M Costs**

Annual fare revenues were estimated using the output of the demand forecasts and based upon existing NJ TRANSIT fare structure extended out to Scranton. Other notable assumptions include:

- Calculations are based upon fare policies in effect prior to July, 2005 (the date of the last NJ TRANSIT fare increase);
- Calculations reflect a typical mix of ticket types in the peak and off-peak periods by origin-destination station pairs, as was used as input to the demand forecasting model;
- Annual ridership figures were calculated based upon typical weekend and holiday service, and include recreational weekend riders;
- Revenue impacts for connecting modes (e.g., Newark City Subway, local distribution buses, etc.) are not included;
- Revenue estimates are in 2005 dollars (pre-July) and reflect 2030 ridership forecasts; and
- Non-farebox revenues (e.g., parking, advertising) were not included.

Annual passenger activity at proposed new stations in 2030 is 1,811,000 trips. The net annual change at proposed and existing stations together is 1,847,000 trips. The associated annual revenue figures are

\$14.54 million and \$13.87 million, respectively. Although the existing NJ TRANSIT rail stations will experience a small net increase in ridership attracted by modest changes in service frequency, the impact will be a net reduction in revenue of \$667,000 at those stations. This occurs because the growth occurs predominantly at the innermost, lowest-fare stations, while some of the outer stations lose riders that divert to the new stations. Fare impacts at existing stations also result from a shift between terminal destinations, Midtown Manhattan versus Hoboken Terminal.

A breakdown of the revenue estimates by station is presented in Table 2.2-9.

Based on the operating cost estimates previously presented, the farebox recovery rate on the Lackawanna Cut-Off is 55.5 percent. Taking all NJ TRANSIT rail lines into consideration, the recovery rate drops slightly to 52.9 percent. The shortfall of revenue to operating costs (i.e., the annual subsidy) is \$12.3 million.

**Table 2.2-9 Build Alternative Annual Rail Revenue**

Station	Total (thousands, 2005 dollars)
Scranton	\$ 200
Tobyhanna	\$ 660
Pocono Mountain	\$ 4,692
Analomink	\$ 1,120
East Stroudsburg	\$ 2,009
Delaware Water Gap	\$ 4,027
<b>Pennsylvania Subtotal</b>	<b>\$ 12,708</b>
Blairstown	\$ 1,238
Andover	\$ 589
<b>New Jersey Subtotal</b>	<b>\$ 1,827</b>
<b>Lackawanna Cut-Off Total</b>	<b>\$ 14,535</b>
Balance of NJ TRANSIT stations	\$ (667)
<b>Net Rail System Total</b>	<b>\$ 13,868</b>

Source: NJ TRANSIT, 2005.

MOS portion of the Build Alternative annual revenue figures were estimated based on the daily forecasts of rider demand, converted to annual totals. The gross annual revenue generated by Andover station riders in the opening year is estimated at \$325,000. This figure will become \$537,000 by 2030. Net annual rail system revenue in those two time frames for the MOS will be \$20,000 and \$87,000, respectively.

**2.2.3.8 Financial Plan and Schedule**

NJ TRANSIT has identified funding for the implementation of the MOS portion of the Build Alternative and intends to advance it as the first of two project phases. The estimated project cost in year of expenditure is \$36,624,906. The financial plan calls for the use of New Starts and other Federal discretionary funds to cover approximately half of the project costs, with the balance funded by the State of New Jersey Transportation Trust Fund (TTF). This funding has been allocated in the Transit Rail Initiatives line item of the state budget. The Lackawanna Cut-Off MOS is included in the North Jersey Transportation Planning Authority’s constrained Long Range Plan. Both federal funding and State Transportation Trust Fund funding are included in the STIP.

### **3.0 SUMMARY OF ENVIRONMENTAL EFFECTS**

An evaluation was completed of the effects of the Build Alternative (as described in Section 2.2.2), on the built and natural environment in the project study area. Project effects were assessed for either the proposed station areas or the proposed project corridor, depending upon the environmental category evaluated. A station area is defined as the area within a one-quarter mile (1,320 feet) radius of a proposed station site. A proposed station site includes the station platform, station building and associated parking lots

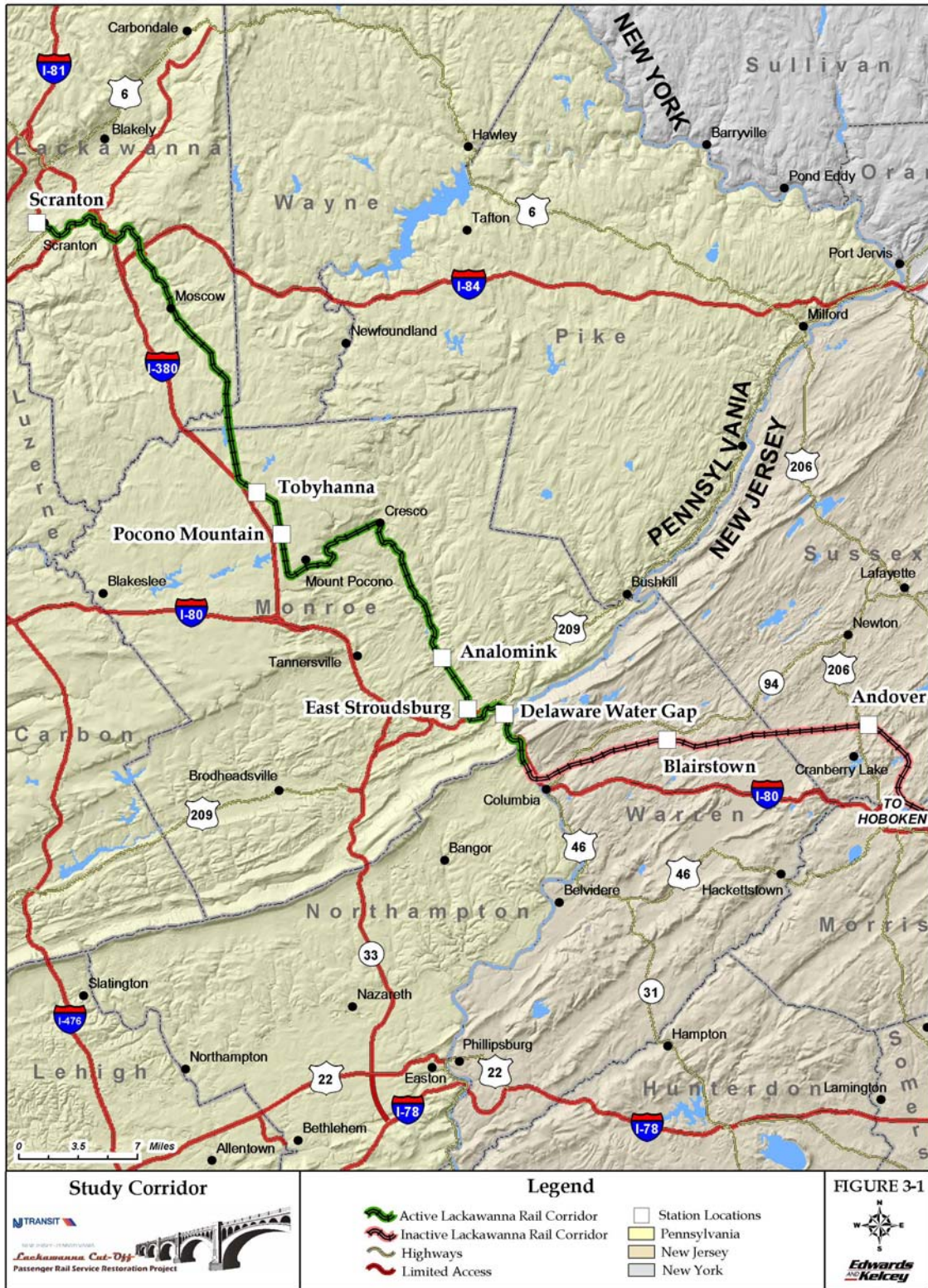
In the Build Alternative from Scranton, PA to Port Morris, NJ, there will be project related impacts due to infrastructure improvements, associated construction activities, and changes in rail service as a result of the Build Alternative. But from Port Morris to Hoboken, there will be no project related impacts in any of the analysis areas because there will be no change to NJ TRANSIT rail operations or infrastructure as a result of the Build Alternative, as compared to the No Build Alternative.

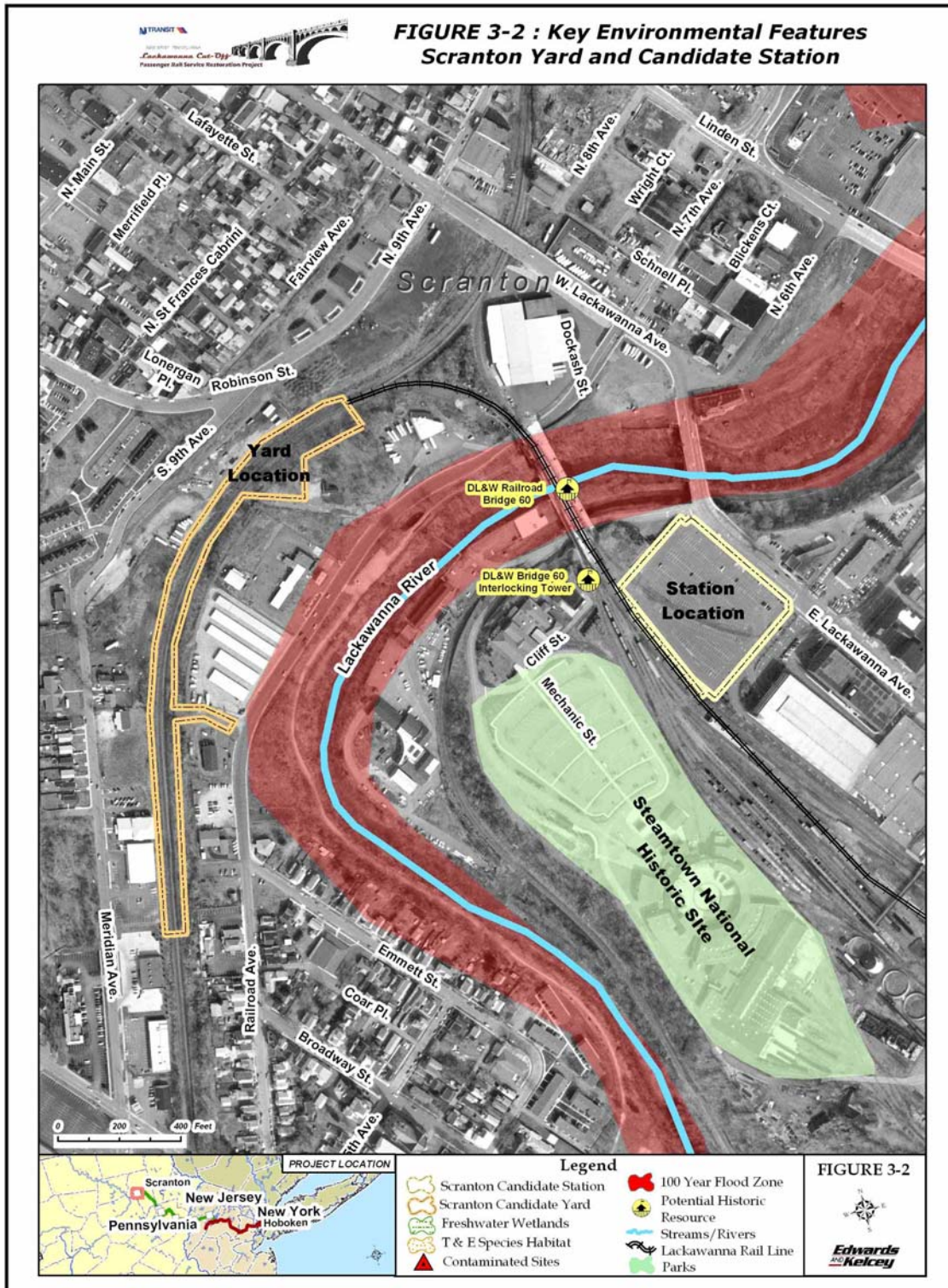
In the MOS portion of the Build Alternative from Andover, NJ to Port Morris, NJ, there will be project related impacts due to infrastructure improvements, associated construction activities, and the addition of new rail service. From Port Morris to Hoboken, there will be no project related impacts in any of the analysis areas because there will be no change to NJ TRANSIT rail operations or infrastructure as a result of the MOS, as compared to the No Build Alternative.

All the mitigations outlined in this Section are based on NJ TRANSIT's analysis of the potential impacts and will be implemented as part of the Lackawanna Cut-Off project.

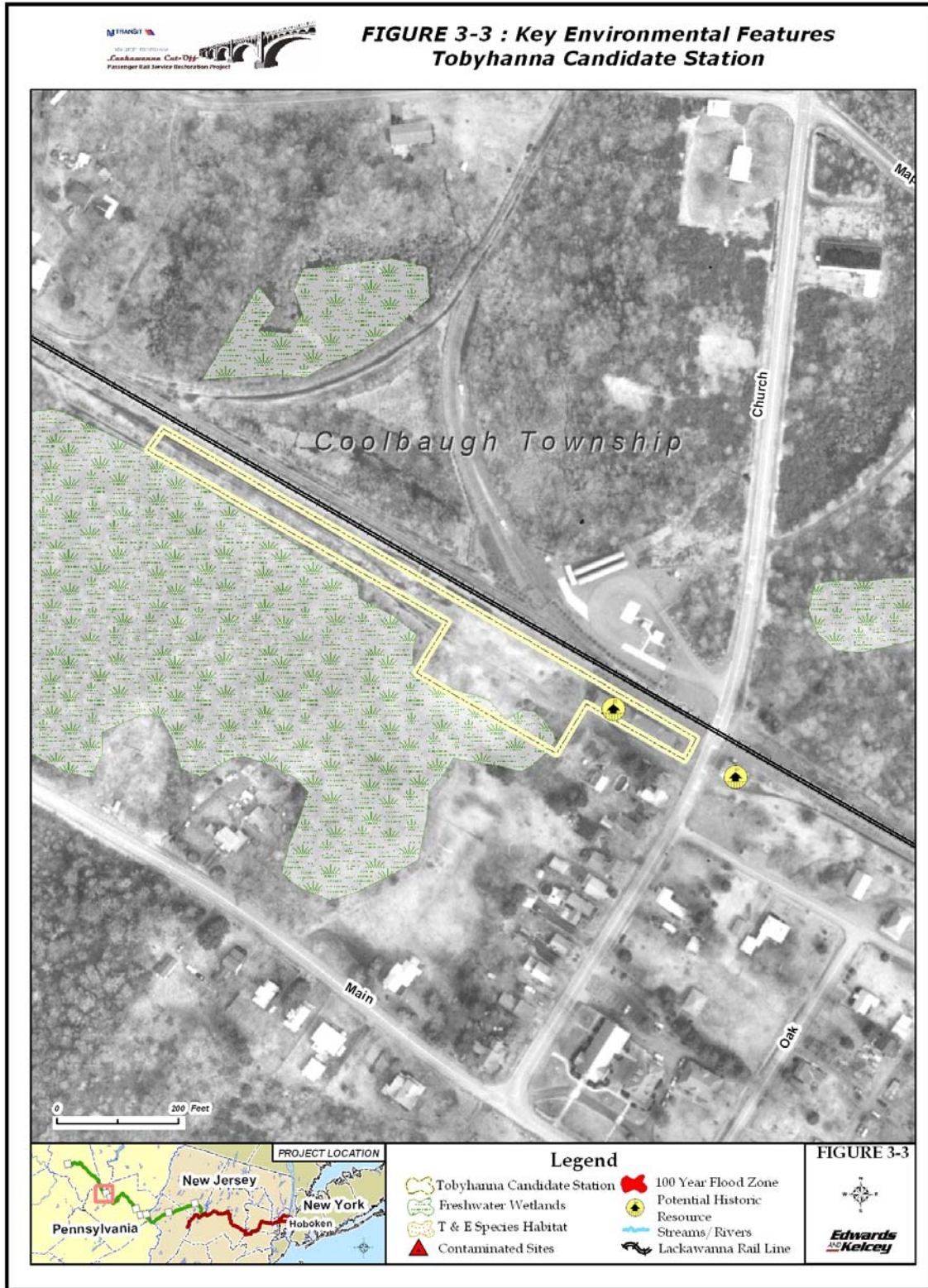
A summary of major findings is presented below. Figure 3-1 depicts the geography of the study area; Figures 3-2 through 3-12 depict the key environmental features in the study area.

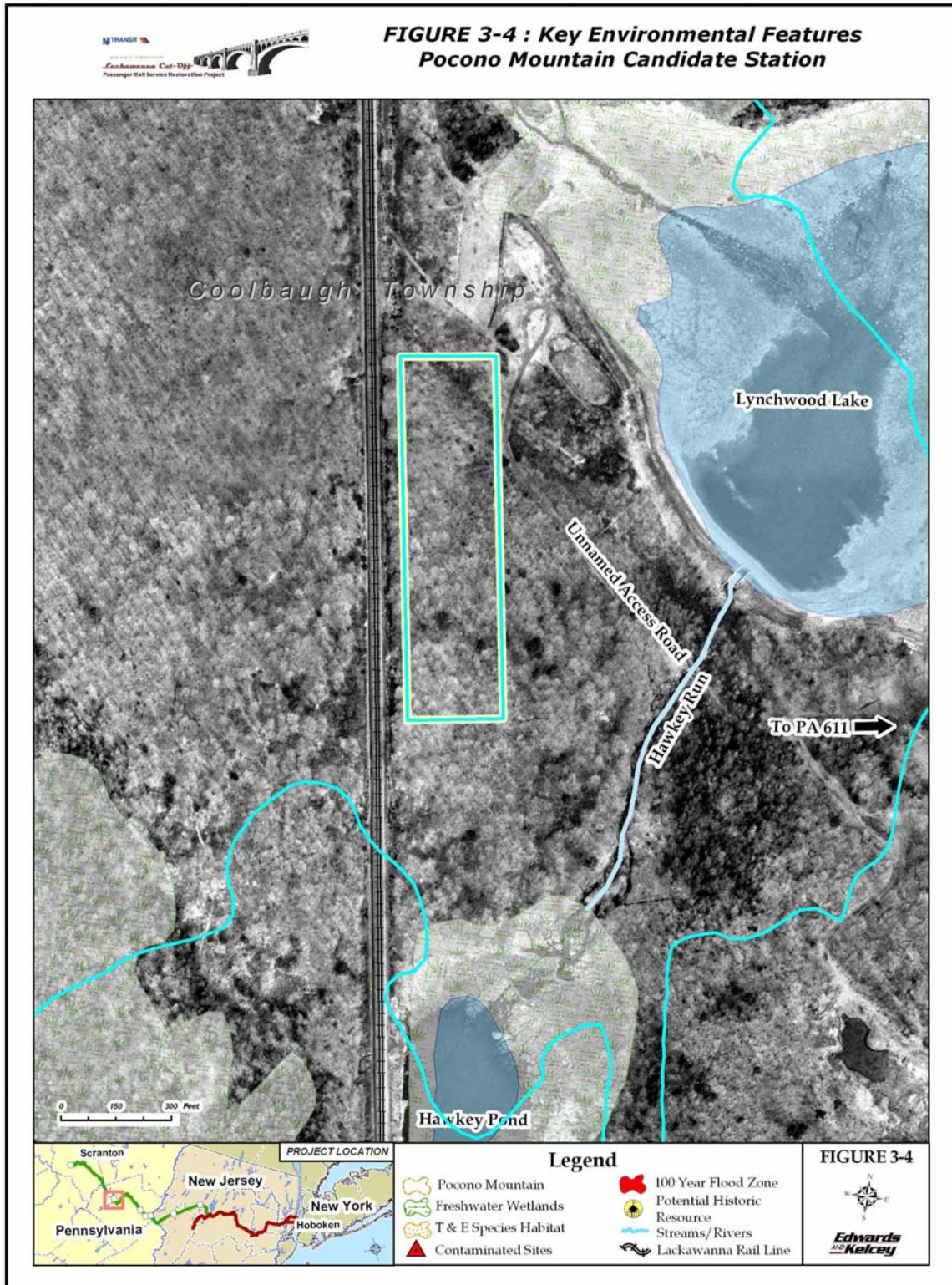
Detailed description of the evaluations of the proposed project effects on land use and zoning, community facilities, historic resources, archaeology, traffic, air quality, noise and vibration, physical resources, water quality, wetlands, flood plains, endangered species, hazardous waste, environmental justice, and construction impacts can be found in the Appendices accompanying this document.



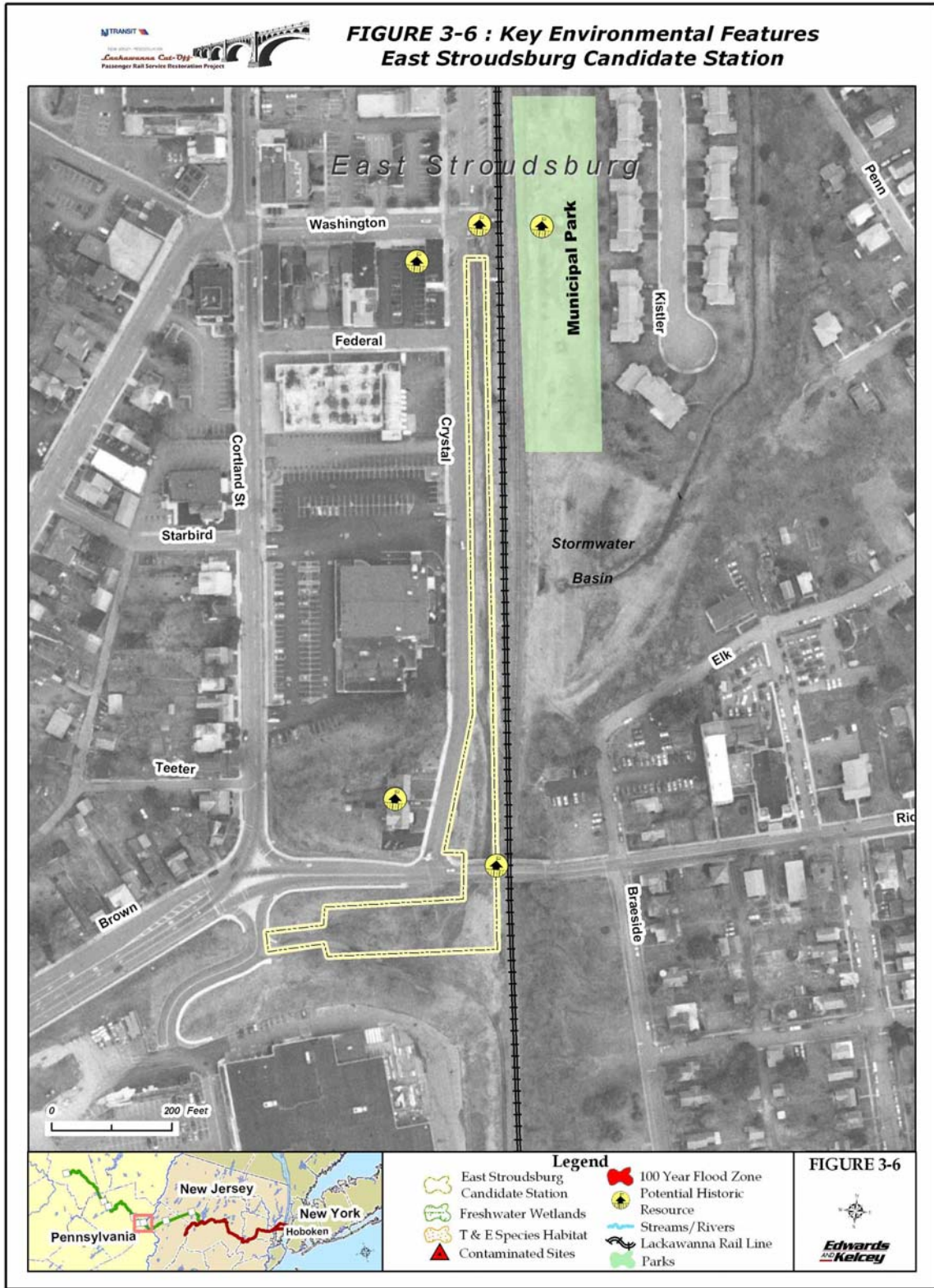


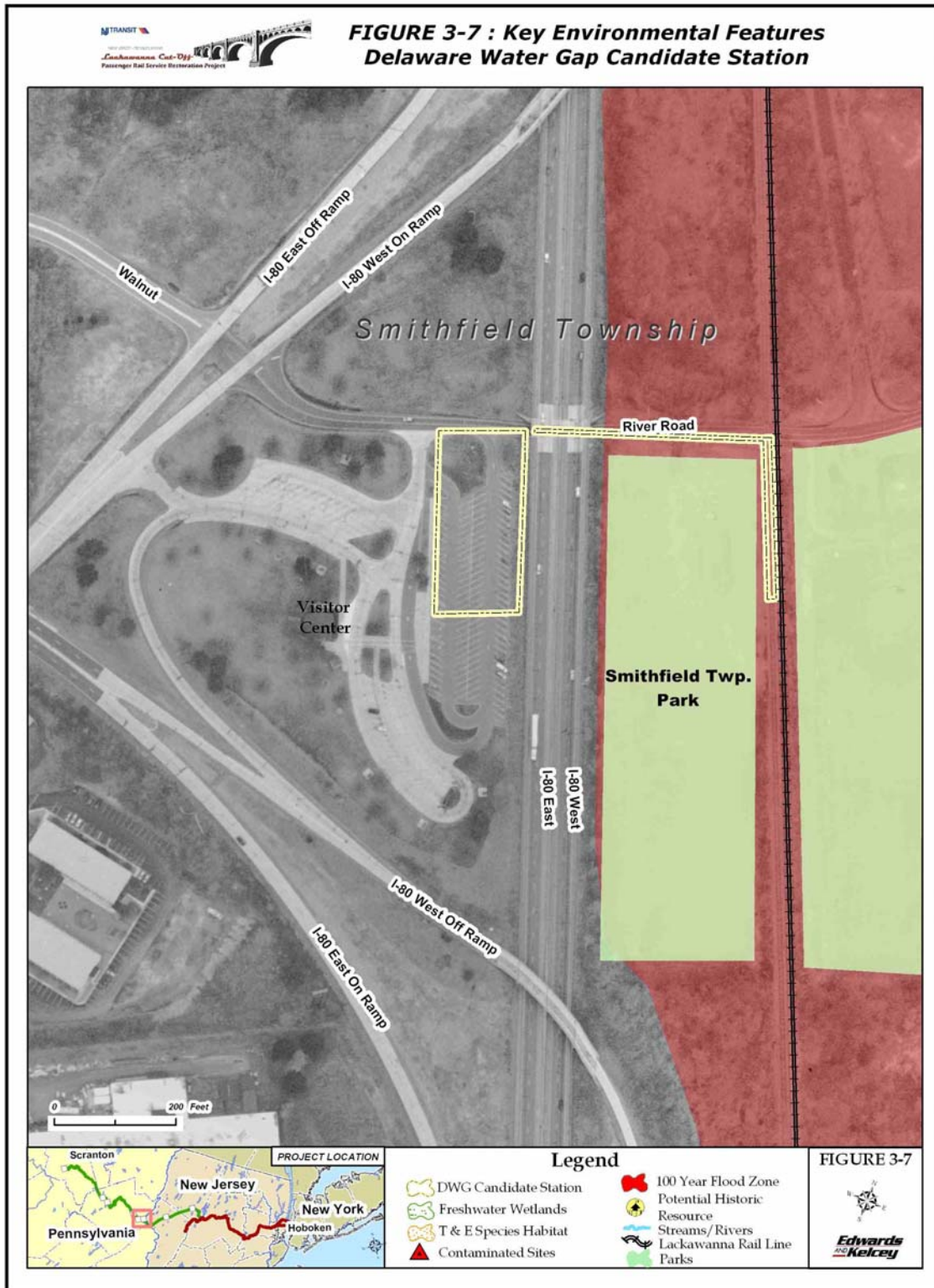


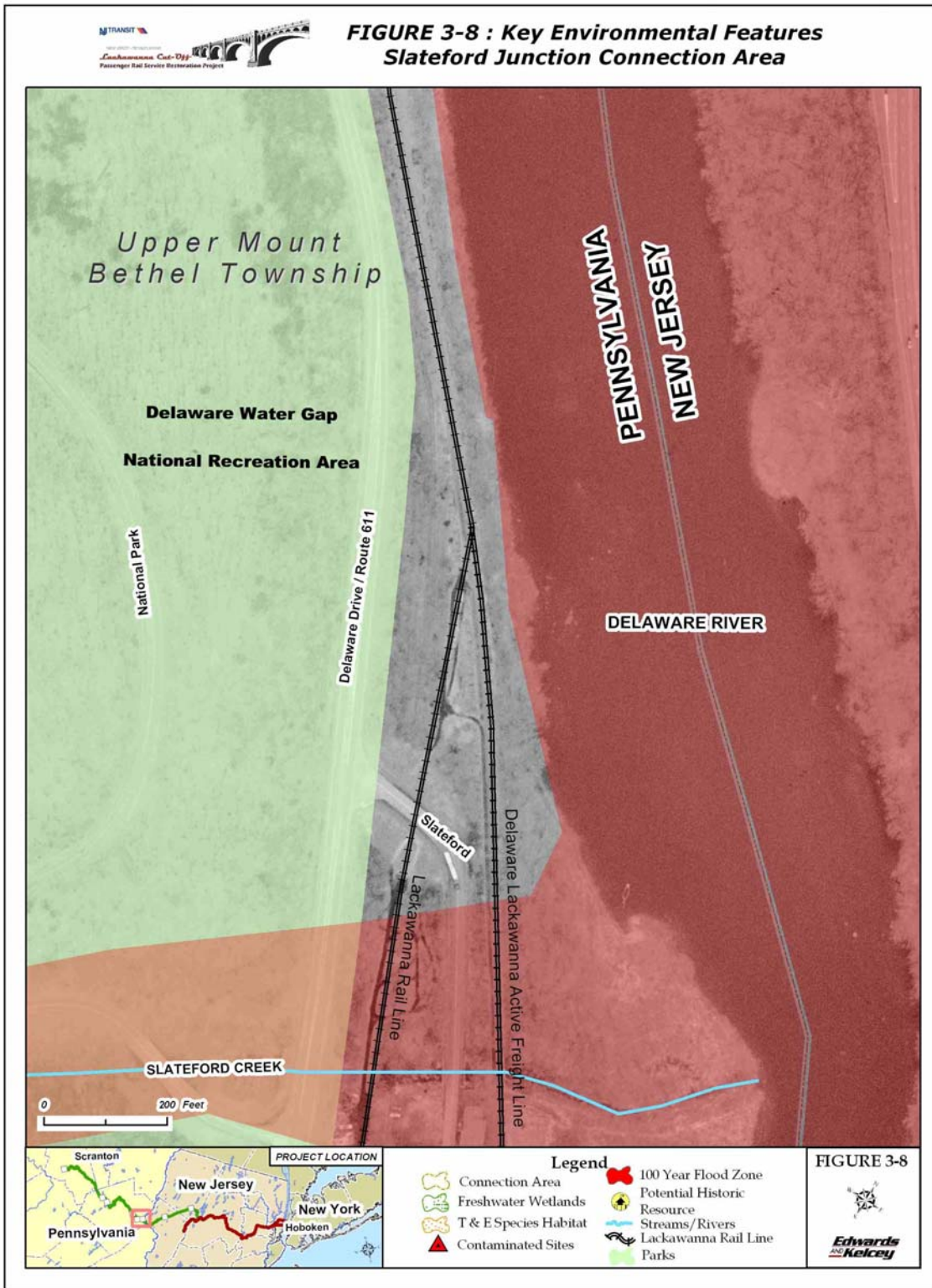


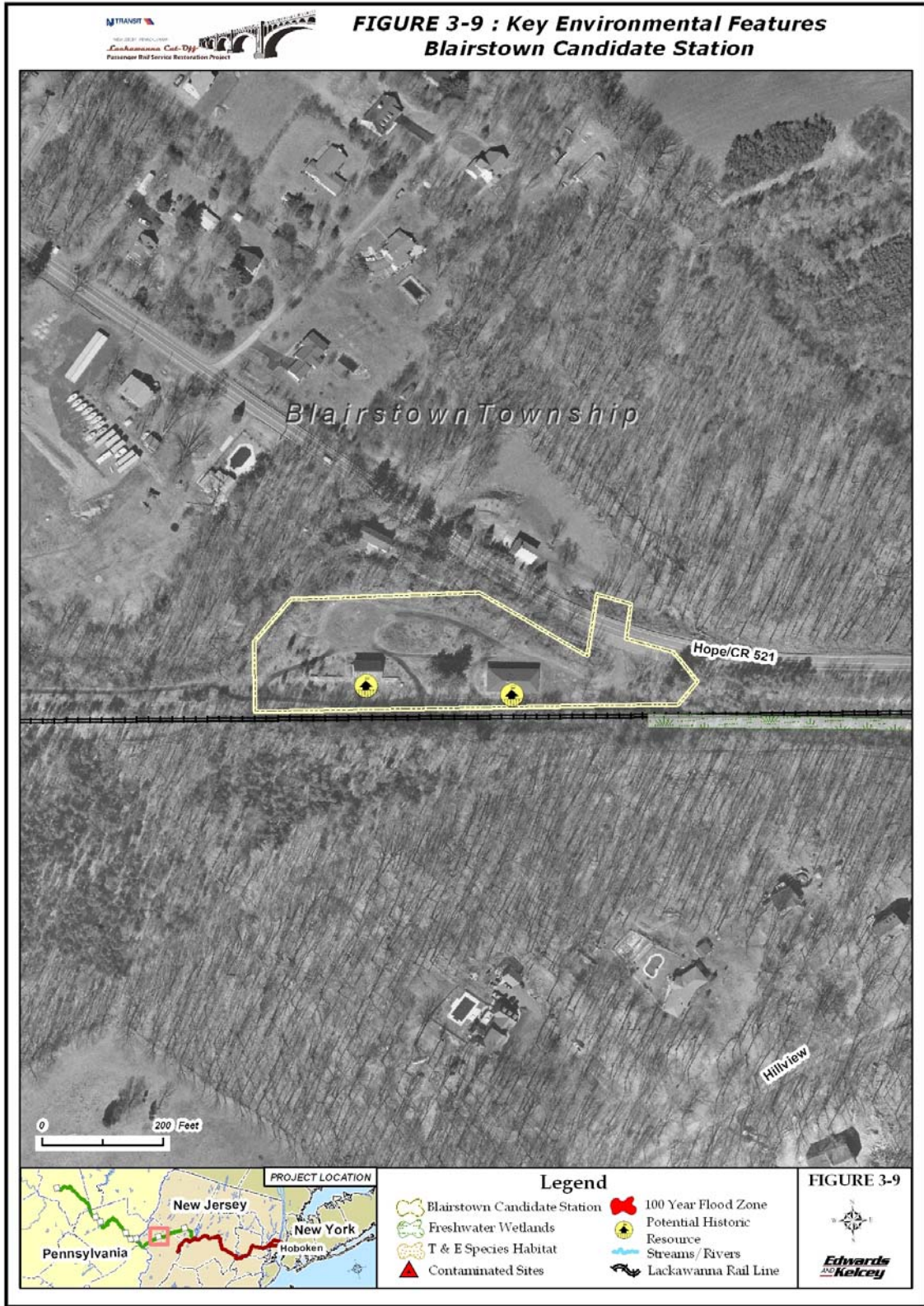


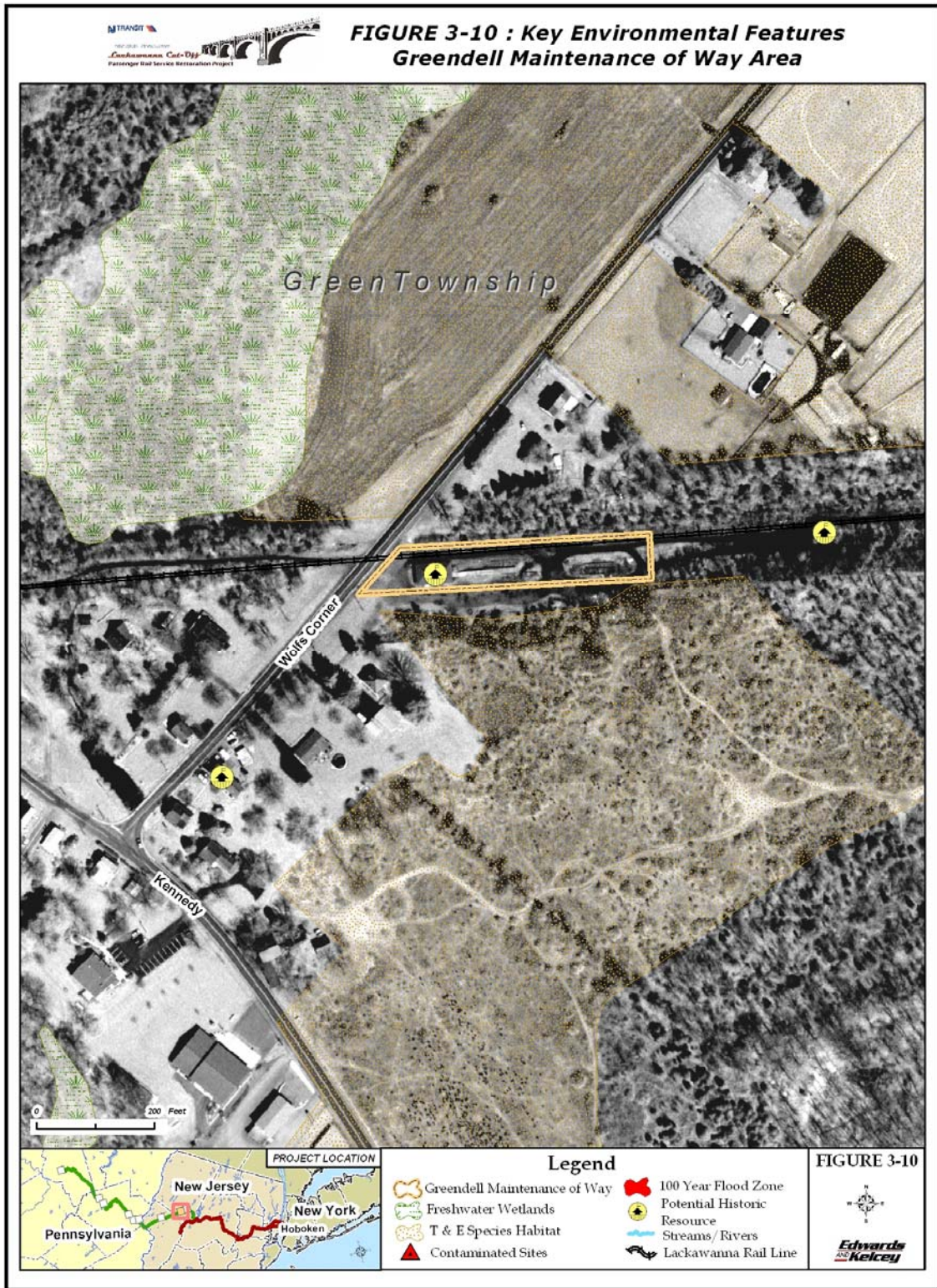




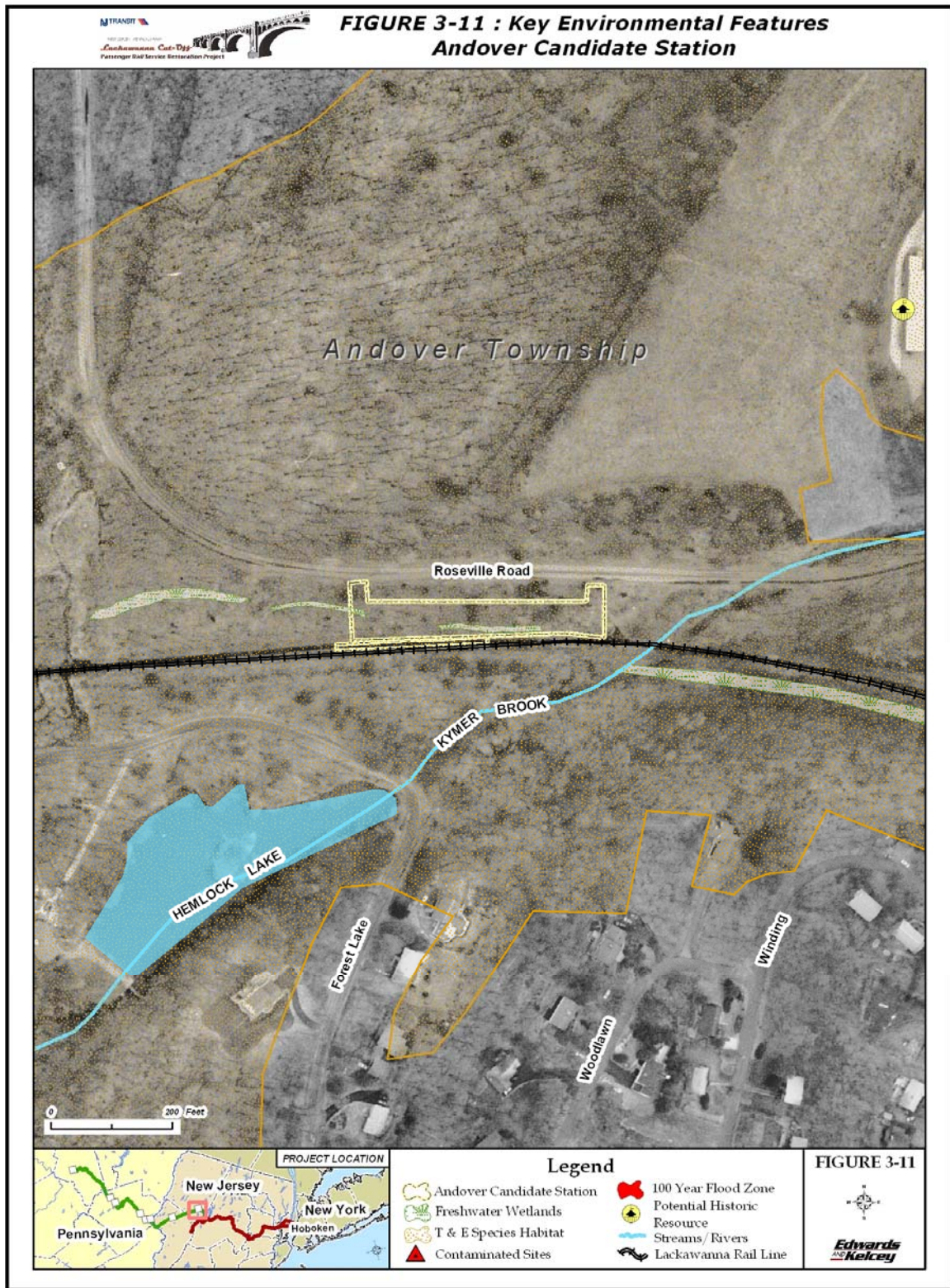


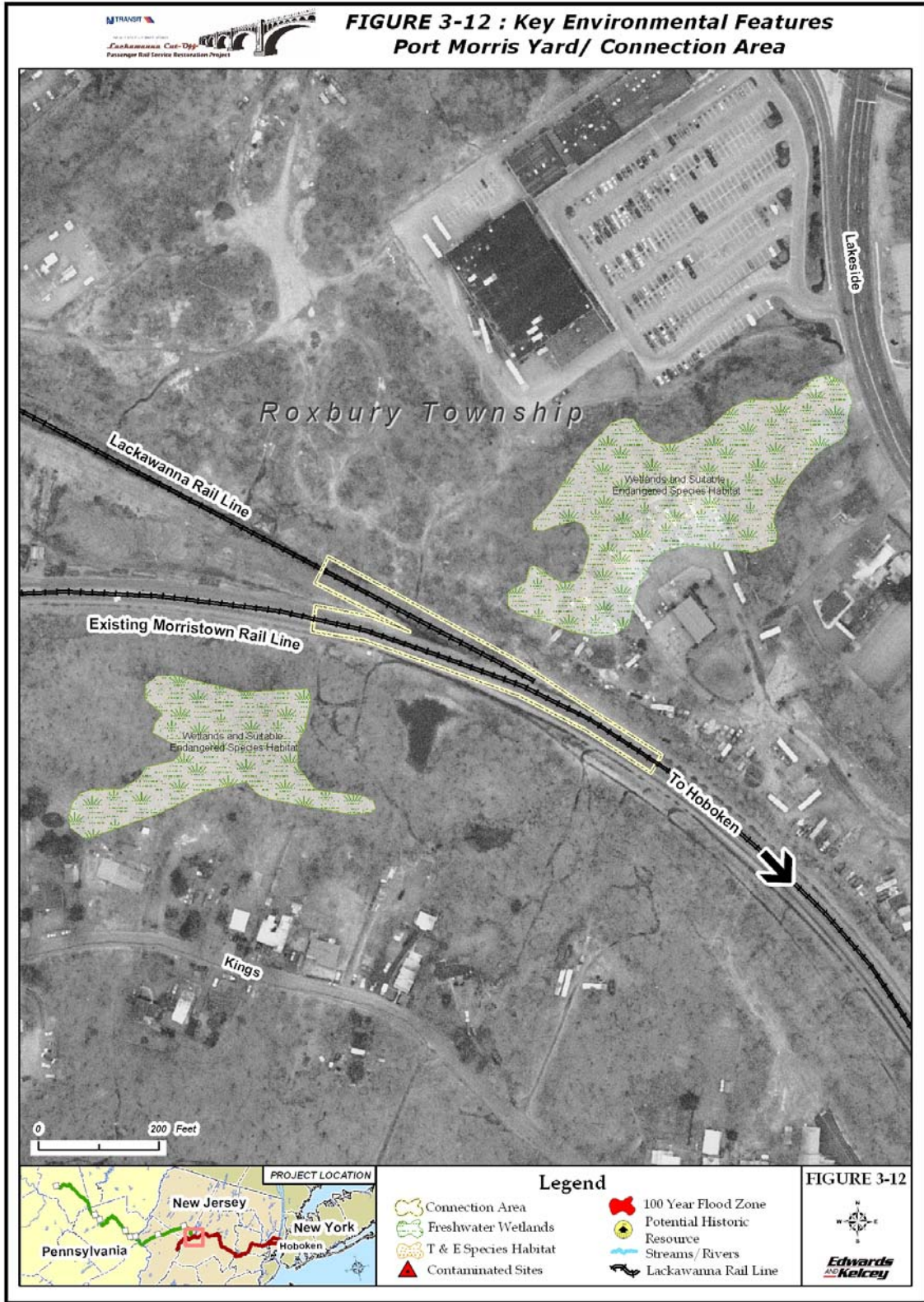












### 3.1 Land Use, Zoning and Consistency with Local Plans

#### 3.1.1 Existing Conditions

Land use refers to the activity that is occurring on land and within the structures that occupy it. Field visits were utilized to identify existing land uses located near the proposed station and yard area sites. As shown in Table 3.1-1, the types of land uses surrounding the proposed station areas and yard facility include residential, retail, commercial, industrial, vacant land and parkland.

**Table 3.1-1: Station/Yard Area Land Use**

Station/Yard (Municipality)	Area	Setting	Land Uses
Scranton Yard Facility (City of Scranton)		Urban	<ul style="list-style-type: none"> <li>Existing multiple-track right-of-way</li> <li>Light-industrial and auto-related uses</li> <li>Single- and two-family residences</li> </ul>
Scranton (City of Scranton)		Urban	<ul style="list-style-type: none"> <li>Steamtown National Historic Site</li> <li>Commuter bus facility and parking</li> <li>Office buildings and large retail complex</li> </ul>
Tobyhanna (Coolbaugh Township)		Village	<ul style="list-style-type: none"> <li>Former railroad station</li> <li>Propane distribution facility</li> <li>Large lot single-family residences</li> </ul>
Pocono Mountain (Coolbaugh Township)		Rural	<ul style="list-style-type: none"> <li>Vacant parcel</li> <li>Large lot single-family residences</li> <li>Airport</li> </ul>
Analomink (Stroud Township)		Rural	<ul style="list-style-type: none"> <li>Pennsylvania Department of Transportation highway maintenance facility</li> <li>Vacant parcels</li> <li>Single-family residences</li> </ul>
East Stroudsburg (Borough of East Stroudsburg)		Urban	<ul style="list-style-type: none"> <li>Traditional downtown mixed-uses</li> <li>Municipal parking</li> <li>Government buildings</li> </ul>
Delaware Water Gap (Smithfield Township)		Rural	<ul style="list-style-type: none"> <li>Parks and athletic fields</li> <li>Park-and-ride facility and visitor center</li> <li>Light industrial building</li> </ul>
Blairstown (Blairstown Township)		Rural	<ul style="list-style-type: none"> <li>Construction equipment and vehicles storage</li> <li>Vacant parcels</li> <li>Single-family residences</li> <li>Automobile repair facility</li> </ul>
Greenville Maintenance-of-way Facility (Greenville Township)		Rural	<ul style="list-style-type: none"> <li>Vacant parcels</li> <li>Single-family residences</li> </ul>
Andover (Andover Township)		Rural	<ul style="list-style-type: none"> <li>Vacant parcels</li> <li>Single-family residences</li> </ul>

Source: Edwards and Kelcey Field Visits, 2005

#### 3.1.2 No Build Alternative

Under the No Build Alternative, an increase in residential development land use and a decrease in open space in the general region will accompany the population growth projected in regionwide demographic analyses as discussed in Section 1.7.1. This growth and increase in residential land use is particularly large in the Pennsylvania portion of the study area, more particularly in Monroe County. In Scranton, the land use adjacent to the proposed station will change in the No Build Alternative as a result of the proposed Scranton Intermodal Facility. This new facility will create a multimodal transportation hub for

the City of Scranton. There are no other changes to land use in the No Build Alternative. There will be no changes to zoning and local plans under the No Build Alternative.

### **3.1.3 Build Alternative**

#### ***Land Use***

An analysis of how the existing land uses will or will not be impacted under the proposed project was conducted for the Build Alternative. As a result of the analysis, it was determined that the land use and land use patterns will not change.

As discussed in Appendix A: Land Use Technical Report, the proposed restoration of passenger rail service within the existing railroad right-of-way will not change existing land uses and land use patterns surrounding any of the proposed station areas and facilities. Parcels that are acquired and converted to accommodate the station sites and facilities will modify existing land uses. Since these new rail-related uses are compatible with surrounding uses and the sites are relatively small, there will be no impacts to surrounding land use patterns.

Additionally, a qualitative induced growth analysis was utilized to determine whether the implementation of the proposed project will lead to increased development activity and a change in land use character. Induced growth is defined as any economic changes and/or development activity that will result from implementation of the proposed project. The analysis consisted of a review of land uses, zoning ordinances, comprehensive plans and other local policies, as well as the operating plan for the proposed rail service.

Project-induced development will not occur in the vicinity of any of the proposed station sites. The areas surrounding the proposed Scranton, Tobyhanna, and East Stroudsburg Station areas as well as the proposed Scranton Yard Facility are developed with commercial, residential, and light-industrial uses and contain few vacant parcels. Any development in these areas will result from the redevelopment of underutilized parcels and will be independent of the proposed project. The potential for development around the proposed Pocono Mountain, Analomink, Delaware Water Gap, Blairstown, and Andover Station areas is restricted because of the physical constraints of the land, the large lot zoning, stringent land development regulations and the lack of public infrastructure.

Since local growth policies are the primary determinant of growth, each municipality has jurisdiction over land use and zoning within their borders, and therefore they must approve future development plans for their community. A review of the local plans and policies revealed that the restoration of passenger service, as discussed later in this Section and in Appendix A: Land Use Technical Report, could help direct portions of growth into established and/or designated areas, thereby enhancing community character while preserving recreational and agricultural resources.

Furthermore, in August 2004, the State of New Jersey adopted the Highlands Water Protection and Planning Act (Highlands Act), which is a comprehensive law that will protect drinking water for over 5.4 million people and will preserve open space and other natural resources in northern New Jersey. The Highlands Act documents the geographical boundary of the Highlands Region and establishes the Highlands Preservation Area and the Highlands Planning Area. The Highlands Act sets environmental standards in the Highlands Preservation Area to be administered by the New Jersey Department of Environmental Protection (NJDEP) and creates a Highlands Water Protection and Planning Council to develop a regional master plan for the entire Highlands Region.

The Highlands Region, which is over 800,000 acres, extends across seven counties (Bergen, Hunterdon, Morris, Passaic, Somerset, Sussex, and Warren) and 88 municipalities. The Highlands Preservation Area is approximately 398,000 acres of extraordinary natural resource value, of which 145,000 acres are undeveloped. All major development in the Preservation Area is strictly regulated and will require NJDEP approval, unless otherwise exempted by the Highlands Act. Additionally, local master plans for land in the Preservation Area will have to be consistent with the Highlands regional master plan. The Highlands Planning Area is the portion of the region that is not included in the Highlands Preservation Area. While the Highlands Act does not establish any new standards for the planning area, the Highlands regional master plan will provide an opportunity for enhanced development standards, transfer of development rights programs and smart growth initiatives to be implemented.

While the proposed rail alignment itself is exempt from the Highlands Act, a substantial portion of the surrounding area of the New Jersey section of the project corridor falls within the Highlands Region and is subject to the stringent development regulations set forth in the Highlands Act. Although the proposed Blairstown and Andover Station areas and municipalities do not lie within the Highlands Region, the municipalities east and south of Blairstown and Andover, as well as other sections of the project corridor are within the region, limiting any additional growth in these areas. Furthermore, the State of New Jersey, through the Highlands Act, has mandated a growth management plan, which severely confines development potential in the future, specifically in the New Jersey portion of the project corridor.

Along the Pennsylvania section of the project corridor, there will not be induced growth as a result of this project. As discussed in Section 1.7.1, the growth trend established in eastern Pennsylvania over the past 10 years is expected to continue. Therefore, if any growth occurs in the communities along the project rail alignment, it was determined that such growth will occur independent of the proposed project. It is possible that as a result of the restoration of the rail service, that new growth will be allocated to areas closer to proposed station sites. However, any new development will have to comply with local land use and zoning regulations.

The restoration of passenger rail service in the Build Alternative will not result in any direct or indirect impacts to land use patterns.

The MOS portion of the Build Alternative will not change existing regional or local land use patterns. The Andover Station use is compatible with surrounding uses and the site is relatively small, therefore, there will be no impacts to land use patterns.

## ***Zoning***

In Pennsylvania, the Municipalities Planning Code Act of 1968, P.L. 805, No. 247 as amended (MPC) confers upon municipalities the right to enact regulations and policies governing land use within their border, including the establishment of zoning ordinances. In New Jersey, the Municipal Land Use Law of 1975, N.J.S. 40:55D-1 et seq. (MLUL) confers upon municipalities the right to enact regulations and policies governing land use and development within their borders, including the establishment of zoning ordinances. Zoning information for this analysis was compiled from the zoning ordinance of each individual municipality.

Under the Build Alternative, there will be no zoning changes to accommodate the proposed station. In New Jersey, NJ TRANSIT, as a state agency, is not bound by local zoning. However, NJ TRANSIT typically confers and coordinates all proposed actions with local municipalities. In Pennsylvania, the operator or owner of the proposed passenger rail service and the proposed station sites is subject to local zoning regulations. A review of local zoning regulations revealed that minor zoning modifications may be necessary as a result of the proposed new stations and facilities. Refer to Appendix A, Land Use Technical Report, for detailed zoning information for each station location. There will be coordination between NJ TRANSIT and the local governing bodies.

There will be no impacts to existing zoning as a result of the reinstatement of passenger rail service under the Build Alternative.

The MOS portion of the Build Alternative conforms to existing zoning; therefore there will be no impacts.

## ***Consistency with Local Plans***

The restoration of passenger rail service from Scranton in Lackawanna County, PA into Monroe County, PA, and through Warren and Sussex Counties in New Jersey will be in keeping with goals, objectives and policies contained in planning reports and local, county and state plans within the project study area.

Policy objectives within the New Jersey State Development and Redevelopment Plan (NJSDRP) encourage transit and emphasize alternatives to the single-occupancy vehicle. In addition, the Pennsylvania Long Range Transportation Plan (LRTP) 2000-2025 and the Monroe County Comprehensive Plan strongly encourage the reinstatement of passenger rail service to promote extensions and infill of existing centers and overall commercial growth. Similarly, the City of Scranton, Stroud Township, and Borough of East Stroudsburg Comprehensive Plans endorse the reintroduction of passenger rail service along the DL&W right-of-way.

Additionally, as discussed above in Section 3.1.1, the Highlands Act designates a preservation area where development will be substantially curtailed. The Highlands Act heightens environmental standards to protect some of New Jersey's most environmentally sensitive land and establishes the Highlands Water Protection and Planning Council. The council is charged with creating a Highlands Region Master Plan, which pursuant to the Highlands Act is required to encourage a balanced transportation system that is consistent with smart growth strategies and principles and preserves mobility in the Highlands Region.

Construction of the Build Alternative will aid in achieving the goals and objectives discussed in the above-mentioned plans. Therefore, the proposed project is consistent with all state, county and local plans.

The MOS portion of the Build Alternative is consistent with local plans.

### **3.1.4 Mitigation**

There will be no impacts to land use, zoning or local plans for the Build Alternative or the MOS portion of the Build Alternative, therefore no mitigation is required. As a future action, NJ TRANSIT will continue its established and on-going coordination with the local municipalities.

## **3.2 Land Acquisitions and Displacements**

### **3.2.1 Existing Conditions**

The existing size and use of parcels under consideration are shown in Table 3.2-1.

### **3.2.2 No Build Alternative**

There are no property acquisition considerations under the No Build Alternative.

### **3.2.3 Build Alternative**

Implementation of the proposed project will require the acquisition of properties for the purpose of constructing station area parking facilities and an employee welfare building at the Scranton Yard along the project rail alignment. Since the State of New Jersey and the Pennsylvania Northeast Regional Rail Authority own the rail rights-of-way within their respective states, no property acquisition will be required for improvements made to the rail right-of-way under the Build Alternative. As shown in Table 3.2-1, the proposed project calls for the acquisition of 11 properties, including portions of three parcels. These properties currently contain parking lots, vacant land and buildings, PennDOT facilities and a construction equipment and materials storage site.

All property acquisition called for under this project will occur proximate to six of the eight proposed station sites, including the Pocono Mountain, Tobyhanna, Analomink, East Stroudsburg, Delaware Water Gap Visitors Center and Blirstown Station Areas and adjacent to the Scranton Yard Facility. The aggregate assessment value for the 11 properties that will be acquired under the proposed project is \$400,395. Of these 11 properties, seven are publicly owned and are exempt from property taxation. The acquisition of the four privately held properties will result in the reduction of total property tax levied by six affected Lackawanna, Monroe and Warren County municipalities along the corridor equaling \$10,963. However, as shown in Table 3.2-1, this represents less than 0.01 percent of the aggregate property tax levied by these four municipalities. Figures 3-13 through 3-19 identify the locations of property acquisitions for the Build Alternative.

Under this proposed project, all station platforms and shelters/canopies will be constructed within the existing railroad right-of-way, which is owned by public entities. In New Jersey, the Lackawanna Cut-Off right-of-way from Port Morris to the Delaware River Bridge is owned by the New Jersey Department of Transportation (NJDOT). The Delaware River Bridge and the majority of the right-of-way in Pennsylvania to Scranton are owned by the Pennsylvania Northeast Regional Rail Authority. A 10-mile section of right-of-way between East Stroudsburg and Slateford Junction is currently owned by Norfolk Southern, for which the Pennsylvania Northeast Regional Rail Authority has a 20-year lease. Operating agreements between NJ TRANSIT and the Pennsylvania Northeast Regional Rail Authority will be necessary for the project service to operate over the Pennsylvania portion of the alignment. The proposed project will displace one business, located at the Blirstown Station area.

The Andover Station and park and ride property footprint is within the NJ State owned Lackawanna Cut-Off right-of way, therefore no land acquisition will be required.



### **3.2.4 Mitigation**

All 11 properties or portions of properties identified in the Build Alternative for acquisition will be purchased at fair market value by negotiations or condemnation pursuant to the guidelines set forth in 49 CFR Part 24 “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs”.

Impacts to businesses will be mitigated as per business relocation requirements and guidelines set forth in 49 CFR Part 24 “Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs”.

No mitigation is necessary for the MOS portion of the Build Alternative as there will be no land acquisitions for right-of-way or the station.

As discussed in Section 3.14, wetland impacts resulting from the Build Alternative and MOS portion of the Build Alternative will be mitigated within the extent of the property site in accordance with discussions with the USACE Philadelphia District, if possible. In the event that onsite restoration of impacted wetlands is not feasible, mitigation will consist of wetland creation at a ratio to be determined as part of further discussions with the USACE and regulatory agencies following project permit applications. If these activities cannot be accommodated within the existing site footprint (for example, with the Andover Station footprint for the MOS), property will only be acquired as part of wetlands mitigation in conformance with Federal and State permit requirements as necessary.

No identified property will be acquired for the MOS portion of the Build Alternative; however, dependent on consultation with resource agencies and further review, wetland creation may be required as noted above and in the Section 3.14.

**Table 3.2-1: Property Acquisitions**

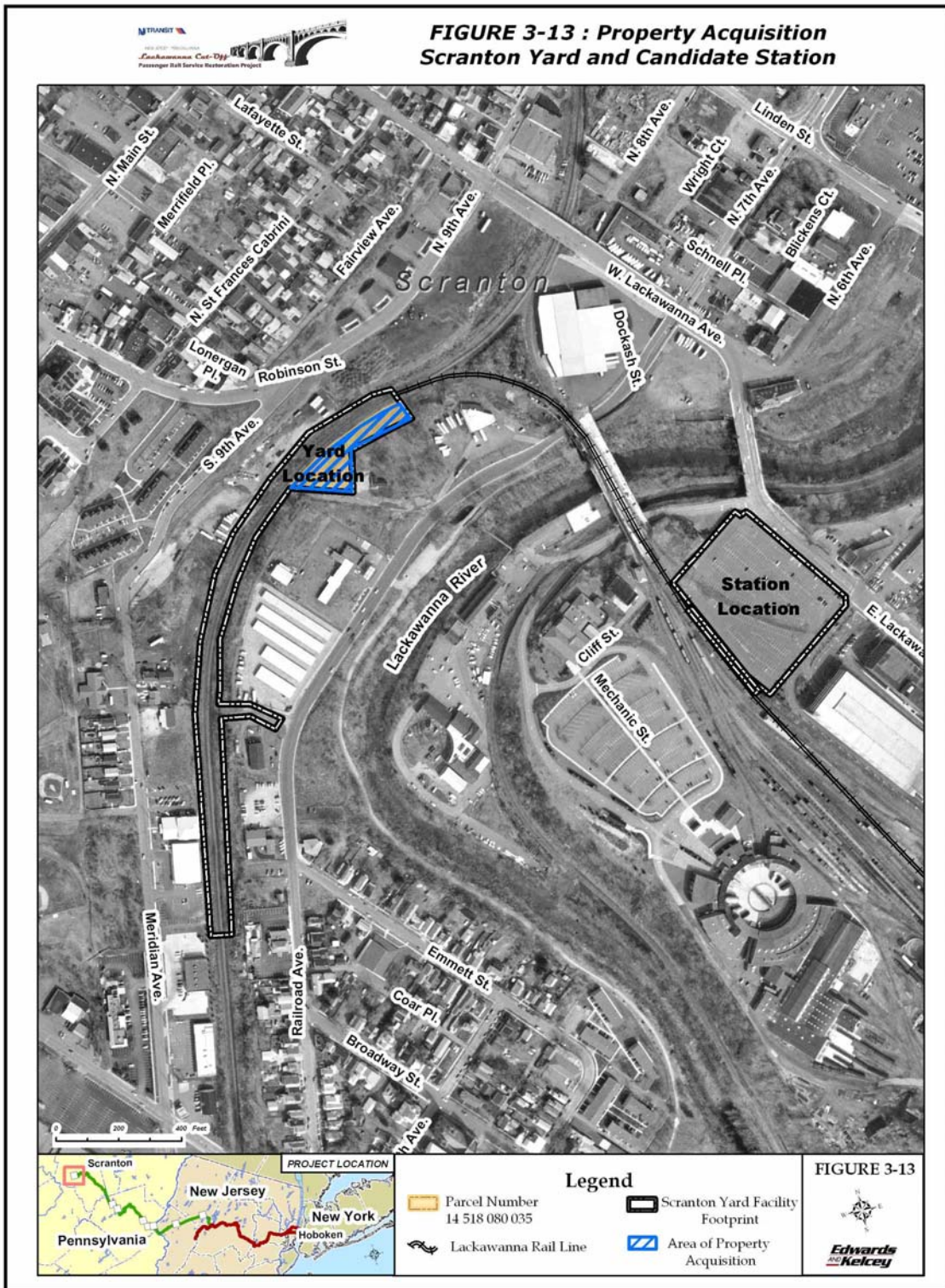
Station Area (Municipality)	Number of Lots to be Acquired	Parcel Numbers (PA) or Block / Lot Numbers (NJ)	Size (Acres)	Public Ownership or Private Ownership	Existing Use	Total Assessed Value	Total Municipal Tax Revenue Lost (Percent of Total Property Tax Levied by the Municipality)
Scranton Yard Facility (City of Scranton)	1 property	14 518 080 035	0.68 acres	Private	Commercial; Unimproved	\$38,200	\$7,005 <sup>1</sup> (0.01%)
Scranton (City of Scranton)	0 properties	NA	0	Public (Railroad Authority)	Railroad Right of Way	NA	NA
Tobyhanna (Coolbaugh Township)	1 property	03 634701 17 4676	1.74 acres	Public (Railroad Authority)	Vacant	\$1,120	NA (lot exempt)
Pocono Mountain (Coolbaugh Township)	2 properties (2 partial)	03 635600 16 8314 03 634600 94 6532	5.9 acres	Private Private	Vacant (former camp site)	\$1,855	\$236 <sup>1</sup> (<0.01%)
Analomink (Stroud Township)	2 properties	17 730200 07 5878 17 730200 08 2088	6.5 acres	Public Public (PennDOT)	PennDOT Maintenance Facility	\$47,400	NA (2 lots exempt)
East Stroudsburg (Borough of East Stroudsburg)	2 properties	05 730120 82 8485 05 730120 81 8842	1.63 acres	Public Public (Railroad Authority)	Undeveloped	\$122,520	NA (2 lots exempt)
Delaware Water Gap (Smithfield Township)	2 properties (1 partial)	16 731100 90 8966 16 731100 90 5856	0.39	Public Public (PennDOT)	PennDOT Visitors Center	\$37,400	NA (2 lots exempt)
Blairstown (Blairstown Township)	1 property	Block 2003, Lot 25	3.35	Private	Commercial/ Storage	\$151,900	\$3,722 <sup>2</sup> (0.03%)
Greendell Maintenance-of-way Facility (Greendell Township)	0 properties	NA	0	State of NJ	Railroad Right of Way	NA	NA
Andover (Andover Township)	0 properties	NA	0	State of NJ	Railroad Right of Way	NA	NA
<b>Project Total</b>	11 properties (3 partial)		20.19 acres	4 Private 7 Public		\$400,395	\$10,963 (<0.01%)

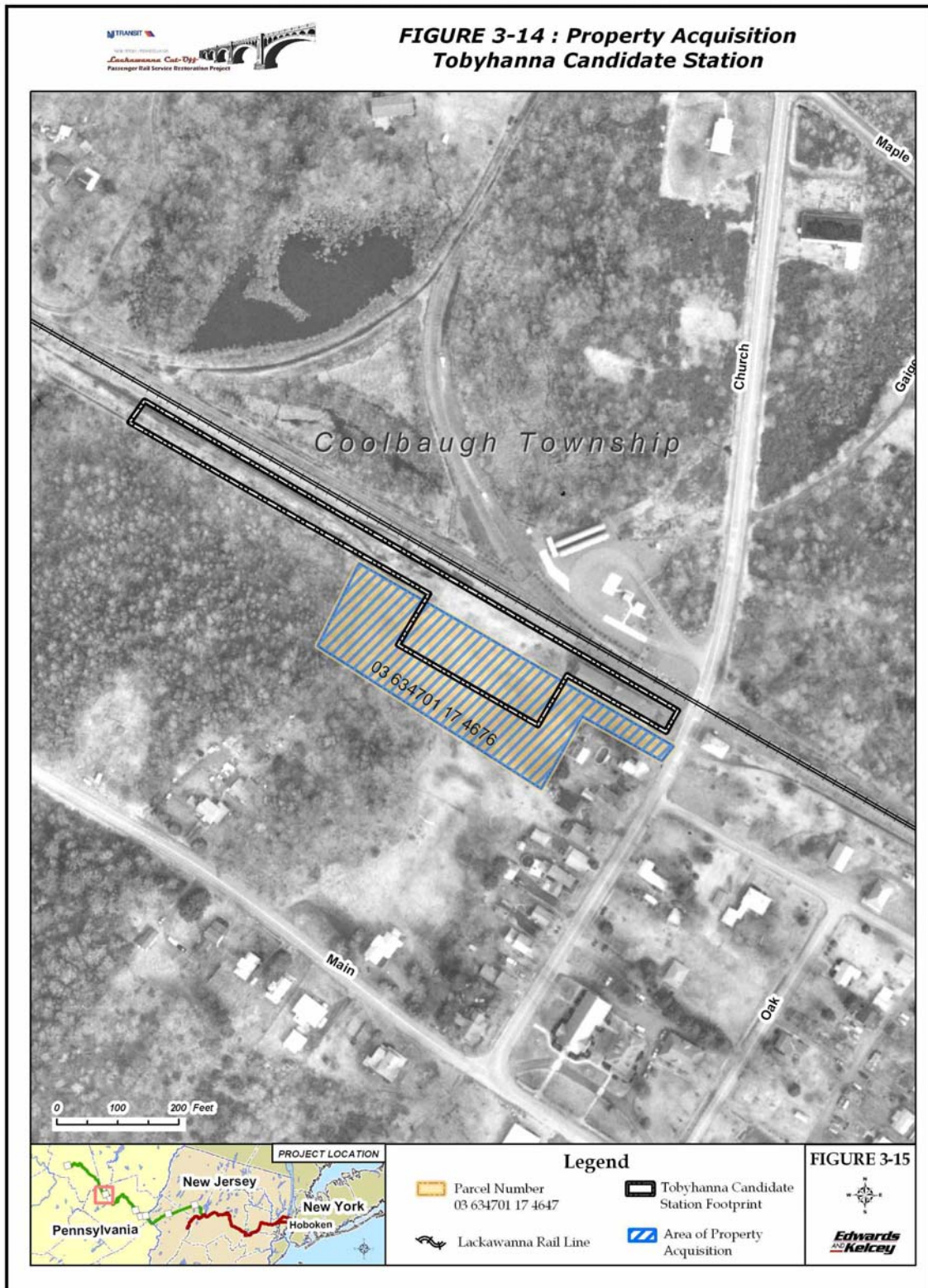
Total Assessed Value and Total Municipal Tax Revenue Lost estimates are based upon the acquisition of portions of properties. These values may be a percentage of to overall value listed in the tax records.

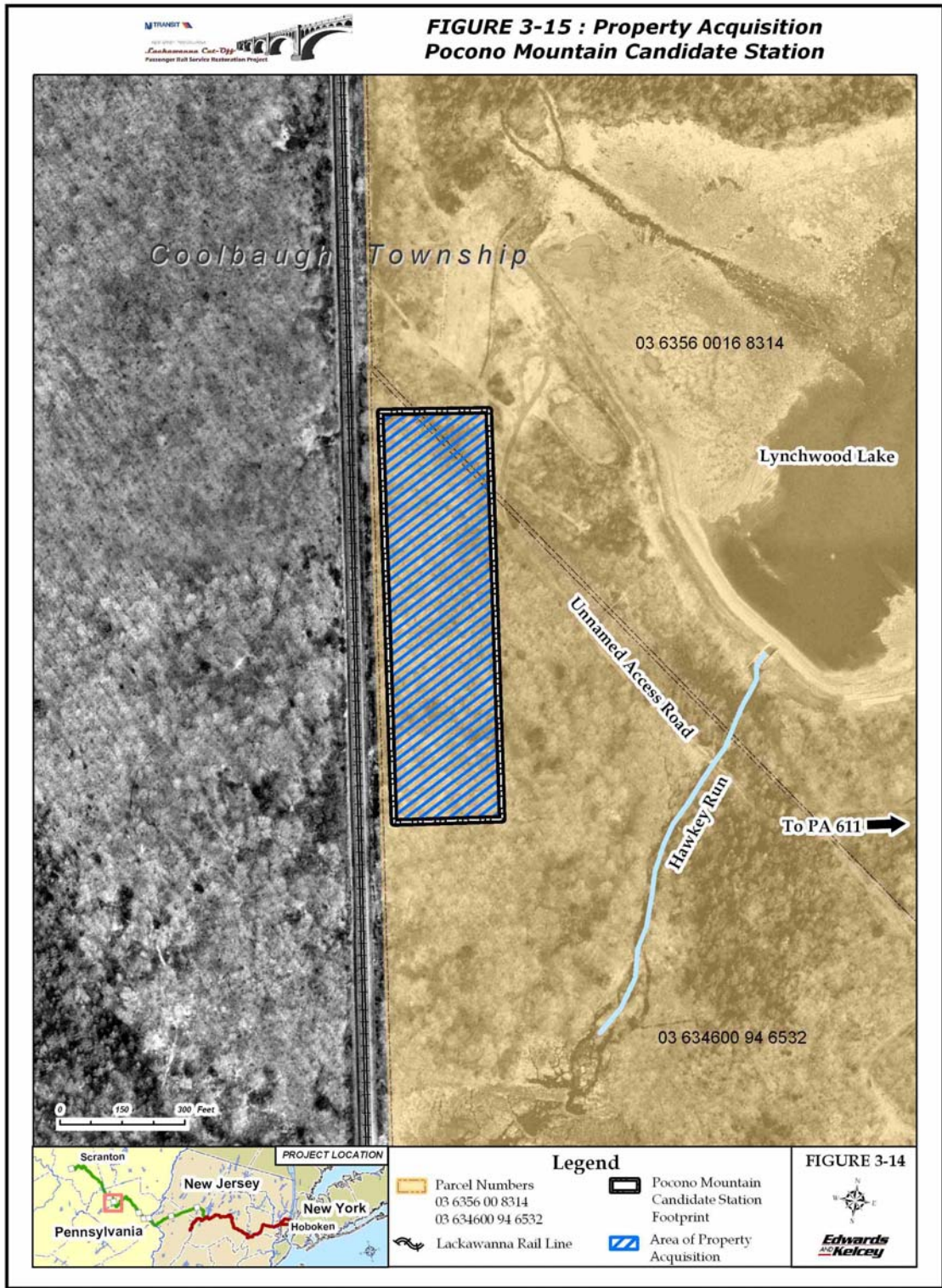
Notes:

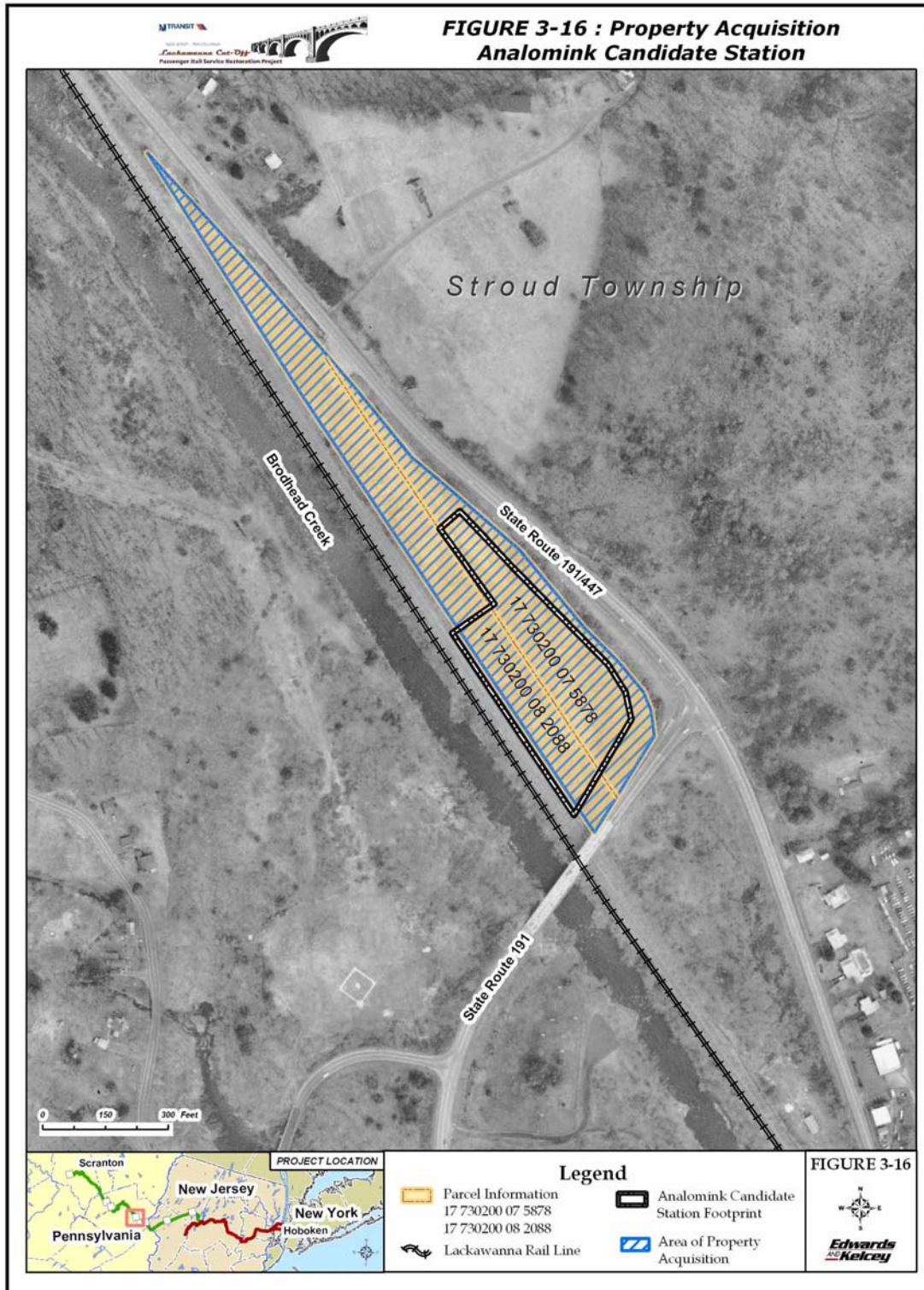
1. Calculated by applying municipality's overall millage rate to every \$1,000 of total assessed value
2. Calculated by applying the municipality's tax rate to every \$100 of total assessed value

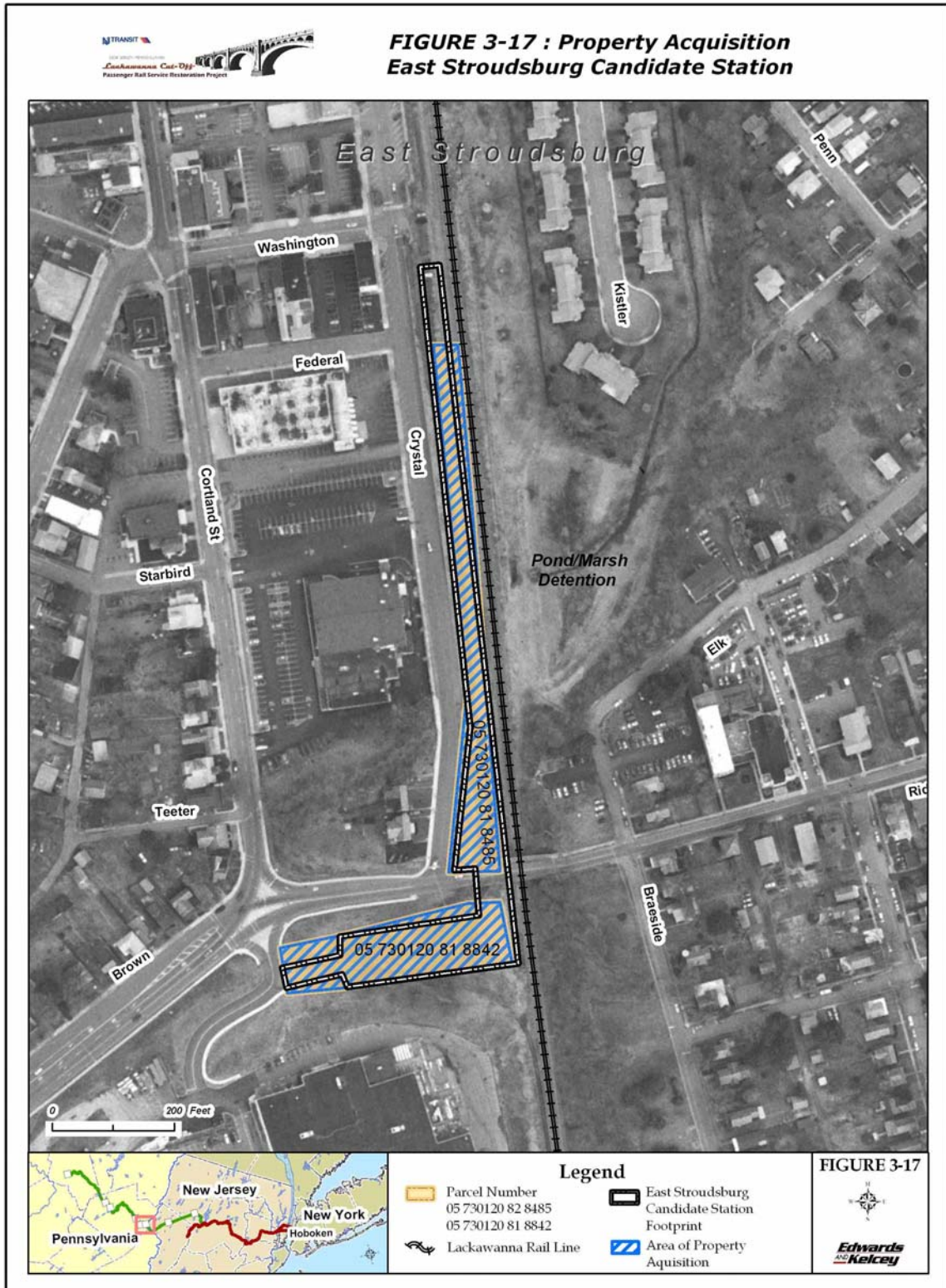
Source: Municipal / County Tax Assessor Records and Tax Maps (2003-2004); Lackawanna County; Monroe County; Blairstown Township

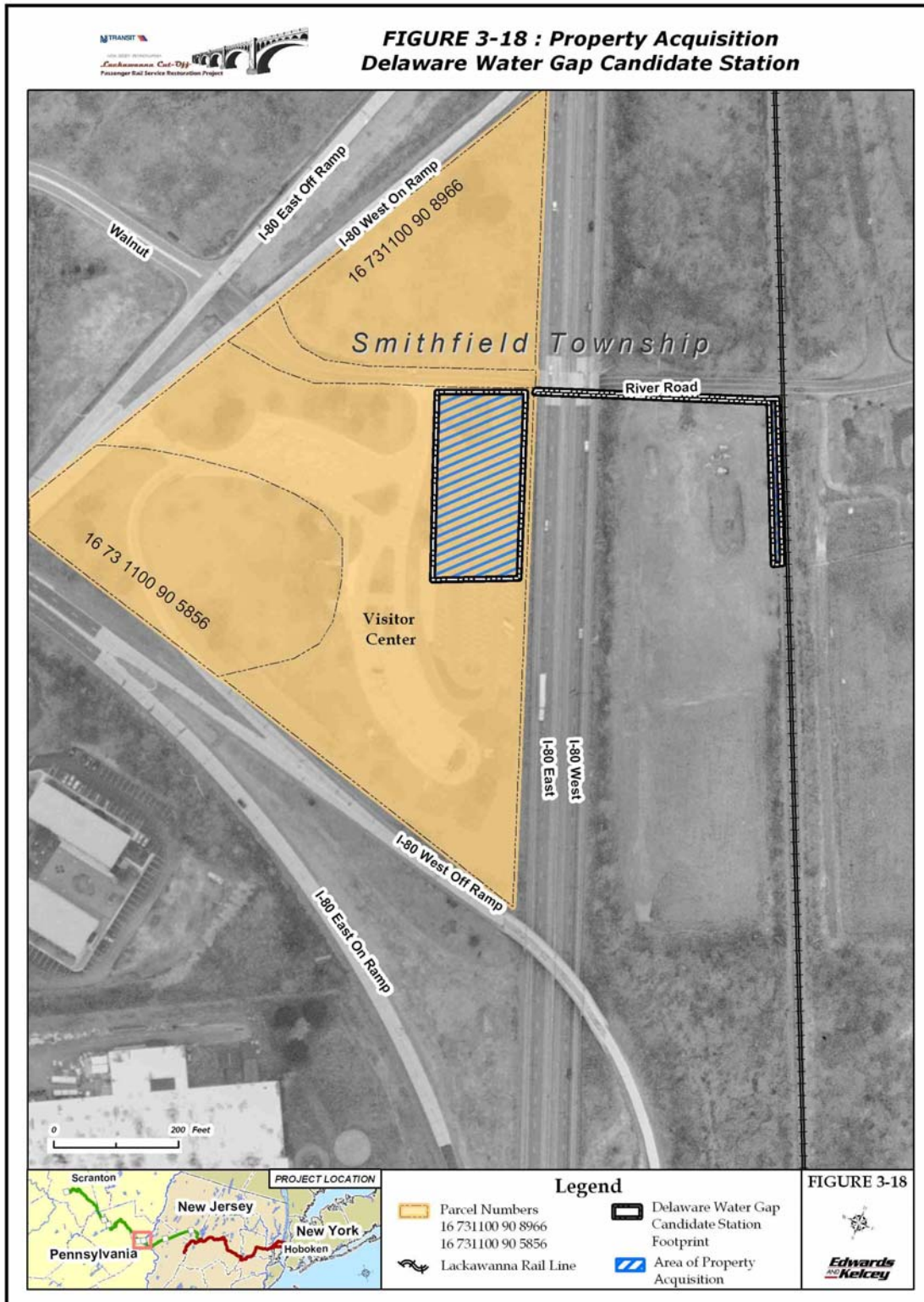




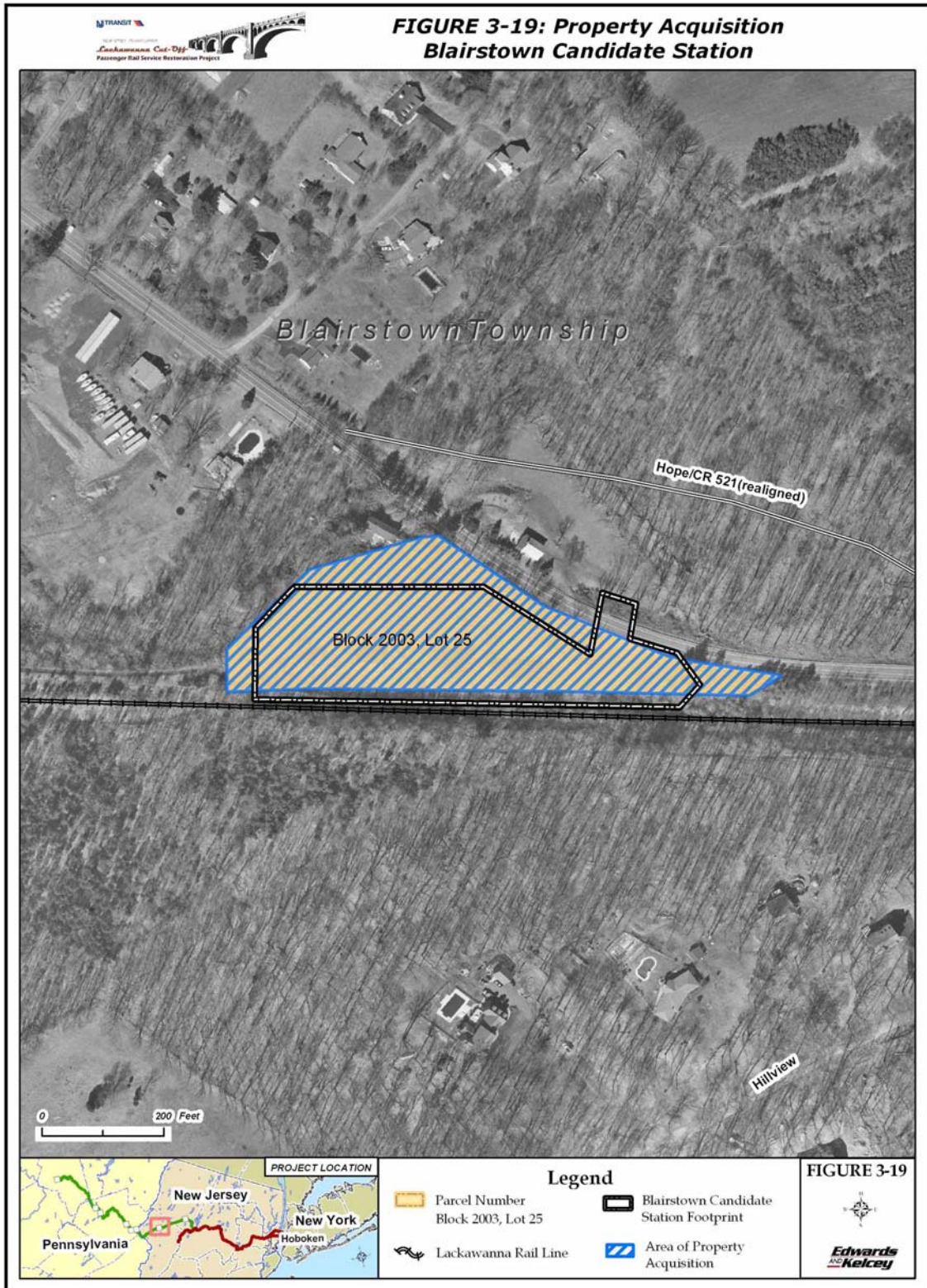












### 3.3 Community Facilities and Parks/Section 4(f)

#### 3.3.1 Existing Conditions

A detailed description can be found in Appendix B: Community Facilities Technical Report of the police and fire departments, emergency medical responders, hospitals, schools, libraries and parks in the study area.

The management, operation and development of parklands involve multiple levels of government, and is specifically regulated under Section 4(f) of the United States Department of Transportation Act of 1966, Section 6(f) of the United States Secretary of the Interior Land and Water Conservation Funds Act (LWCFA) of 1965 and the NJDEP (NJDEP) Green Acres Program of 1961. The details of these acts are described in Appendix B, Community Facilities. Table 3.3-1 describes the parks identified within close proximity of the alignment.

**Table 3.3-1 Parks Within Close Proximity of the Alignment**

Park and Location	Distance to Alignment (Ft)	Encumbrances
Steamtown National Historic Site	Adjacent	--
University of Scranton Fields, Scranton, PA	70	--
Nay Aug Park, Scranton, PA	70	LWCFA
South Main Street Playground, Elmhurst, PA	100	--
Gouldsboro State Park/Tobyhanna State Park, Gouldsboro/Tobyhanna, PA	100	LWCFA
Unnamed local park, South Kistler Street, E. Stroudsburg, PA	80	--
Smithfield Township Park, PA Route 45067, Delaware Water Gap, PA	60	--
Delaware Water Gap National Recreation Area, Slateford/Delaware Water Gap, PA	100	LWCFA
Knowlton Park, NJ Route 94, Columbia, NJ	100	Green Acres
Undeveloped Johnsonburg Swamp, Ramsey Road/Dark Moon Road, Frelinghuysen Twp., NJ	100	Green Acres
Andover Borough Park, County Route 517, Andover, NJ	140	--
Carol O. Johnson Municipal Park, Roseville Road, Byram, NJ	120	Green Acres
Undeveloped/unnamed municipal park, near Brookwood Road, Byram, NJ	100	Green Acres

Source: Edwards and Kelcey, 2006.

Included as parks are designated Wild and Scenic Rivers. Section 4(f), as well as Section Seven of the Federal Wild and Scenic Rivers Act of 1968 and the New Jersey Wild and Scenic Rivers Program regulates the impact to designated rivers. The Delaware River is listed on the National Wild and Scenic Rivers System from the northern boundary of the Delaware Water Gap National Recreation Area south to Washington’s Crossing just north of Trenton, NJ. The proposed project corridor traverses approximately five miles through the area classified as Zone 3 of the National Wild and Scenic River System.

#### 3.3.2 No Build Alternative

Under the No Build Alternative, an increase in demand for police and fire departments, emergency medical responders, hospitals, schools, libraries and parks will result from the residential development that will accompany the population growth projected in regionwide demographic analyses as discussed in Section 1.7.1. This growth and increase in residential land use, and therefore demand for community services, is particularly large in the Pennsylvania portion of the study area, especially in Monroe County.

### **3.3.3 Build Alternative**

In this evaluation, consideration was given to the potential for the proposed project to affect the provision of services provided by community facilities. This generally occurs when a project either physically displaces or alters a community facility, or causes a change in population that could affect the service delivery of a community facility, as might happen if a facility is already over-utilized.

A new residential population will not be introduced as a result of the restoration of passenger rail service in the Build Alternative and the MOS portion of the Build Alternative and therefore, existing community facilities will be sufficient to efficiently provide protection and service.

There will be a minimal increase in the response times of emergency services due to the reactivation of passenger rail service in the Build Alternative and the MOS portion of the Build Alternative. However, this will only occur when a train is passing through an active grade crossing. All grade crossings will be designed to adhere to the Federal Railroad Administration (FRA) guidelines promulgated in the publication “Guidance on Traffic Control Devices at Highway-Rail Grade Crossings”. The short duration of time it will take for eight-car trains to pass through a grade crossing coupled with the limited frequency of service limits impacts.

The Build Alternative and the MOS portion of the Build Alternative will not result in any use of parks, thereby not causing any direct impacts. The project will not alter the use of the parks and will not preclude any of the activities that currently take place at the parks along the alignment. In addition, construction of the project will not result in any impacts to parks. Access to the parks will not be altered by the project, and with the grade crossing improvement near Smithfield Township Park (discussed in Section 3.9), none of the parks will be impacted by noise. Furthermore, most of the parks are bordered by tall trees, bushes, vegetation and rolling topography that will help to shield the rail service from view. The project could improve access and possibly increase the number of visitors to the parks near the proposed stations arriving by transit, such as Steamtown and Delaware Water Gap. The proposed stations will provide an alternative method to access these parks, as well as the Delaware River.

The Build Alternative and the MOS portion of the Build Alternative will not result in any use of parks or unmitigated impacts to parks, including any parks encumbered under Section 6(f) of the LWCFA and NJDEP Green Acres. There will be no impacts to community facilities as a result of the reinstatement of passenger rail service.

### 3.3.4 Mitigation

For the Build Alternative, NJ TRANSIT will continue to work with the local municipalities to develop appropriate grade crossing protection measures and spread awareness regarding the new rail service to emergency service providers and school bus operators, especially in: Scranton and East Stroudsburg, PA, where there are existing marked pedestrian crossings of the right-of-way; Stanhope and Green Township, New Jersey, where there will be new grade crossings; and Smithfield Township, East Stroudsburg, Paradise, Coolbaugh, Gouldsboro, Covington and Scranton, PA, where there will be an increased frequency of grade crossing closures. NJ TRANSIT will continue to work with the local municipalities during the engineering, construction and implementation phases of project development. Meetings with the involved municipalities will build upon previous community outreach activities held during the planning phase of the project development, as detailed in Appendix P, Public Involvement. More than 20 coordination meetings with the involved communities have been held throughout the EA process.

For the MOS portion of the Build Alternative, NJ TRANSIT will work with Borough of Stanhope to develop appropriate grade crossing protection measures at Brooklyn Road and spread awareness regarding the new rail service to emergency service providers and school bus operators through existing NJ TRANSIT awareness programs, such as “*Operation Lifesaver*”.

## **3.4 Historic Resources**

The FTA has determined in concert with New Jersey and Pennsylvania SHPOs that the project has No Adverse Effect.

### **3.4.1 Existing Conditions**

This section identifies the historic resources in the area of potential effect and also discusses the potential impact of the project on these resources. A detailed discussion of historic resources is included in Appendix C: Historic Resources Technical Report.

Historic resources are protected under federal law through Section 106 of the National Historic Preservation Act of 1966, as amended. Applicable State of New Jersey legislation governing the protection of these resources includes Chapter 268 of the New Jersey Register Law of 1970 and Executive Order 215. Applicable Commonwealth of Pennsylvania legislation governing the protection of these resources includes Title 37 of the Pennsylvania Consolidated Statute “Pennsylvania History Code”.

The regulations developed under Section 106 of the National Historic Preservation Act require that prior to approval of federal funds or permits, agencies must consider a project’s impacts on any district, site, building, structure, or object that is included in, or eligible for inclusion in the National Register of Historic Places (National Register), and give the Advisory Council on Historic Preservation an opportunity to comment on an undertaking. However, the FTA (the lead federal agency) will make the final determinations. A project is considered to have an adverse effect on resources if it changes the quality or cultural characteristics (i.e. “character defining features”) that render them eligible for listing on the National Register. A determination of no adverse effect is made when the applicant, the SHPOs, and the consulting parties agree to a set of conditions, such as avoidance and minimization, which will keep adverse effects from happening.

Historic properties of national, state and local significance may be nominated to the National Register of Historic Places, the New Jersey Register of Historic Places (New Jersey Register), and the Pennsylvania Register of Historic Places (Pennsylvania Register) following evaluation in accordance with an established set of criteria for determining the significance of potential historic resources. The National Park Service, which administers the National Register, has established criteria for the evaluation of the significance of potential historic and/or archaeological properties (i.e. evaluating their eligibility for listing in the National Register), as set forth in the guidelines (36 CFR 60.4).

The evaluation process is conducted at the state level by the State Historic Preservation Office and at the federal level by the National Register staff of the Department of the Interior. Listing in the New Jersey or Pennsylvania Register requires the approval of the New Jersey or Pennsylvania State Historic Preservation Officer (SHPO). Listing in the National Register requires the approval of both the SHPO and the Secretary of the Interior. The SHPO, acting on behalf of the Advisory Council on Historic Preservation, is responsible for historic reviews under Section 106 of the National Historic Preservation Act and other relevant federal legislation.

### ***Definition of the Area of Potential Effect***

The “Area of Potential Effect” (APE) is the area in which the *New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project* will be most likely to have impacts on historic resources. The APE includes the area that may be affected by direct physical impacts, such as demolition or alteration of a resource, or by indirect contextual impacts, such as changes in the visual character of the surrounding neighborhood or in the view from a resource. The potential effects of temporary project actions (i.e., access roads, staging areas, construction noise, dust and vibration) were also considered in the determination of the APE.

The APE for historic resources for the *New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project* includes the railroad right-of-way and the proposed station sites, yard facilities and other areas of construction activity, such as grade crossings. At the proposed station sites, the APE has been determined by line-of-sight to the areas of construction activity at the project site; those properties that are both within line-of-sight and are close enough to be affected by the project are included in the APE. In areas of the project where the work is limited to activities such as track installation or rehabilitation, signal system installation and other typical railroad-related constructive activities, the APE is limited to the railroad-right-of-way. Any additional studies required for potential increases to the APE as a result of construction activities, as yet undefined, are stipulated in the Programmatic Agreement among the FTA, PA SHPO, NJ SHPO, and NJ TRANSIT contained in Section 8.0 of this document.

The APE, consulting parties and the Public Involvement Plan were approved by the New Jersey State Historic Preservation Office (NJ SHPO) and the Pennsylvania Historic and Museum Commission. The consulting parties were sent the Historic Architectural Resources Background Study, dated May 2006, for their review. Copies of all correspondence sent to the SHPO’s and consulting parties can be found in Appendix Q.

### ***Historic Background***

The route of the *New Jersey - Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project* follows the route of the DL&W Railroad from Andover, Sussex County, New Jersey, to Scranton, Lackawanna County, Pennsylvania. This route includes the following historic rail corridors:

#### ***DL&W Railroad (Scranton to the Delaware River Bridge)***

The construction of the DL&W’s southern division from Scranton to the Delaware River began in June 1852. It evolved from a plan by Seldon and George Scranton to connect their borough with New Jersey and thus boost the Scranton economy. When completed in May 1856, the line had a profound effect upon the Moosic and Pocono Mountains territory through which it ran. This relatively uninhabited area began to teem with activity as the railroad provided the opportunity to exploit it. Lumber and tanning interests expanded through that section of northeast Pennsylvania to the detriment of the woods. With the demise of those industries in the 1880s, ice harvesting followed. In the end, the railroad-fostered vacation business predominated.

### **DL&W (Lackawanna) Cut-Off (Delaware River Bridge to Port Morris)**

The construction of the DL&W's (Lackawanna) Cut-Off (herein referred as the Cut-Off), originally called the New Jersey Cut-Off by the DL&W, began in 1908. The Lackawanna Railroad of New Jersey, the wholly owned subsidiary of the DL&W, was created to build the Cut-Off. The purpose of the Cut-Off was to reduce the length, grades, and curvature of a portion of the main line connecting Buffalo with New York City (via Hoboken). With its completion on December 24, 1911, at a cost of \$11 million, the route had been shortened by over 11 miles in the section between Port Morris, Roxbury Township, NJ, and Delaware River Bridge, with the grades sharply reduced.

The 28-mile Cut-Off was, and remains, an engineering masterpiece. Grades do not exceed 0.5 percent; the total rise and fall over the 28 miles equals 11 feet. Originally there were no at-grade crossings; however, one was built in 1988. A total of 14 million cubic yards of fill was removed to create cuts, and 15 million cubic yards of fill were required to create embankments. The largest embankment (Pequest) required 6,625,000 cubic yards of fill, is over three miles long, and has a maximum height of 119 feet. Pequest is one of the largest man-made embankments in the world; it crosses US Route 206 near Andover, NJ.

Although reinforced structures had been in use for many years, the Cut-Off represented its first extensive use by a railroad. The two largest viaducts were over the Paulins Kill and the Delaware River. At the time of construction, the Paulins Kill Viaduct, at 1,100 feet long and 115 feet high was the largest concrete bridge in the world. The 1,450-foot viaduct over the Delaware River and Interstate 80 is 64 feet above the water level and connects Columbia, NJ, with Slateford Junction, PA. Originally there were no tunnels planned on the route, but unusually soft rock, south of Andover, necessitated the construction of the Roseville Tunnel, a 1,024-foot long, double-track tunnel 132 feet below the surface that is partially concrete lined.

Because the Cut-Off essentially follows the crests of the ridges, it avoided the population centers in the area. This routing resulted in the alignment's use as a predominantly through route for freight and passenger trains. Little local freight traffic was generated. Passenger service ceased operating in 1972, and the route was abandoned in 1979. Track removal took place in 1983. The stone ballast for a single track is generally intact along the entire line.

### **Old Main DL&W Railroad Historic District, NJ (Hoboken to Delaware River)**

The Old Main DL&W Historic District extends from its eastern terminus at Hoboken Terminal (historically the Delaware, Lackawanna and Western's Hoboken Terminal), and continues along NJ TRANSIT's Morristown Line through Newark, Summit, Morristown, Denville and Dover. It travels through Wharton, Hopatcong Junction, and Netcong to Washington (Warren County). At Washington, it follows the historic route of the Warren Railroad to the Delaware River. The Lackawanna Cut-Off is a contributing resource to the Old Main DL&W Historic District. The DL&W Historic District has a SHPO Opinion of Eligibility for listing on the National Register of Historic Places (NRHP) dated on September 24, 1996. The District is eligible for listing for its associations with suburbanization, commuter and passenger traffic, freight traffic, engineering and architecture.

***Inventory of Resources in Area of Potential Effect***

Table 3.4-1 lists the National Historic Landmarks, resources listed on the State and National Registers of Historic Places (NRHP), and the resources with SHPO Opinions of Eligibility that are located in the APE for the entire project. In the APE for the project, there is one resource that is a National Historic Site, one resource that is listed on the State Register of Historic Places and NRHP, and four resources that have SHPO Opinions of Eligibility for NRHP listing. Refer to Appendix C: Historic Resources Technical Report for further detail and analysis.

**Table 3.4-1 Listed and Eligible Resources in the Area of Potential Effect**

<b>National Historic Landmarks</b>	<b>Location</b>
Steamtown National Historic Site	Scranton, Lackawanna County, PA
<b>National and State Register Listed Resources</b>	<b>Location</b>
Dansbury Depot (East Stroudsburg Railroad Station)	50 Crystal Street, East Stroudsburg, Monroe County, PA
<b>Resources with SHPO Opinions of Eligibility</b>	<b>Location</b>
DL&W Railroad Historic District from Scranton to the Delaware River Bridge	Mile 133.27 to Mile 74.10, Scranton to Slateford Junction, (Upper Mount Bethel Township) Pennsylvania
Old Main DL&W Railroad Historic District Port Morris Yard and Port Morris Interlocking Tower**	Hudson River, Hoboken, Hudson County, NJ to the Delaware River, Warren County, NJ
DL&W (Lackawanna) Cut-Off Delaware River Bridge, Paulins Kill Viaduct, Roseville Tunnel, Pequest Fill and Coursen Fill**	Port Morris, Roxbury Township, Morris County, NJ, to Delaware River Bridge.
Hope Road Bridge**	Hope Road (CR 521), Blairstown Township, Warren County, NJ
* Also eligible for contributing to the DL&W Railroad Route from Scranton to the Delaware River Bridge	
**Also eligible for contributing to the DL&W Cut-Off	

Source: Lynn Drobbin and Associates, 2005

A total of 30 resources over 50 years of age were evaluated as part of this study; 17 of these resources (four are considered as part of complexes) were identified within the project APE for evaluation as potentially eligible for listing on the NRHP; 13 of the resources that were evaluated were considered not potentially eligible for NRHP listing due to a lack of integrity, unsympathetic alterations, or lack of historic and/or architectural significance. Table 3.4-2 lists the 17 resources that were evaluated as part of this study and that are considered potentially eligible for listing on the State Register of Historic Places and NRHP.



**Table 3.4-2: Other Historic Resources in the Area of Potential Effect**

<b>Other Resources</b>	<b>Location</b>
DL&W Railroad Bridge 60	DL&W Railroad over the Lackawanna River, Scranton, Lackawanna County, PA
Bridge 60 Interlocking Tower	DL&W Railroad near Cliff Street, Scranton, Lackawanna County, PA
Tobyhanna Station Complex (Tobyhanna Station and Tobyhanna Interlocking Tower)	DL&W Railroad Milepost 107.5, Coolbaugh Township, Monroe County, PA
<b>Other Resources</b>	<b>Location</b>
Former Tobyhanna Post Office (Veterans of Foreign Wars Post 509)	Goodwin & Oak Streets, Tobyhanna, Coolbaugh Township, Monroe County, PA
Camp Tegawitha Boat House	Pocono Mountain, Coolbaugh Township, Monroe County, PA
East Stroudsburg Interlocking Tower	Analomink Street/DL&W Railroad, East Stroudsburg, PA
East Stroudsburg Water Station	Crystal and Washington Streets, East Stroudsburg, Monroe County, PA
East Stroudsburg Freight Station Bumper Block	Crystal Street, East Stroudsburg, Monroe County, PA
Ridgeway Street Pony Truss Bridge	Ridgeway Street over DL&W, East Stroudsburg, Monroe County, PA
DL&W Railroad Company Houses*	343-345 Crystal Street and 331-333 Crystal Street, East Stroudsburg, Monroe County, PA
Henry Building	One Washington Street, East Stroudsburg, Monroe County, PA
Blairstown Station and Freight House**	Hope Road (CR 521), Blairstown, Warren County, NJ
Greendell Station Complex** Greendell Station and Greendell Interlocking Tower	Greendell, Green Township, Sussex County, NJ
Greendell General Store	6 Wolfs Corner Road, Greendell, Sussex County, NJ
Westby Farm	300 Roseville Road, Andover Township, Sussex County, NJ
Port Morris Yard**	Port Morris, Roxbury Township, Morris County, NJ
Port Morris Interlocking Tower**	Port Morris, Roxbury Township, Morris County, NJ
* Also potentially eligible for contributing to the DL&W Railroad Route from Scranton to the Delaware River Bridge **Also potentially eligible for contributing to the DL&W Cut-Off	

Source: Lynn Drobbin and Associates, 2005

### 3.4.2 No Build Alternative

In the No Build Alternative, underutilized and neglected Historic Resources along the former railroad corridor will continue to experience deterioration due to age and the elements.

### 3.4.3 Build Alternative

Historic resources will be altered as a result of the proposed project; however, these alterations will be consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines. The proposed project will not change the character or original intended use of an historic resource and will not change physical features within the property's setting that contribute to its historic significance. No visual, atmospheric or audible elements that diminish the integrity of any historic resources and its major historic features will be introduced as a result of the proposed project. The proposed project will not cause the neglect of a property, which will cause its deterioration. In addition, the proposed project will not transfer, lease, or sell an historic property out of Federal or state ownership or control without adequate and legally enforceable restrictions or conditions to ensure the long-term preservation of the property's historic significance.

Direct effects will include actual physical alterations to a historic resource, such as removal, repair, or replacement of historic fabric; alterations; and new construction. Direct effects also include the transfer

of ownership of a resource. Other historic resources in the APE for the project may be affected by the proposed project but those effects will be indirect. Indirect effects will include the change in the setting or context of a resource by the construction of new elements near the resource.

Letters documenting the SHPO's effects determination process can be found in Appendix Q: Correspondence.

The following historic resources, identified in the APE, will be directly affected by the Build Alternative. For the MOS portion of the Build Alternative, the directly affected resources are the Delaware, Old Main DL&W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off and the Roseville Tunnel.

***DL&W Railroad Route from Scranton to the Delaware River Bridge; Delaware, Old Main DL&W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off***

Bridges on the DL&W Railroad will require varying amounts of rehabilitation. The majority of these structures are constructed of reinforced concrete and will require minor repairs, such as spall repair, fixing cracks in the concrete, pressure injecting grout in leaking joints, and seal coating concrete adjacent to roadways. Several bridges will require the construction of retaining walls, the replacement of timber cribbing or the extension of abutment walls. Several of these structures (see below, DL&W Cut-Off) will require rehabilitation.

The new station sites with high level platforms, parking areas, and new sidings on the DL&W will add new elements to the historic DL&W Railroad and its contributing structures, and may diminish the qualities that render the DL&W eligible for listing on the NRHP. However, the restoration of service on this line will be a beneficial effect, as the original use as passenger service will be restored.

***Delaware, Lackawanna and Western (Lackawanna) Cut-Off***

The ***Roseville Tunnel*** is over 1,000 feet long and has experienced leaking at specific locations within the tunnel. The tunnel will require a re-profiling of the tunnel walls and ceiling to accommodate clearances for two tracks and the larger, modern trains, as well as to implement Federal Railroad Administration (FRA) standard clearances for railroad workers. A shotcrete lining will be installed over the natural exposed rock for the entire length of the tunnel to prevent water leakage and rock spalls. Lighting, a communications system and a ventilation system will also be installed.

The ***Paulins Kill Viaduct*** (Undergrade Bridge MP 70.63) is a 938-foot long, seven-span concrete arch and is an outstanding example of the DL&W's innovative use of concrete. The Paulins Kill Viaduct rehabilitation needs are relatively minor, consisting of the rehabilitation of refuge bays and replacement of railings at the top of the structure. The viaduct will undergo cleaning and repairs to include the removal of vegetation and the removal of debris and fouled ballast. The deck will be cleaned, repaired and waterproofed, and cracked and spalling bridge surfaces will be cleaned and repaired by pressure grouting. The bridge railing will be removed and replaced, and the deck drainage system will be repaired. Concrete pier caps will be partially demolished and restored.

The ***Delaware River Bridge*** (Undergrade Bridge MP 72.10) is a nine-span, 1,450 feet long concrete arch, which spans the Delaware River between New Jersey and Pennsylvania and is an outstanding example of the DL&W's innovative use of concrete. This bridge will require the most extensive structural rehabilitation work in the DL&W rail corridor, since it has experienced deterioration from weather and water due to its location spanning the Delaware River. The smaller arch components up to the top of the

structure, the deck, and the railings will be demolished and replaced in kind. Cracked and spalling bridge surfaces will be cleaned and repaired by pressure grouting.

**Blairstown Station and Freight House**

The site of the Blairstown Station and Freight House, currently privately owned, will be acquired by NJ TRANSIT for use as a station.

**Greendell Station Complex (includes Greendell Interlocking Tower and Station)**

The maintenance-of-way headquarters is proposed to be located in the former Greendell Station building. The building will be utilized for the storage of materials, such as extra gates, spikes, and electrical materials, and will include offices and rest rooms. The Interlocking Tower will not be affected by the proposed project.

The following table summarizes all of the resources identified and indicates resources that will have no effects as a result of the Build Alternative. Resources which will have effects that will be mitigated per the SHPO stipulations in the Programmatic Agreement are also listed in the table.

**Table 3.4-3: Summary of Resource Effects**

RESOURCE	LOCATION	EFFECT/NO EFFECT
<b>National Historic Landmarks</b>		
Steamtown National Historic Site	Scranton, Lackawanna County, PA	No Effects
<b>National and State Register Listed Resources</b>		
Dansbury Depot (East Stroudsburg Railroad Station)	50 Crystal Street, East Stroudsburg, Monroe County, PA	No Effects
<b>Resources with SHPO Opinions of Eligibility</b>		
DL&W Railroad Historic District from Scranton to the Delaware River Bridge	Mile 133.27 to Mile 74.10, Scranton to Slateford Junction, (Upper Mount Bethel Township) Pennsylvania	Effects but No Adverse Effects, with SHPO Stipulations
Old Main DL&W Railroad Historic District Port Morris Yard and Port Morris Interlocking Tower**	Hudson River, Hoboken, Hudson County, NJ to the Delaware River, Warren County, NJ	Effects but No Adverse Effects, with SHPO Stipulations
DL&W (Lackawanna) Cut-Off Delaware River Bridge, Paulins Kill Viaduct, Roseville Tunnel, Pequest Fill and Coursen Fill	Port Morris, Roxbury Township, Morris County, NJ, to Delaware River Bridge.	Effects but No Adverse Effects, with SHPO Stipulations
Hope Road Bridge	Hope Road (CR 521), Blairstown Township, Warren County, NJ	No Effects
<b>Other Resources</b>		
DL&W Railroad Bridge 60	DL&W Railroad over the Lackawanna River, Scranton, Lackawanna County, PA	Effects but No Adverse Effects, with SHPO Stipulations
Bridge 60 Interlocking Tower	DL&W Railroad near Cliff Street, Scranton, Lackawanna County, PA	Effects but No Adverse Effects, with SHPO Stipulations
Tobyhanna Station Complex (Tobyhanna Station and Tobyhanna Interlocking Tower)	DL&W Railroad Milepost 107.5, Coolbaugh Township, Monroe County, PA	No Effects
Former Tobyhanna Post Office (Veterans of Foreign Wars Post 509)	Goodwin & Oak Streets, Tobyhanna, Coolbaugh Township, Monroe County, PA	No Effects
Camp Tegawitha Boat House	Pocono Mountain, Coolbaugh Township, Monroe County, PA	No Effects
East Stroudsburg Interlocking Tower	Analomink Street/DL&W Railroad, East Stroudsburg, PA	No Effects
East Stroudsburg Water Station	Crystal and Washington Streets, East Stroudsburg, Monroe County, PA	No Effects
East Stroudsburg Freight Station Bumper Block	Crystal Street, East Stroudsburg, Monroe County, PA	No Effects

**Table 3.4-3: Summary of Resource Effects, continued**

RESOURCE	LOCATION	EFFECT/NO EFFECT
Ridgeway Street Pony Truss Bridge	Ridgeway Street over DL&W, East Stroudsburg, Monroe County, PA	No Effects
DL&W Railroad Company Houses	343-345 Crystal Street and 331-333 Crystal Street, East Stroudsburg, Monroe County, PA	No Effects
Henry Building	One Washington Street, East Stroudsburg, Monroe County, PA	No Effects
Blairstown Station and Freight House	Hope Road (CR 521), Blairstown, Warren County, NJ	Effects but No Adverse Effects, with SHPO Stipulations
Greendell Station Complex Greendell Station and Greendell Interlocking Tower	Greendell, Green Township, Sussex County, NJ	Effects but No Adverse Effects, with SHPO Stipulations
Greendell General Store	6 Wolfs Corner Road, Greendell, Sussex County, NJ	No Effects
Westby Farm	300 Roseville Road, Andover Township, Sussex County, NJ	No Effects
Port Morris Yard	Port Morris, Roxbury Township, Morris County, NJ	Effects but No Adverse Effects, with SHPO Stipulations
Port Morris Interlocking Tower	Port Morris, Roxbury Township, Morris County, NJ	Effects but No Adverse Effects, with SHPO Stipulations

### 3.4.4 Mitigation

Although there are several historic resources in the area, as described above in Section 3.4.3, the *New Jersey – Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project* will have no adverse effect to the historic resources listed below based on compliance with stipulations listed. The list below is for the Build Alternative. For the MOS portion of the Build Alternative, the directly affected resources are the Delaware, Old Main DL&W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off, the Roseville Tunnel and the Port Morris Interlocking Tower (in Port Morris Rail Yard)

A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the listed historic resources. A copy of the Programmatic Agreement that is being signed can be found in Section 8.0 of this document.

#### ***DL&W Railroad Route from Scranton to the Slateford Junction, Pennsylvania; Old Main DL&W Railroad Historic District; DL&W (Lackawanna) Cut-Off***

The New Jersey–Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project will avoid the demolition or removal of historic properties. The project will, to the greatest extent possible, stabilize, rehabilitate, and/or reuse historic buildings and bridges that are located in each of the three historic districts.

All permanent improvements along the historic right-of-way will be designed to be compatible to the character defining features of the DL&W Railroad and other historic resources in the vicinity of the project. All rehabilitation of historic structures will be conducted in accordance with the *Secretary of the Interior’s Standards*. Plans and specifications for the new stations, parking areas, bridges, and other associated improvements, will be reviewed and approved by either the PA or NJ SHPOs. The New Jersey–Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project will use architecturally detailed concrete and glazed ceramic roof tiles for stations, platforms, and station canopies.

Parking areas in the vicinity of the DL&W Railroad right-of-way will have historic style railroad lighting and landscape buffer.

The New Jersey–Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project will provide for the sensitive rehabilitation of existing overhead and undergrade concrete bridges. All bridge rehabilitation projects will be undertaken in accordance with the *Secretary of the Interior’s Standards*. All new concrete and concrete repairs will match the existing historic concrete. Masonry analyses will be conducted to ensure that new concrete will match the historic concrete in configuration and detail, finish, color, texture and profile.

In accordance with the conditions detailed in the previously referenced Construction Environmental Control Plans, mitigation measures will be implemented to minimize or eliminate minor temporary construction effects on historic resources along the project corridor. These temporary construction impacts include noise and vibration and dust. Through consultation with the NJ SHPO and the PA SHPO, NJ TRANSIT will devise requirements and specifications to be followed by contractors during construction that will reduce potential noise impacts. These include sound control devices on construction equipment and trucks; the appropriate location of staging areas; the use of specific equipment, such as concrete cutters rather than pavement breakers; the installation of temporary noise barriers; and the rerouting of heavy equipment and truck movements, where practical, could possibly be used to reduce temporary noise and vibration effects.

The application of various control measures during construction activities will be employed to minimize the amount of construction dust generated. These include applying water or other soluble moisture-retaining agents to dirt areas, cleaning construction equipment and adjacent paved areas that may be covered with dirt or dust, covering haul trucks carrying loose materials to and from construction sites, and treating materials likely to become airborne and contribute to air pollution, if left untreated.

A construction plan will be prepared by NJ TRANSIT and its contractors in coordination with the NJ SHPO and the PA SHPO to minimize potential construction impacts to historic resources.

In addition, NJ TRANSIT and the NJ SHPO shall consult on the appropriate disposition of the former Johnsonburg Station Site, which is not intended for use as part of the Lackawanna Cut-Off project; however, it is located within the State of New Jersey owned right-of-way to be utilized by the project.

### ***Delaware, Lackawanna and Western (Lackawanna) Cut-Off***

All rehabilitation work proposed for the ***Roseville Tunnel*** will be conducted in accordance with the *Secretary of the Interior’s Standards*. The exterior rock faces of the tunnel portals will remain intact and not be altered. An interpretive exhibit explaining the significance of the tunnel with historic photos and maps will be created and placed at a location to be determined by NJ SHPO, in conjunction with NJ TRANSIT. Prior to the construction of the interior renovations to the tunnel, the original rock face of the tunnel will be recorded in accordance with the Historic American Engineering Record (HAER).

All rehabilitation work proposed for the ***Paulins Kill Viaduct*** will be conducted in accordance with the *Secretary of the Interior’s Standards*. All plans and specifications for the bridge will be reviewed and approved by the NJ SHPO. The concrete sections of the bridge that will be removed, due to severe deterioration, will be replaced in-kind. A masonry analysis will be conducted to ensure that the new concrete will match the existing historic concrete in configuration and detail, finish, color, texture and profile.

All rehabilitation work proposed for the ***DL&W Railroad Viaduct over the Delaware River (Delaware River Bridge)*** will be conducted in accordance with the *Secretary of the Interior's Standards*. The concrete sections of the bridge that will be demolished due to severe deterioration will be replaced in-kind. All plans and specifications for the bridge repairs will be reviewed and approved by the NJ SHPO and PA SHPO. A masonry analysis will be conducted to ensure that the new concrete will match the existing historic concrete in configuration and detailing, finish, color, texture and profile.

#### ***Blairstown Station and Freight House***

The former Blairstown Station and Freight House will be acquired by NJ TRANSIT and utilized for railroad operations or will be marketed for an adaptive reuse that will be compatible to the railroad use. Historic photographs of the station and the freight house, as available, will guide the rehabilitation of the Blairstown Station and Freight House. Plans and specifications will be reviewed and approved by the NJ SHPO. A masonry analysis will be conducted to ensure that any new concrete will match the existing historic concrete in configuration and detailing, finish, color, texture and profile.

#### ***Greendell Station Complex (includes Greendell Interlocking Tower and Station)***

NJ TRANSIT will utilize the former Greendell Station as a maintenance-of-way facility. If feasible, the Greendell Interlocking Tower will be marketed for an adaptive reuse compatible to the railroad use. The railroad station will be rehabilitated in accordance with the *Secretary of the Interior's Standards for Rehabilitation*. A masonry analysis of the concrete of the railroad station will be conducted to ensure that the new concrete will match the existing historic concrete in finish, color, detail, texture and profile. Historic photographs of the station will guide the exterior rehabilitation of the Greendell Station. The interlocking tower will be stabilized (roof secured and windows and doors boarded), until such time as a suitable adaptive reuse is found. The plans and specifications for the rail station rehabilitation and the stabilization of the interlocking tower will be reviewed and approved by the NJ SHPO.

#### ***Port Morris Interlocking Tower (in Port Morris Rail Yard)***

The interlocking tower will be stabilized (roof secured and windows and doors boarded). The plans and specifications for the stabilization of the interlocking tower will be reviewed and approved by the NJ SHPO. If feasible, a new railroad use will be identified.

## 3.5 Archaeology

### 3.5.1 Existing Conditions

Preparation of the archaeological study involved using documentary, cartographic and archival resources. Repositories visited (either in person or by using their on-line electronic resources) or contacted include: the NJ SHPO in Trenton, NJ, the PA SHPO in Harrisburg, PA; PennDOT offices in Allentown, PA; the New York Public Library; and the library at Historical Perspectives. The current project research builds upon data collected for an earlier archaeological study that utilized much of the same APE, entitled *Northwest New Jersey-Northeast Pennsylvania MIS/EA, Morris County, 1999*. Historic research on the APE was conducted to provide an overview of the development history and context for the discussion of historic resources. Environmental factors considered in determining archaeological potential included topography, geology and soils, water availability and location, and historic period land use and development. Site walkovers were undertaken to determine existing conditions. Appendix D, Archaeology Technical Report, presents further detail on the methodology and analysis conducted.

The Lackawanna Cut-Off Passenger Rail Service Restoration project will utilize the existing rail corridor right-of-way for the reintroduction of passenger service. In New Jersey, this corridor is part of the DL&W Railroad Lackawanna Cut-Off Historic District, which has been deemed eligible for listing in the NRHP by the NJ SHPO March 22, 1994. In Pennsylvania, this corridor is part of the DL&W Railroad Line; which has been deemed eligible for listing in the NRHP by the PA SHPO December 9, 1996. Although not explicitly noted as contributing elements to these resources in the opinions, subsurface archaeological features associated with the railroad alignment may be eligible as contributing resources to portions of the alignment, which are, or may in the future be determined eligible for the NRHP.

#### ***Definition of the Area of Potential Effect***

The APE is defined in 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking.”

The naturally occurring landform within the right-of-way in both states has been previously disturbed by construction of the railroad, much of which required grading and filling to create level surfaces. Since the original landform has already been altered, and reuse of the right-of-way should not involve any ground disturbance in areas that were not previously modified, no previously undocumented archaeological sites, outside of features related to the railroad itself, should be present within the APE. Thus, although the archaeological APE includes the entire railroad corridor, for the purposes of this study, the focus is limited to areas where new ground disturbance will occur from construction of stations, their associated parking lots, and maintenance facilities. Because construction plans are not final, the APE is considered to include the total land area of each proposed station or maintenance facility parcel.

#### ***Precontact Archaeological Sensitivity***

None of the proposed station or maintenance facility properties have been subjected to prior archaeological field-testing, and as such, no precontact period archaeological sites have been recorded within the boundaries of any of these parcels. However, based upon research and site walkovers conducted for this study, six of the proposed properties were determined to have precontact archaeological sensitivity. Three of the properties have sensitivity due to their proximity to natural water

sources, soil characteristics, and apparent lack of modern disturbance on them. One of these three properties is also located in the immediate vicinity of a number of other precontact sites, adding to its sensitivity. Three additional properties may retain precontact sensitivity, based upon their proximity to natural water, but the level of modern disturbance currently is unknown. The precontact sensitivity of the station and facility sites is summarized in Table 3.5-1.

**Table 3.5-1: Archaeological Sensitivity of Station and Maintenance Facility Sites**

Location	Precontact Sensitivity	Comments	Historic Sensitivity	Comments
Scranton, PA Yard Site	Yes	Sensitivity is dependent on level of disturbance	No	Former use of the property will not leave an archaeological footprint
Scranton, PA Station Site	Yes	Sensitivity is dependent on level of disturbance	Yes	Historic depot and commercial stores formerly on property
Tobyhanna, PA Station Site	No	Property is not close enough to water source	Yes	Historic station complex on property
Pocono Mountain, PA Station Site	Yes	Property is adjacent to freshwater stream and has well drained soils	Yes	Possible remains of ice harvesting structures or features along railroad spur on property
Analomink, PA Station Site	No	Property is disturbed from grading	No	Property is disturbed from grading
East Stroudsburg, PA Station Site	Yes	Sensitivity is dependent on level of disturbance	No	Former historic structures located just outside APE
Delaware Water Gap Visitors' Center, PA Station Site	Yes	Property is adjacent to two previously recorded precontact sites and has well drained soils	No	Property was historically undeveloped
Blairstown, NJ Station Site	No	Property contains imported fill soil	Yes	Historic station complex on property, landscape fill feature may be considered a contributing resource to NRHP eligible Lackawanna Cut-Off Historic District
Greendell Maintenance-of-way	No	Property is disturbed from grading	No	Property is disturbed from grading
Andover, NJ Station Site	Yes	Property is adjacent to freshwater stream and has well drained soils	No	Property was historically undeveloped

Source: *Historical Perspectives*, 2005

### 3.5.2 No Build Alternative

There will be no changes to archaeological resources under the No Build Alternative.

### 3.5.3 Build Alternative

#### *Historical Archaeological Sensitivity*

None of the proposed station or maintenance site properties have been subjected to prior archaeological field testing, and as such, no historic period archaeological sites have been recorded within the boundaries of any of these parcels. However, based upon research and site walkovers conducted for this study, four of the properties were determined to have historic period archaeological sensitivity, due to former uses of the properties during the nineteenth century. The historic period sensitivity of the station and maintenance sites is summarized in Table 3.5-1 above.



### ***Effects Assessment***

None of the proposed station or maintenance site properties have been subjected to prior archaeological field testing, and as such, no historic period archaeological sites have been recorded within the boundaries of any of these parcels. However, based upon research and site walkovers conducted for this study, the properties were determined to have historic period archaeological sensitivity, due to former uses of the properties during the nineteenth century.

The proposed project will potentially impact archaeological resources at both the track maintenance site in Greendell, NJ and yard site in Scranton, PA as well as at these seven station sites:

- Scranton
- Tobyhanna
- Pocono Mountain
- East Stroudsburg
- Delaware Water Gap
- Blainstown
- Andover

There will not be impacts at the Analomink Station site, as it does not retain either precontact or historic period archaeological sensitivity.

The MOS portion of the Build Alternative will potentially impact archaeological resources at Andover Station.

The specific impacts will be identified through consultation with the appropriate SHPO and in accordance with the Programmatic Agreement.

#### **3.5.4 Mitigation**

At all of the stations and maintenance sites in the Build Alternative, except the Analomink Station site, there are potential archaeological resources within the defined APE that could be affected by the proposed project. For the MOS portion of the Build Alternative, there are potential archaeological resources at Andover Station. For the Build Alternative and the MOS, all impacts will be mitigated.

On those properties where the level of disturbance presently is unknown, soil borings that will be available during the engineering phase will be reviewed by accredited archeologists to determine if there are potential archeological resources present. Analysis of the soil borings may eliminate the need for a Phase IB testing program. If, as a result of the soil boring review by accredited archeologists, there is deemed a potential for the presence of archeological resources, then a Phase 1B archeological investigations will be conducted by accredited archeologists during the engineering phase at the proposed maintenance/yard site and the 7 station sites. If Phase 1B investigations reveal the presence of resources, further archeological evaluation will be performed by accredited archeologists and will be mitigated in consultation with the appropriate SHPO. If archaeological resources are discovered, additional archaeological evaluation will be conducted to establish the importance of resources directly impacted by the Build Alternative, to assess the effects on important resources and to mitigate those effects in accordance with 36 CFR Part 800.

In the event that previously non-recorded archeological resources are encountered during construction, all such activities will halt in the subject area pending investigation and review by the accredited project archeologist. Upon the archeologist's consultation with the appropriate State SHPO in accordance with

the project Programmatic Agreement, construction activities may resume as modified by the results of such consultation. These responses are further characterized in the project Construction Environmental Control Plan.

A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the listed historic resources. A copy of the Programmatic Agreement that is being signed can be found in Section 8.0 of this document. The specific mitigation will be identified through consultation with the appropriate SHPO and in accordance with the Programmatic Agreement.

## **3.6 Visual**

### **3.6.1 Existing Conditions**

Visual resources are defined by the physical appearance, scale and character of an area. Components of visual resources include visually sensitive sites and view corridors located in the study area. Components of visual resources also include historic structures and districts, parks, open spaces and schools having a direct line of sight to the proposed project infrastructure. Field visits were utilized to analyze the potential impact of visual resources.

The proposed project will require: the construction of eight stations including platforms, passenger shelters and parking areas; the construction of a new single track in the New Jersey portion of the rail right-of-way; the upgrade of existing freight rail infrastructure where necessary in Pennsylvania to allow for utilization by passenger trains; the construction of track sidings located at several locations in the right-of-way within New Jersey and Pennsylvania; the construction of a yard facility in Pennsylvania including a second track, a canopy and an employee welfare building; and the rehabilitation of several bridge and tunnel structures.

As discussed in Appendix B: Community Facilities Technical Report and Appendix C: Historic Resources Technical Report, several parks, open spaces and historic resources are located adjacent to or in close proximity to proposed station areas. Several proposed station sites will be located proximate to unutilized or converted station structures historically used for passenger rail service, rail yards and parking structures including the Scranton, Tobyhanna, East Stroudsburg and Blairstown Stations. Table 3.6.1 describes the visual character of each of the project sites, with further detail described below.

### **3.6.2 No Build Alternative**

There will be no changes to visual resources under the No Build Alternative.

### **3.6.3 Build Alternative**

There will be no negative impacts to the existing visual environment surrounding the proposed Analomink Station area. Construction of this proposed station area will result in an improvement to the visual character of the site currently utilized for recycling and infrastructure maintenance-related uses. The proposed Pocono Mountain and Andover Station areas are wooded and undeveloped. In these locations there will be a slight modification to the immediate visual character, but this change will not result in an impact to the overall visual quality. As a result of topography, adjacent land uses and overall distance, the construction of these proposed station areas will not obstruct view corridors to / from visual resources and nearby residential areas. In addition, each of these proposed station areas will be landscaped and buffered from surrounding uses.

The proposed Scranton and East Stroudsburg Station areas are located within commercial, downtown areas and will not negatively impact the visual character of the area. Similarly, the land use character of the area proximate to the Scranton Yard Facility, as well as the proposed site's distance and lack of view corridors to or from visual resources minimize potential impacts. The parking area for the Delaware Water Gap Visitor Center Station will be located on a site currently utilized as a regional park-and-ride facility and parking associated with the Delaware Water Gap National Recreation Area Visitor Center in Smithfield Township.

Within Pennsylvania, the DL&W corridor is an active rail line currently utilized for rail freight service. Introduction of the new rail and station infrastructure proposed under this project as well as the reintroduction of passenger trains along the project rail alignment will not create negative impacts on the existing visual environment.

**Table 3.6-1 Station Area Visual Character**

Station Area	Visual Character
Scranton Yard	Proposed facility will be generally screened by topography and adjacent land uses. Train storage and maintenance area are located in existing rail right-of-way. It will be distant from visual resources. There will be no impact to visual character at this location.
Scranton	Proposed station site will be located across the railroad tracks from Steamtown National Historic Site, which is devoted to historic rail locomotives and provides seasonal rail excursions. The station site is located in Downtown Scranton. There will be no impact to visual character at this location.
Tobyhanna	Proposed station area will be located adjacent to the former station building. Existing freight service uses the right-of-way. Visual resources are located a distance from proposed station area. There will be no impact to visual character at this location.
Pocono Mountain	Proposed station area will be located on the site of a former campground and screened from adjacent areas by vegetation. Existing freight service utilizes the right-of-way. Visual resources are located a distance from the proposed station area. There will be no impact to visual character at this location.
Analomink	Proposed station area will be located on a site currently utilized for recycling and infrastructure-related uses. Site is buffered from athletic fields located to the west. Existing freight service uses the right-of-way. There will be no impact to visual character at this location.
East Stroudsburg	Proposed station area will be located nearby the former station building in a densely developed commercial area. Existing freight service uses the right-of-way. There will be no impact to visual character at this location.
Delaware Water Gap	Proposed station area will be located both north and south of Interstate 80 with the station platform situated north of Interstate 80 along the existing rail right-of-way and adjacent to municipal athletic fields and the parking component situated south of the Interstate 80 within a park-and-ride facility at the Delaware Water Gap Visitors' Center. The minimal infrastructure required for the project (including a station platform and canopy) as well as the infrequency of active trains will not result in substantial impacts to the visual character of the area north of Interstate 80. South of Interstate 80 parking will be provided in a parking structure that will be visually integrated with the existing visitor's center.
Blairstown	Proposed station area will be located adjacent to the former station building. Due to topography and vegetation, the site is generally buffered from surrounding land uses. It will be distant from visual resources. There will be no impact to visual character at this location.
Greendell MOW	Proposed maintenance-of-way area will be located at the former station building. Due to topography and vegetation, the site is generally buffered from surrounding land uses. It will be distant from visual resources. There will be no impact to visual character at this location.
Andover	Proposed station area will be situated on a vegetated portion of the rail right-of-way. Distance from visual resources and the buffers created by natural vegetation will minimize any potential impacts to the visual character of the area. There will be no impact to visual character at this location.

As discussed in Section 3.4, the Lackawanna Cut-Off stretching from Port Morris, Roxbury Township, NJ to Delaware River Bridge provided numerous examples of engineering innovations and important visual landscape features when opened in 1911 and that continue today. Through the utilization of concrete culverts and archways, rock cuts and extensive fills reaching heights exceeding more than 110 feet and lengths greater than three miles, the Lackawanna Cut-Off was constructed to eliminate tight curves, steep grades, physical barriers, as well as roadway and railroad grade crossings. The use of reinforced concrete for the construction of structures lining the corridor including towers, stations and viaducts was a new concept in the early Twentieth Century. Utilization of this portion of the rail alignment will restore and preserve many of the scenic corridors established with its construction in the early 1900s, which continued until it was abandoned in 1979.

The proposed stations and facilities will not alter or obstruct view corridors to or from these visual resources. Therefore, no visual impacts will occur as a result of this proposed project.

In the Build Alternative, a potential for temporary modifications to immediate visual character of station areas is possible during construction but with mitigation using Best Management Practices this will not result in an impact to overall visual quality.

The MOS portion of the Build Alternative will not impact visual resources.

#### **3.6.4 Mitigation**

Best Management Practices will be utilized during project construction to minimize any minor impact to sensitive resources in the corridor. Best Management Practices will include using screened staging areas within the existing right-of-way wherever possible; coordination with the involved municipalities to develop construction plans; and measures to mitigate dust, noise and vibration.

The MOS portion of the Build Alternative will not impact visual resources; therefore no mitigation is required. Best Management Practices, however, will be following during construction as needed.

### 3.7 Transportation

This section analyzes traffic and parking conditions. The traffic analysis is based on existing conditions, future no build conditions and future build conditions considering the addition of new parking spaces at each proposed station. The proposed parking spaces for the project are based on ridership demand at each new station (2030). Below is a list of the number of parking spaces at each station. The traffic analysis is based on these figures and the peak demand on the roadway in order to project future traffic conditions.

▪ Scranton Yard	30 parking spaces
▪ Scranton	30 parking spaces
▪ Tobyhanna	102 parking spaces
▪ Pocono Mountain	1,000 parking spaces
▪ Analomink	250 parking spaces
▪ East Stroudsburg	228 parking spaces
▪ Delaware Water Gap	900 parking spaces
▪ Blairstown	243 parking spaces
▪ Andover	125 parking spaces
▪ <b>Total Number of Parking Spaces</b>	<b>2,908</b>

#### 3.7.1 Existing Conditions

##### 3.7.1.1 Traffic Methodology

This analysis presents the results of the traffic impact study conducted for the proposed project. The first step was the collection of relevant traffic data in order to ascertain current traffic conditions and operations near the proposed station sites. Site reconnaissance occurred at each station site to determine key intersections that might be impacted by the project. For these intersections, signal timing and phasing plans were obtained from the appropriate local, county and state authorities. Automatic Traffic Recorder (ATR) counts and Manual Turning Movement counts were conducted to discover current morning and evening peak period traffic flow patterns at key intersections.

The current traffic counts were used to determine existing traffic conditions in the study area. The current traffic volumes are presented with the Build volumes in Section 3.7.2 to permit comparison. An annual 1.5 percent growth rate was applied to the current year traffic counts to estimate 2030 No Build traffic volumes. Then, ridership projections and trip origins, provided through the demand forecasting model, were used to estimate project-related parking needs and traffic at each station site. Not every rider will access the rail service by themselves in an auto thus not every rider requires a parking space for their auto.

Using the ridership model results, the traffic analysis was performed per standard traffic analysis methodologies for the peak traffic demand, which will be for the peak train. The methods used permit a determination of the number of riders who will seek to access transit in a given hour. Most people making their journey-to-work trips access transit during the 3-4 hour morning and evening peak period. Then within that peak period there is an hour when the largest projected number of riders will seek to access the trains. For example, for most people seeking to travel by train to Newark, NJ, Hoboken, NJ or Manhattan to work, they would need to get a very early train to get to work on time for an 8:30 to 9:30 AM start since the train will take a considerable time to make the trip, see Table 2.2-1, Operating Plan Travel Times, for the estimated train trip time, which from Scranton to Hoboken is 3 hours and 20

minutes, or about 90 minutes from Andover to Hoboken for the MOS portion of the Build Alternative. To access Manhattan, another 20-30 minutes is needed to take PATH or the ferry.

This is an important distinction. Park and rides may and must accommodate more vehicles than are typically associated with the peak traffic attempting to connect with the peak train, i.e. patrons driving to a park & ride arrive at all hours of service while the largest number of automobiles enter and leave during rush hour periods. Local traffic arteries are better able to accommodate the gradual and off peak traffic volume. The rush hour or peak volume connecting to or leaving from a peak train presents a greater demand on local traffic systems and is therefore the most conservative approach when analyzing project related traffic impacts

Project-related traffic was added to the 2030 estimates of No Build traffic volumes. These estimates comprise the Build Alternative traffic scenario. It should be noted that for the purposes of this analysis, increased volumes due to the peak train were added to volumes occurring during the overall peak hour for the region regardless of when the peak train departs or arrives. Typically, the peak train in the morning departs much earlier than the regional peak traffic hour begins. Combining the volumes attributed to the peak train with the regional peak hour volumes resulted in a conservative analysis.

Comparison of the No Build and Build Alternative traffic estimates revealed which locations might experience a traffic impact due to the proposed rail service. Mitigation measures were developed for those intersections where there will be impacts. It should be noted that the potential impacts identified in this analysis are the result of a series of conservative, worst case assumptions, which are not likely to occur. However, assessing the ability to mitigate these identified impacts under these worst-case conditions ensures that the potential impacts can also be mitigated under actual conditions.

The following briefly outlines the impacts identified and the proposed mitigation measures for each station site. A more detailed explanation is available in Appendix E: Transportation Technical Report.

### **3.7.2 No Build Alternative**

An annual 1.5 percent growth rate was applied to the current year traffic counts to estimate 2030 No Build traffic volumes. The No Build traffic volumes are presented with the Build volumes in Section 3.7.2 to permit comparison.

There will be no changes to pedestrians, parking, rail or transit under the No Build Alternative.

### **3.7.3 Build Alternative**

#### **3.7.3.1 Traffic**

In many instances the no build conditions represent a deteriorated traffic condition at various intersections. This condition occurs from the background traffic growth being added to existing traffic volumes and represents the growth projected to occur without the proposed passenger rail service implemented. Where such conditions exist the project mitigation was instrumental in returning the traffic conditions to this no build condition and in many cases improves traffic operations over the no build condition. Meetings and discussions have occurred throughout the planning process with the local municipalities and Counties over the traffic assessment methodologies, findings and proposed mitigation. Coordination with the affected agencies will continue through the design phase to ensure a coordinated effort on mitigation.

Traffic impacts and mitigation are described below. NJ TRANSIT will continue to work with the local municipalities in the next phase of project development regarding the proposed mitigation. Meetings with the involved municipalities will build upon previous community outreach activities held during the planning phase of the project development, as detailed in Appendix P, Public Involvement. More than 20 coordination meetings with the involved communities have been held throughout the EA process.

**Scranton**

The proposed project will generate approximately 11 vehicles accessing the proposed Scranton Station for the peak train, which will depart Scranton at 5:30 AM for arrival in Hoboken at 8:40 AM.

Due to the relatively low traffic volumes resulting from implementation, the proposed station will not impact traffic operations in the area.

**Tobyhanna**

The proposed project will generate approximately 43 vehicles accessing the proposed Tobyhanna Station for the peak train, which will depart Tobyhanna at 5:22 AM for arrival in Hoboken at 7:55 AM.

The results of the Highway Capacity Software (HCS) analysis suggest that project-related traffic increases will impact the intersection of PA Route 611 and PA Route 423 during both the morning and afternoon peak periods. During the morning peak period, delay on the eastbound approach of PA Route 423 will increase by approximately 60 seconds. During the afternoon peak period, level of service (LOS) on the westbound approach will decline from LOS C to LOS D. See Tables 3.7-1 through 3.7-3.

**Table 3.7-1 2004 Existing Conditions – Tobyhanna**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611 with PA 423	EB	LT	1.02	142.2	F	0.47	28.8	C
		R	0.04	0.0	A	0.08	0.00	A
	WB	LTR	0.15	24.9	C	0.29	27.1	C
		L	0.13	9.7	A	0.11	6.9	A
	NB	T	0.09	9.4	A	0.09	6.8	A
		L	0.10	9.4	A	0.03	6.5	A
SB	T	0.14	9.7	A	0.05	6.6	A	
	LT	0.00	7.4	A	0.02	7.6	A	
Prospect Street with Main Street	EB	LR	0.39	12.9	B	0.22	11.5	B
	Main Street with Church Street	SB	LT	0.01	8.2	A	0.01	7.6
WB		LR	0.20	11.5	B	0.19	10.5	B

Source: Edwards and Kelcey, 2006



**Table 3.7-2 2030 No Build Conditions – Tobyhanna**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611 with PA 423	EB	LT	1.52	988.0	F	0.74	39.0	D
		R	0.05	0.0+	A	0.12	0.0+	A
	WB	LTR	0.31	26.5	C	0.50	29.4	C
	NB	L	0.21	10.3	B	0.16	7.2	A
		T	0.13	9.6	A	0.13	7.0	A
	SB	L	0.15	9.8	A	0.04	6.6	A
T		0.21	10.1	B	0.08	6.7	A	
Prospect Street with Main Street	NB	LT	0.01	7.6	A	0.04	7.8	A
	EB	LR	0.67	21.7	C	0.40	15.0+	C
Main Street with Church Street	SB	LT	0.03	8.8	A	0.02	7.9	A
	WB	LR	0.35	14.7	B	0.32	12.3	B

Source: Edwards and Kelcey, 2006

**Table 3.7-3 2030 Build Conditions – Tobyhanna**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611 with PA 423	EB	LT	1.56	1046	F	0.78	42.4	D
		R	0.05	0.0+	A	0.12	0.0+	A
	WB	LTR	0.31	26.5	C	0.71	37.8	D
	NB	L	0.21	10.3	B	0.16	7.2	A
		T	0.13	9.6	A	0.14	7.0	A
	SB	L	0.16	9.8	A	0.04	6.6	A
T		0.22	10.1	B	0.08	6.7	A	
Prospect Street with Main Street	NB	LT	0.01	7.6	A	0.04	7.9	A
	EB	LR	0.72	24.7	C	0.40	15.3	C
Main Street with Church Street	SB	LT	0.04	8.9	A	0.02	7.9	A
	WB	LR	0.37	15.7	C	0.37	12.9	B

Source: Edwards and Kelcey, 2006

The proposed mitigation involves replacing the current 95-second cycle with a 60-second cycle. This measure will allow all intersection approaches to function at LOS C or better during both the morning and afternoon peak periods (See Table 3.7-4).

**Table 3.7-4 2030 Mitigated Conditions – Tobyhanna**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611 with PA 423	EB	LT	0.83	18.3	B	0.30	7.1	A
		R	0.05	0.0+	A	0.13	0.0+	A
	WB	LTR	0.12	6.2	A	0.21	6.6	A
	NB	L	0.54	24.5	C	0.59	25.6	C
		T	0.35	20.0-	B	0.43	20.5	C
	SB	L	0.41	21.1	C	0.18	19.3	B
T		0.55	21.6	C	0.30	19.7	B	

Source: Edwards and Kelcey, 2006

**Pocono Mountain**

The proposed project will generate approximately 307 vehicles accessing the proposed Pocono Mountain Station for the peak train, which will depart Pocono Mountain at 5:26 AM for arrival in Hoboken at 7:55 AM.

The intersection of PA Route 611 and PA Route 940 will experience heavy delays under the No Build scenario due to background traffic growth.

For the southern portion of the intersection, the implementation of the Build scenario should not impact traffic operations. However, the increased traffic resulting from the implementation of the proposed rail project will further aggravate already congested conditions at the northern portion of this intersection. For example, during the morning peak period, there will be increases in delay for the eastbound approach and for the northbound through and right-turn movements.

For the northbound approach, the increase in delay will trigger a decline from LOS E to LOS F. During the afternoon peak period, the greater volume of traffic will increase delay on the southbound approach to the northern part of the intersection. See Tables 3.7-5 through 3.7-7.

**Table 3.7-5 2004 Existing Conditions – Pocono Mountain**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611/PA 196 with PA 940 (Northern)	EB	LTR	0.99	106.3	F	1.04	158.6	F
	WB	LT	1.04	180.3	F	0.91	72.5	E
	NB	DefL	0.98	116.0	F	0.92	67.7	E
		TR	0.66	24.5	C	1.04	140.3	F
	SB	LTR	0.92	57.1	E	0.85	45.0	D
PA 611 with PA 940 (Southern)	EB	LTR	0.82	71.2	E	1.04	216.4	F
	WB	DefL	0.34	41.7	D	0.35	41.8	D
		T	0.04	39.0	D	0.02	38.9	D
	NB	LTR	0.53	33.1	C	0.76	38.9	D
	SB	DefL	N/A	N/A	N/A	0.44	11.7	B
LTR		0.43	4.6	A	0.30	4.0	A	

Source: Edwards and Kelcey, 2005

**Table 3.7-6 2030 No Build Conditions – Pocono Mountain**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611/PA 196 with PA 940 (Northern)	EB	LTR	1.46	870.8	F	1.53	1010	F
	WB	LT	1.54	1022	F	1.34	667.2	F
	NB	DefL	1.44	848.1	F	1.46	883.3	F
		TR	0.97	68.6	E	1.54	997.8	F
	SB	LTR	1.36	693.3	F *	1.25	500.9	F
PA 611 with PA 940 (Southern)	EB	LTR	1.21	466.1	F *	1.53	1029	F
	WB	DefL	0.53	44.8	D	0.53	44.9	D
		T	0.06	39.2	D	0.03	38.9	D
	NB	LTR	0.78	40.3	D	1.12	278.0	F
	SB	DefL	0.51	12.1	B	0.68	18.2	B
		LTR	0.67	7.4	A	0.44	4.7	A

Source: Edwards and Kelcey, 2006

\* The annual 1.5 percent growth rate applied to all current year traffic counts to estimate 2030 No Build traffic volumes results in a No Build LOS F at this location.

**Table 3.7-7 2030 Build Conditions – Pocono Mountain**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611/PA 196 with PA 940 (Northern)	EB	LTR	1.79	1473	F	1.53	1010	F
	WB	LT	1.54	1022	F	1.34	667.2	F
	NB	DefL	1.44	848.1	F	1.46	883.3	F
		TR	1.12	264.8	F	1.54	997.8	F
	SB	LTR	1.36	693.3	F	1.73	1363	F
PA 611 with PA 940 (Southern)	EB	LTR	1.21	466.1	F	1.53	1029	F
	WB	DefL	0.53	44.8	D	0.53	44.9	D
		T	0.06	39.2	D	0.03	38.9	D
	NB	LTR	0.78	40.3	D	1.12	278.0	F
	SB	DefL	0.51	12.1	B	0.81	23.7	C
		LTR	0.67	7.4	A	0.44	4.7	A

Source: Edwards and Kelcey, 2006

For each time period, the proposed mitigation involves replacing the existing 100-second cycle with a 150-second cycle. Although the intersection will continue to operate at LOS F, delays with the revised signal timing will be less than the delays using the current 100-second cycle. See Table 3.7-8 on the next page.

**Table 3.7-8 2030 Mitigated Conditions – Pocono Mountain**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 611/PA 196 with PA 940 (Northern)	EB	LTR	1.56	1074	F	1.53	1030	F
	WB	LT	1.54	1042	F	1.55	1060	F
	NB	DefL	1.46	897.9	F	1.47	915.8	F
		TR	1.04	144.4	F	1.27	535.6	F
	SB	LTR	1.16	352.6	F	1.25	503.5	F
PA 611 with PA 940 (Southern)	EB	LTR	0.70	62.1	E	1.38	775.9	F
	WB	DefL	0.31	51.1	D	0.47	62.2	E
		T	0.04	47.5	D	0.03	56.6	E
	NB	LTR	0.99	124.4	F	0.81	49.2	D
	SB	DefL	0.55	22.3	C	0.91	51.4	D
		LTR	0.71	14.7	B	0.43	5.5	A

Source: Edwards and Kelcey, 2006

**Analomink**

The proposed project will generate approximately 74 vehicles accessing the proposed Analomink Station for the peak train, which will depart Analomink at 6:38 AM for arrival in Hoboken at 8:40 AM.

Due to the relatively low traffic volumes resulting from implementation at this station, the analysis showed that there were no impacts that will warrant mitigation. See Tables 3.7-9 through 3.7-11.

**Table 3.7-9 2004 Existing Conditions – Analomink**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 447 with PA 191	EB	LR	0.65	34.5	C	0.80	31.2	C
	NB	LT	0.28	8.7	A	0.87	33.4	C
		T	0.42	9.7	A	0.32	13.4	B
	SB	R	0.18	0.1	A	0.13	0.0	A

Source: Edwards and Kelcey, 2005

**Table 3.7-10 2030 No Build Conditions – Analomink**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 447 with PA 191	EB	LR	0.95	84.4	F *	1.18	359.7	F
	NB	LT	0.51	10.9	B	1.51	946.6	F
		T	0.62	12.3	B	0.47	14.8	B
	SB	R	0.26	0.1	A	0.19	0.1	A

Source: Edwards and Kelcey, 2006

\* The annual 1.5 percent growth rate applied to all current year traffic counts to estimate 2030 No Build traffic volumes results in a No Build LOS F at this location.

**Table 3.7-11 2030 Build Conditions – Analomink**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
PA 447 with PA 191	EB	LR	0.95	84.4	F	1.18	359.7	F
	NB	LT	0.51	10.9	B	1.51	946.6	F
	SB	T	0.62	12.3	B	0.47	14.8	B
		R	0.26	0.1	A	0.19	0.1	A

Source: Edwards and Kelcey, 2006

**East Stroudsburg**

The proposed project will generate approximately 110 vehicles accessing the proposed East Stroudsburg Station for the peak train, which will depart East Stroudsburg at 6:44 AM for arrival in Hoboken at 8:40 AM.

It is predicted that the PM peak period delay on the northbound approach to the intersection of Crystal Street and Analomink Street will increase from 68.6 seconds under the No Build scenario to 108.4 seconds under the Build scenario. Furthermore, it is predicted that the PM peak period delay will increase at two other intersections: US Business Route 209 and North Crystal Street, and US Business Route 209 and Analomink Street. See Tables 3.7-12 through 3.7-14.

**Table 3.7-12 2004 Existing Conditions – East Stroudsburg**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Crystal Street with Analomink Street	WB	LT	0.05	8.0	A	0.18	8.5	A
	NB	LR	0.14	11.1	B	0.32	15.7	C
N. Crystal Street with Analomink Street	EB	LT	0.00	7.6	A	0.00	7.9	A
	SB	LR	0.24	11.5	B	0.24	12.6	B
Courtland Street with Analomink Street	SB	LT	0.01	8.1	A	0.01	8.7	A
	WB	LR	0.20	15.8	C	0.42	28.3	D
Courtland Street with N. Crystal Street	SB	LT	0.14	8.4	A	0.15	9.2	A
	WB	R	0.09	10.5	B	0.29	14.5	B
Courtland Street with Day/Washington Street	WB	TR	0.21	19.2	B	0.41	20.8	C
	NB	L	0.07	7.2	A	0.12	7.4	A
		TR	0.43	9.3	A	0.69	13.3	B
	SB	LR	0.47	9.8	A	0.89	31.1	C
Ridgeway Street with Prospect Street	EB	LTR	0.69	32.8	C	0.66	36.3	D
	WB	LTR	0.05	22.1	C	0.05	26.3	C
	NB	L	0.20	14.6	B	0.61	18.5	B
		TR	0.38	15.4	B	0.28	12.3	B
	SB	LTR	0.54	24.9	C	0.81	39.2	D
Courtland Street and Ridgeway/Brown Street	EB	L	0.32	13.6	B	0.53	15.2	B
		TR	0.38	2.9	A	0.32	2.7	A
	WB	T	0.51	22.1	C	0.89	47.8	D
	SB	LR	0.00	28.6	C	0.00	28.6	C
Washington Street with Brown Street	EB	T	0.48	7.5	A	0.57	8.3	A
	WB	T	0.26	6.3	A	0.50	7.8	A
	SB	L	0.12	19.8	B	0.29	20.8	C

Source: Edwards and Kelcey, 2005

**Table 3.7-13 2030 No Build Conditions – East Stroudsburg**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Crystal Street with Analomink Street	WB	LT	0.08	8.5	A	0.30	9.6	A
	NB	LR	0.27	13.8	B	0.83	68.6	F
N. Crystal Street with Analomink Street	EB	LT	0.00	7.8	A	0.00	8.3	A
	SB	LR	0.41	14.7	B	0.45	18.4	C
Courtland Street with Analomink Street	SB	LT	0.02	8.6	A	0.01	9.7	A
	WB	LR	0.47	30.0	D	1.23	557.3	F
Courtland Street with N. Crystal Street	SB	LT	0.24	9.4	A	0.28	11.2	B
	WB	R	0.17	12.4	B	0.61	29.0	D
Courtland Street with Day/Washington Street	WB	TR	0.31	19.9	B	0.60	23.5	C
	NB	L	0.11	7.3	A	0.18	7.7	A
		TR	0.63	11.8	B	1.02	92.4	F
	SB	LR	0.79	18.8	B	1.68	1251	F
Ridgeway Street with Prospect Street	EB	LTR	1.02	135.9	F *	0.98	100.4	F
	WB	LTR	0.08	22.4	C	0.07	26.6	C
	NB	L	0.37	16.9	B	1.10	249.9	F
		TR	0.55	17.8	B	0.41	13.7	B
	SB	LTR	0.80	35.0-	C	1.19	391.4	F
Courtland Street and Ridgeway/Brown Street	EB	L	0.47	14.7	B	0.78	20.0	B
		TR	0.56	3.9	A	0.47	3.3	A
	WB	T	0.75	29.7	C	1.31	598.0	F
Washington Street with Brown Street	SB	LR	0.00	28.6	C	0.00	28.6	C
	EB	T	0.71	10.1	B	0.84	14.0	B
	WB	T	0.38	7.0	A	0.74	12.0	B
	SB	L	0.18	20.2	C	0.43	21.8	C

Source: Edwards and Kelcey, 2006

\* The annual 1.5 percent growth rate applied to all current year traffic counts to estimate 2030 No Build traffic volumes results in a No Build LOS F at this location.

**Table 3.7-14 2030 Build Conditions – East Stroudsburg**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Crystal Street with Analomink Street	WB	LT	0.08	8.8	A	0.30	9.6	A
	NB	LR	0.28	14.5	B	1.56	108.4	F
N. Crystal Street with Analomink Street	EB	LT	0.00	7.8	A	0.00	8.5	A
	SB	LR	0.53	17.1	B	0.48	19.6	C
Courtland Street with Analomink Street	SB	LT	0.02	8.6	A	0.01	10.0	A
	WB	LR	0.50	33.1	D	1.32	705.8	F
Courtland Street with N. Crystal Street	SB	LT	0.31	9.8	A	0.29	11.5	B
	WB	R	0.17	12.4	B	0.86	65.7	F
Courtland Street with Day/Washington Street	WB	TR	0.31	19.9	B	0.60	23.5	C
	NB	L	0.11	7.3	A	0.18	7.7	A
		TR	0.63	11.8	B	1.02	92.4	F
	SB	LR	0.96	57.4	E	1.68	1251	F
Ridgeway Street with Prospect Street	EB	LTR	1.02	135.9	F	0.98	100.4	F
	WB	LTR	0.08	22.4	C	0.07	26.6	C
	NB	L	0.37	16.9	B	1.10	249.9	F
		TR	0.55	17.8	B	0.41	13.7	B
	SB	LTR	0.80	35.0	C	1.19	391.4	F
Courtland Street and Ridgeway/Brown Street	EB	L	0.47	14.7	B	0.78	20.0	B
		TR	0.56	3.9	A	0.47	3.3	A
	WB	T	0.75	29.7	C	1.31	598.0	F
	SB	LR	0.00	28.6	C	0.00	28.6	C
Washington Street with Brown Street	EB	T	0.71	10.1	B	0.84	14.0	B
	WB	T	0.38	7.0	A	0.74	12.0	B
	SB	L	0.18	20.2	C	0.43	21.8	C

Source: Edwards and Kelcey, 2006

The proposed mitigation for the intersection of Crystal Street and Analomink Street is to reconfigure the two existing T-intersections including modifications to the existing horizontal geometry and to install a two-phase 100-second cycle traffic signal. With the implementation of these measures, the northbound approach will function at LOS D while the eastbound, westbound, and southbound approaches will function at LOS E or higher. A two-phase, 60-second cycle is recommended for the morning peak period. See Table 3.7-15.

**Table 3.7-15 2030 Mitigated Conditions – East Stroudsburg**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Crystal Street with Analomink Street (signalized)	EB	LTR	0.28	14.5	B	0.21	10.4	B
	WB	LTR	0.60	20.4	C	0.97	63.4	E
	NB	LTR	0.24	12.9	B	0.77	47.1	D
	SB	LTR	0.55	17.6	B	0.75	49.9	D
Courtland Street with Day/Washington Street	WB	TR	0.28	14.5	B	0.21	10.4	B
	NB	L	0.60	20.4	C	0.97	63.4	E
		TR	0.24	12.9	B	0.77	47.1	D
	SB	LR	0.55	17.6	B	0.75	49.9	D

Source: Edwards and Kelcey, 2006

**Delaware Water Gap**

The proposed project will generate approximately 270 vehicles accessing the proposed Delaware Water Gap Station for the peak train, which will depart Delaware Water Gap at 6:07 AM for arrival in Hoboken at 7:55 AM.

The traffic resulting from implementation of the proposed project will impact westbound traffic operations at the intersection of PA Route 2028 and the Interstate 80 entrance and exit ramps during the morning and afternoon peak periods. See Tables 3.7-16 through 3.7-18.

**Table 3.7-16 2004 Existing Conditions – Delaware Water Gap**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
I-80 Ramps and PA Route 2028	NB	LT	0.01	7.6	A	0.01	7.7	A
	SB	LT	0.09	8.2	A	0.14	9.0	A
	WB	LT	0.51	21.4	C	0.63	34.2	D
	EB	LTR	0.05	10.4	B	0.08	12.5	B

Source: Edwards and Kelcey, 2005

**Table 3.7-17 2030 No Build Conditions – Delaware Water Gap**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
I-80 Ramps and PA Route 2028	NB	LT	0.01	7.9	A	0.01	8.0	A
	SB	LT	0.14	8.8	A	0.26	10.6	B
	WB	LT	1.05	211.8	F *	1.54	1045	F
	EB	LTR	0.09	11.9	B	0.21	19.7	C

Source: Edwards and Kelcey, 2006

\* The annual 1.5 percent growth rate applied to all current year traffic counts to estimate 2030 No Build traffic volumes results in a No Build LOS F at this location.

**Table 3.7-18 2030 Build Conditions – Delaware Water Gap**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
I-80 Ramps and PA Route 2028	NB	LT	0.01	7.9	A	0.01	8.0	A
	SB	LT	0.40	10.7	B	0.26	10.6	B
	WB	LT	2.93	3557	F	2.27	2349	F
	EB	LTR	0.19	22.1	C	0.21	19.7	C

Source: Edwards and Kelcey, 2006

The proposed mitigation was the installation of a traffic signal at this intersection. Recent improvements at the visitor center have included this installation of the traffic signal. A two-phase, 80-second cycle is recommended for the AM peak period and a two-phase, 70-second cycle is recommended for the PM peak period. The traffic signal may not be visible to southbound traffic exiting the highway due to the curvature of the ramp. Because vehicles exiting the highway are likely to be traveling at high speeds, it is recommended that warning flashers be installed to alert drivers of the presence of the traffic signal. See Table 3.7-19 on the next page.



**Table 3.7-19 2030 Mitigated Conditions – Delaware Water Gap**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
I-80 Ramps and PA Route 2028 (signalized)	EB	LTR	0.12	21.5	C	0.10	13.9	B
	WB	LT	0.86	47.5	D	0.85	33.6	C
	NB	LTR	0.28	8.9	A	0.56	15.0	B
	SB	DefL	0.88	35.9	D	0.86	46.7	D
		TR	0.31	9.2	A	0.43	13.8	B

Source: Edwards and Kelcey, 2006

**Blairstown**

The proposed project will generate approximately 93 vehicles accessing the proposed Blairstown Station for the peak train, which will depart Blairstown at 7:08 AM for arrival in Hoboken at 8:40 AM.

The implementation of the proposed project will impact traffic operations at the intersection of NJ Route 94 and County Route 521 during both the morning and afternoon peak periods. Delay on the westbound approach will increase by 60 seconds during the morning peak period. During the afternoon peak period, delay on the westbound approach will increase to the point of being immeasurable. During the afternoon peak period, the eastbound through movement will experience a 500-second increase in delay. See Tables 3.7-20 through 3.7-22.

**Table 3.7-20 2004 Existing Conditions – Blairstown**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 94 and Route 521	NB	L	0.06	7.4	A	0.11	7.5	A
	WB	LT	0.45	16.1	C	0.65	26.5	D
	EB	T	0.48	15.5	C	0.47	18.3	C
		R	0.15	8.9	A	0.13	8.8	A

Source: Edwards and Kelcey, 2006

**Table 3.7-21 2030 No Build Conditions – Blairstown**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 94 and Route 521	NB	L	0.09	7.5	A	0.16	7.7	A
	WB	LT	0.98	120.4	F *	1.72	1342	F
	EB	T	0.82	37.8	E	0.91	80.9	F
		R	0.22	9.2	A	0.19	9.1	A

Source: Edwards and Kelcey, 2006

\* The annual 1.5 percent growth rate applied to all current year traffic counts to estimate 2030 No Build traffic volumes results in a No Build LOS F at this location.

**Table 3.7-22 2030 Build Conditions – Blairstown**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 94 and Route 521	NB	L	0.09	7.5	A	0.23	7.9	A
	WB	LT	1.03	180.4	F	*	*	F
	EB	T	0.82	37.8	E	1.30	615.2	F
R		0.33	9.9	A	0.19	9.1	A	
Route 521 and Driveway	NB	LT	0.00	8.0	A	0.00	7.6	A
	EB	LR	*	*	*	0.19	13.4	B

\* Highway Capacity Software did not calculate.  
 Source: Edwards and Kelcey, 2005

The proposed mitigation for this intersection is the installation of a traffic signal. A two-phase, 60-second cycle is recommended for both the AM and the PM peak periods. See Table 3.7-23, below.

**Table 3.7-23 2030 Mitigated Conditions – Blairstown**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 94 and Route 521	NB	L	0.55	26.2	C	0.66	20.7	C
	WB	LT	0.39	6.1	A	0.57	13.2	B
	EB	T	0.41	6.1	A	0.42	11.5	B

Source: Edwards and Kelcey, 2005

**Andover**

The proposed project will generate approximately 45 vehicles accessing the proposed Andover Station for the peak train, which will depart Andover at 7:21 AM for arrival in Hoboken at 8:40 AM.

Delay on the westbound approach to the intersection of US Route 206 and County Route 613 will increase by approximately 40 seconds during the afternoon peak period under the Build scenario. Normally, the mitigation proposed would be the installation of a traffic signal. The installation of a traffic signal in this location would cause problems at the signalized intersection to the south, US Route 206 and Smith Street. Moreover, the 225-foot length of the westbound approach is sufficient to accommodate the nine-vehicle westbound queue predicted by the HCS analysis for the Build scenario. Therefore, a traffic signal is not recommended for the intersection of US Route 206 and County Route 613. See Tables 3.7-24 through 3.7-26.

The MOS portion of the Build Alternative will generate many fewer vehicles than the Build Alternative, approximately 23 vehicles, accessing the proposed Andover Station for the peak train; therefore, there will be no impacts and no mitigation required.

**Table 3.7-24 2004 Existing Conditions – Andover**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 206 and Route 517	NB	LT	0.01	10.3	B	0.00	9.4	A
	EB	LR	1.02	286.8	F	0.45	48.5	E
Route 206 and Route 613	SB	LT	0.05	8.8	A	0.07	9.4	A
	WB	LR	0.21	14.4	B	0.17	15.7	C

Source: Edwards and Kelcey, 2005

**Table 3.7-25 2030 No Build Conditions – Andover**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 206 and Route 517	NB	LT	0.02	12.9	B	0.00	11.2	B
	EB	LR	4.32	6164	F	1.80	1645	F
Route 206 and Route 613	SB	LT	0.09	10.0+	B	0.15	11.4	B
	WB	LR	0.48	27.4	D	0.43	31.0	D

Source: Edwards and Kelcey, 2005

**Table 3.7-26 2030 Build Conditions – Andover**

Intersection	Approach	Mov't.	AM Peak Hour			PM Peak Hour		
			v/c ratio	Stopped delay (seconds)	LOS	v/c ratio	Stopped delay (seconds)	LOS
Route 206 and Route 517	NB	LT	0.02	12.9	B	0.00	11.2	B
	EB	LR	4.32	6164	F	1.80	1645	F
Route 206 and Route 613	SB	LT	0.19	10.6	B	0.26	13.4	B
	WB	LR	0.53	32.4	D	0.80	74.9	F
Roseville Road & Driveway	NB	LTR	0.00	7.2	A	0.03	7.3	A
	WB	LT	0.06	9.3	A	0.12	10.3	B
	EB	TR	0.09	9.0	A	0.09	10.2	B

Source: Edwards and Kelcey, 2005

There are a projected 170 additional daily boarding riders east of Port Morris, NJ which when considered on top of the 34,000 daily riders using the combined Morris & Essex Line and Montclair-Boonton Line will have no measurable impact on stations and/or traffic.

### 3.7.3.2 Pedestrians

The areas in the vicinity of the proposed stations in Pocono Mountain, Analomink, Delaware Water Gap, Blairstown and Andover have little to no pedestrian activity. The proposed Scranton, Tobyhanna and East Stroudsburg Station areas can be characterized by low to moderate levels of pedestrian activity.

Pedestrian accommodations were a consideration in the development of station plans for the proposed project. Pedestrian elements will be incorporated into the engineering designs of the project. These elements include appropriately placed sidewalks, lighting and signage. All pedestrian facilities will be fully compliant with the Americans with Disabilities Act (ADA).

The proposed project will not impact pedestrian circulation in the proposed station areas. Pedestrian circulation will be a consideration in the design of station plans.

### 3.7.3.3 Parking

Based on the ridership demand the need for parking spaces was identified for each station between Port Morris and Scranton. Table 3.7-28 presents the number of parking spaces proposed at each station for the Build Alternative

**Table 3.7-28: Build Alternative Station Parking Facilities**

Station	Number of Parking Spaces
Scranton Yard	30
Scranton	30
Tobyhanna	102
Pocono Mountain	1,000
Analomink	250
East Stroudsburg	228
Delaware Water Gap	900
Blairstown	243
Andover	125
<b>Total Number of Parking Spaces</b>	<b>2,908</b>

Source: NJ TRANSIT, 2006

In the MOS portion of the Build Alternative, a single station with 65 parking spaces will be constructed at the terminus in Andover, NJ.

As described above, new parking spaces will be provided at the proposed stations to accommodate the estimated demand. Therefore, the Build Alternative and the MOS portion of the Build Alternative will not result in any impact on the supply of existing parking spaces in the study area nor does the project rely on other projects for meeting its parking demand.

### 3.7.3.4 Transit

A number of public and transit providers operate service in the study area. The County of Lackawanna Transit System (COLTS) provides local bus service in the Scranton metropolitan area. Monroe County Transit provides bus service throughout Monroe County. NJ TRANSIT provides local bus and community shuttle services in Warren, Sussex and Morris Counties. In Morris County, private shuttle buses are provided by several large companies between local rail stations and nearby office complexes.

Several interstate bus services operate between northeastern Pennsylvania, northwestern New Jersey and New York City. These routes service park-and-ride lots and town centers, then run express via Interstate 80, terminating at the Port Authority Bus Terminal (PABT) in Manhattan. This interstate service is generally oriented to commuters, and offers more bus service during the rush hours. Martz/Trailways and Greyhound are the major providers of private intercity bus service in the region and have bus park-and-ride lots located in several places throughout the counties. The intercity bus terminal in Scranton (Martz and Greyhound) is currently located across Lackawanna Avenue from the proposed station site. There is a local proposal to create an intermodal facility adjacent to the proposed rail station that will provide for transfers between all modes, including rail, intercity bus, local bus, taxi, pedestrians, bicycles and

automobiles. Martz Bus also has several stop locations in Monroe County, including along PA Route 611 in Mount Pocono, Stroudsburg and East Stroudsburg.

Travel times projected for bus service in the future will increase due to increasing traffic delays on Interstate 80. Future demand will create the need for additional private operator bus equipment to accommodate this demand. Conflicting with this demand need are the capacity constraints through the Lincoln Tunnel Exclusive Bus Lane (XBL) on 495 in NJ. However, XBL delays are expected to be reduced to more acceptable levels with implementation of the ARC project. It is beyond the scope of this EA to evaluate future XBL conditions.

The proposed project will provide a new public transportation option for the study area in the future as demand exceeds capacity for bus service and travel times increase. Implementation of the proposed project operations will be planned to coordinate with area transit operations. There will be no negative impacts as a result of the Build Alternative or the MOS portion of the Build Alternative to existing or future transit services in the portion of the study between Port Morris and Scranton.

### **3.7.3.5 Rail**

The Delaware-Lackawanna Railroad Company (DLRC) operates freight rail service in the study corridor in Pennsylvania under a five-year operating agreement with the Lackawanna County Rail Authority (now the Pennsylvania Northeast Regional Rail Authority). The operating agreement will expire in 2010. With the implementation of the proposed project, freight service in the corridor in Pennsylvania will have to be coordinated and timed with the passenger rail service. The implementation of the proposed project passenger rail service operations has been planned to work in conjunction with current and future freight rail service in the corridor. NJ TRANSIT has worked extensively with the freight railroads to coordinate the construction and operation of the proposed project. This coordination will continue through its implementation. The service levels of both the passenger rail and freight rail assumed in the proposed project will be relatively low.

There will be no negative impacts as a result of the Build Alternative or the MOS portion of the Build Alternative to existing or future freight rail services. Benefits to freight rail will be derived from the physical improvements to the railroad infrastructure, including passing sidings, signals and communications systems, which will be constructed as part of the proposed project.

### **3.7.4 Mitigation**

There are no transportation impacts and therefore no required mitigation for the MOS portion of the Build Alternative. The following mitigation discussion is for the Build Alternative.

#### **3.7.4.1 Traffic**

Table 3.7-27 summarizes the project traffic impacts and the proposed mitigation for each station site for the portion of the study corridor from Port Morris west to Scranton that will be considered in cooperation with local government/traffic officials.

**Table 3.7-27 Traffic Mitigation Summary**

Station	Impact	Mitigation
Scranton	None	None
Tobyhanna	Rt. 611 & Rt. 423 – AM and PM peak	Change existing signal timing from 95-second cycle to 60-second cycle
Pocono Mountain	Rt. 611 & Rt. 940 – AM and PM peak	Change existing signal timing from 100-second cycle to 150-second cycle
Analomink	None	None
East Stroudsburg	Crystal Street & Analomink Street - PM peak	Geometry modifications; install traffic signal with two-phase, 100-second cycle; 60-second cycle recommended for AM peak period
Delaware Water Gap	River Rd. & I-80 Entrance/Exit ramps AM peak	Install traffic signal with two-phase, 80-second cycle
Delaware Water Gap	River Rd. & I-80 Entrance/Exit ramps PM peak	Install traffic signal with two-phase, 70-second cycle
Blairstown	Rt. 94 & Rt. 521 – AM and PM Peak	Install traffic signal with two-phase, 60-second cycle for both time periods
Andover	Rt. 206 & Rt. 613 – PM peak	None

Source: Edwards and Kelcey, 2005

### 3.7.4.2 Pedestrians

No mitigation is required.

### 3.7.4.3 Parking

Mitigation related to traffic generated by riders parking at stations is summarized in Table 3.7-27. There is no impact or parking mitigation required based on the proposed parking plans at these proposed stations.

### 3.7.4.4 Transit

No mitigation is required.

### 3.7.4.5 Rail

The Pennsylvania Northeast Regional Rail Authority (formerly the Lackawanna County Rail Authority and the Monroe County Rail Authority) has been an enthusiastic supporter of the Build Alternative rail service to Scranton. They have indicated to NJ TRANSIT at numerous technical coordination meetings, as detailed in Appendix P, their support of passenger rail service to Scranton, Pennsylvania utilizing the right-of-way as proposed for passenger operations, station facilities and yard facilities. Coordination with the Pennsylvania Northeast Regional Rail Authority will continue in future project phases.

### 3.8 Air Quality

This analysis presents the results of the air quality study conducted for the proposed Lackawanna Cut-Off Study. The effects of the project on air quality are analyzed pursuant to the Clean Air Act requirements and applicable air quality guidelines and standards, and analyzed using the US Environmental Protection Agency recommended models MOBILE6.2, CAL3QHC, CAL3QHCR, and SCREEN3. Refer to Appendix F: Air Quality Technical Report for further detail and analysis.

#### 3.8.1 Existing Conditions

Six pollutants have been identified by the USEPA as a national concern: carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter, sulfur dioxide (SO<sub>2</sub>), and lead (Pb). National Ambient Air Quality Standards (NAAQS), Pennsylvania State standards and New Jersey State standards have been established for these major air pollutants. The representative ambient air quality levels along the study corridor compared to the NAAQS are shown in Table 3.8-1.

**Table 3.8-1: Existing Ambient Air Quality in Pennsylvania and New Jersey**

Pollutant	Averaging Period	Maximum Averaging Period Concentrations		
		Pennsylvania	New Jersey	NAAQS
Carbon Monoxide (CO)	1 hr.	2.9 ppm <sup>(1)</sup>	2.2 ppm <sup>(4)</sup>	35 ppm
	8 hr.	1.8 ppm <sup>(1)</sup>	1.3 ppm <sup>(4)</sup>	9 ppm
Ozone (O <sub>3</sub> )	1 hr.	Revoked <sup>(8)</sup>		
	8 hr.	0.076 ppm <sup>(2)</sup>	0.086 ppm <sup>(5)</sup>	0.075 ppm <sup>(10)</sup>
Nitrogen Dioxide (NO <sub>2</sub> )	1 yr.	0.011 ppm <sup>(1)</sup>	0.007 ppm <sup>(5)</sup>	0.053 ppm
Lead (Pb)	3 mos.	0.03 µg/m <sup>3</sup> <sup>(3)</sup>	0.094 µg/m <sup>3</sup> <sup>(6)</sup>	1.5 µg/m <sup>3</sup>
Inhalable Particulates (PM <sub>10</sub> )	24 hrs.	53 µg/m <sup>3</sup> <sup>(1)</sup>	58 µg/m <sup>3</sup> <sup>(7)</sup>	150 µg/m <sup>3</sup>
	1 yr.	Revoked <sup>(9)</sup>		
Fine Particulates (PM <sub>2.5</sub> )	24 hrs.	31.3 µg/m <sup>3</sup> <sup>(1)</sup>	30.7 µg/m <sup>3</sup> <sup>(5)</sup>	35 µg/m <sup>3</sup> <sup>(11)</sup>
	1 yr.	11.3 µg/m <sup>3</sup> <sup>(1)</sup>	11.4 µg/m <sup>3</sup> <sup>(5)</sup>	15 µg/m <sup>3</sup>
Sulfur Dioxide (SO <sub>2</sub> )	3 hr.	0.032 ppm <sup>(1)</sup>	0.028 ppm <sup>(5)</sup>	0.50 ppm
	24 hr.	0.020 ppm <sup>(1)</sup>	0.015 ppm <sup>(5)</sup>	0.14 ppm
	1 yr.	0.005 ppm <sup>(1)</sup>	0.003 ppm <sup>(5)</sup>	0.03 ppm

ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter  
 (1) Scranton, Lackawanna County, PA ; (2) Wilson, Northampton County, PA; (3) Philadelphia, Philadelphia County, PA; (4) Morristown, Morris County, NJ; (5) Chester, Morris County, NJ; (6) New Brunswick, Middlesex County, NJ (2005 is the most recent data available for this area); (7) Jersey City, Hudson County, NJ.  
 (8) For areas that have an approved maintenance plan for ozone, the 1-hour standard was revoked (effective June 15, 2005).  
 (9) Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the agency revoked the annual PM<sub>10</sub> standard in 2006 (effective December 17, 2006).  
 (10) On March 12, 2008, USEPA strengthened the 9-hour ozone standard to 0.075 (calculated as the three-year average of the annual 4<sup>th</sup> highest daily maximum 8-hour average).  
 (11) To attain this standard, the 3-year average of the 98th percentile of 24-hour concentrations at each population-oriented monitor within an area must not exceed 35 µg/m<sup>3</sup> (effective December 17, 2006).  
 Note: 2007 data reported unless noted.

Source: 2008, U.S. EPA AIRS database.

As noted in Table 3.8-1, the new 8-hour standard (which averages data over the past three years) for ozone was exceeded at the monitoring stations in both Pennsylvania (Northampton County), and New Jersey (Morris County). However, the USEPA will not determine nonattainment according to the new lower standard until data from 2008 is available. At this time, the USEPA has designated Warren, Sussex, and Morris Counties in New Jersey as nonattainment areas for the eight-hour ozone NAAQS.

These areas are covered by the New Jersey State Implementation Plan (“SIP”) for ozone, which is a plan for attaining the standard by 2010.

### 3.8.2 No Build Alternative

There will be no changes to air quality under the No Build Alternative.

### 3.8.3 Build Alternative

#### 3.8.3.1 Microscale Analysis

##### Mobile Source

The intersection within the study corridor that will experience the greatest peak hour volumes with associated congestion, LOS D, E, or F, was selected for detailed analysis. The location chosen was the intersection of PA Route 611 and PA Route 940 in Pocono Mountain, PA, with a PM peak hour volume in the Build scenario estimated to be approximately 6,265, and with several movements that will operate at LOS F. It is assumed that if this intersection results in no impact from the project, then intersections with lower volumes or congestion will not be impacted. Table 3.8-2 shows the maximum predicted concentrations for CO, PM<sub>10</sub> and PM<sub>2.5</sub>, as compared to the existing and No Build conditions. The total concentrations comply with the corresponding standards for each pollutant.

**Table 3.8-2: Predicted Mobile Source Air Quality Concentrations**

Pollutant	Averaging Period	Maximum Predicted Concentrations		
		Existing	No Build	Build
Carbon Monoxide (CO)	1 hr.	4.3 ppm	3.6 ppm	5.1 ppm
	8 hr.	2.8 ppm	2.3 ppm	3.3 ppm
Inhalable Particulates (PM <sub>10</sub> )	24 hrs.	61.8 µg/m <sup>3</sup>	63.4 µg/m <sup>3</sup>	63.6 µg/m <sup>3</sup>
	Revoked	N/A	N/A	N/A
Fine Particulates (PM <sub>2.5</sub> )	24 hrs.	34.1 µg/m <sup>3</sup>	35.2 µg/m <sup>3</sup>	35.3 µg/m <sup>3</sup>
	1 yr.	12.4 µg/m <sup>3</sup>	12.7 µg/m <sup>3</sup>	12.8 µg/m <sup>3</sup>
All concentrations include the maximum ambient concentrations, noted in Table 3.8-1. A persistence factor of 0.7 was used to convert one-hour CO concentrations to eight- hour concentrations.				

Source: Edwards and Kelcey, 2007 and 2008.

##### Station Parking

A worst-case analysis was performed at the largest station, Pocono Mountain, which will have a maximum parking capacity of 1,000 vehicles, with a maximum of 307 vehicles during the peak hours. The maximum one-hour CO levels will be 4.4 parts per million (ppm), and the eight-hour levels will be 2.9 ppm. The maximum 24-hour PM<sub>10</sub> levels will be 79.9 micrograms per meters cubed (µg/m<sup>3</sup>). The total concentrations comply with the corresponding standards for each pollutant.

##### Scranton Yard Facility

The proposed rail service will originate in a new yard immediately west of the proposed Scranton Station. To accommodate operations, one locomotive at a time will idle in the proposed rail yard prior to beginning each service run. The results of the screening analysis showed that at the yard the maximum one-hour CO levels will be 3.4 ppm and the maximum eight-hour levels will be 2.2 ppm. The maximum 24-hour PM<sub>10</sub> levels will be 110 µg/m<sup>3</sup>. The total concentrations comply with the corresponding standards for each pollutant.



### 3.8.3.2 Mesoscale Analysis

A mesoscale, or regional, analysis was conducted to assess the net effects of the proposed rail service on the emissions of pollutants. The mesoscale analysis combines the effect of reduced vehicle-miles traveled (VMT), increase rail miles traveled, and stationary source emissions associated with parking facilities and the rail yard facility.

**Vehicle-Related Emissions:** The proposed project was estimated to reduce vehicle-miles traveled (VMT) by 145,559 per day.

**Locomotives in Service:** Sixteen trains are scheduled to operate daily from Scranton, and an additional five trains are scheduled to operate daily from Andover, for an increase of rail miles traveled of 1,475 miles per day.

**Parking Facilities:** The project is proposed to provide a maximum parking capacity of 2,865 vehicles.

**Scranton Yard Facility:** 16 locomotives will idle for a maximum of one hour each per day.

At the regional level, a substantial number of commuters are projected to switch modes from driving to using the rail service; therefore, the proposed project will reduce the regional VMT, and consequently, the quantities of vehicular-emitted pollutants. However, new emissions resulting from locomotives will partially negate the benefits of reduced vehicle emissions. The net effects of each of these emissions (Build compared to No Build) are summarized in Table 3.8-3. While the Build Alternative will slightly increase NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions; CO and HC emissions will be slightly reduced.

### 3.8.3.3 Consistency with the State Implementation Plan

#### Conformity Determination

The New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project is included in NJTPA's 2005 Regional Transportation Plan and amended FY 2008-2012 Transportation Improvement Program (TIP) for northern New Jersey as a non-exempt project and is included in the fiscally-constrained long range plan. This project was analyzed in the Northern New Jersey Air Quality Conformity Determination. In this Conformity Determination, the NJTPA demonstrated that each nonattainment area or maintenance area in the NJTPA region passes the appropriate budget test. Therefore the 2005 Regional Transportation Plan and the amended FY 2008-2012 Transportation Improvement Program for northern New Jersey conforms to the SIP established by NJDEP. This Conformity Determination was approved by NJTPA Board of Trustees on May 12, 2008.

#### Hot-Spot Analysis

According to 40 CFR 93.116, the project may not cause or contribute to any new localized CO, PM<sub>10</sub>, or PM<sub>2.5</sub> violations, or increase the frequency or severity of any violations in nonattainment or maintenance areas. Since none of the counties within the project area are designated as nonattainment for the CO, PM<sub>10</sub>, or PM<sub>2.5</sub> NAAQS, a quantitative hot-spot analysis is not required.

**Table 3.8-3: Net Effects of the Proposed Rail Service on Emissions (tons/day)**

Pollutant	Highway Emissions	Locomotives in Service	Parking Facilities	Rail Yard Facility Idling	Net Effect
Hydrocarbons	-0.058	0.013	0.000	0.002	-0.043
Carbon Monoxide	-0.832	0.070	0.000	0.008	-0.754
PM <sub>10</sub>	-0.005	0.005	0.000	0.001	0.001
PM <sub>2.5</sub>	-0.005	0.005	0.000	0.001	0.001
Nitrogen Oxides	-0.050	0.071	0.000	0.009	0.030

Source: Edwards and Kelcey, 2006

### 3.8.4 Mitigation

The Build Alternative and the MOS portion of the Build Alternative will not cause an impact to local or regional air quality; therefore, mitigation is not required. At the local level, the project will not cause or contribute to exceedances of the NAAQS. At the regional level, rail operations associated with this project will comply the NJ State Implementation Plan for Ozone.

Measures will be implemented during construction and operation to reduce particulate matter and NOx emissions such as the following:

- Implementing idle reduction technology at the Scranton yard;
- Options to purchase new locomotives that meet or exceed USEPA’s emission standards;
- Retrofit and/or rebuild of older locomotives to achieve a better air quality rating;
- Repowering equipment with generator set/hybrid technology; and,
- Use of cleaner diesel fuel or alternative fuel.

## 3.9 Noise and Vibration

This analysis was prepared according to the FTA’s most recent guidance manual for the assessment of noise and vibration impacts in transportation projects, *Transit Noise and Vibration Impact Assessment*, May 2006. Detailed methodologies for the noise and vibration analyses are described in Appendix G: Noise and Vibration Technical Report.

### 3.9.1 Existing Conditions

The classifications of the thresholds for “No Impact”, “Moderate Impact”, and “Severe Impact” as used in this section are defined as follows:

**No Impact** - *The project will not result in an increase in the number of people “highly annoyed” by the new noise.*

**Moderate Impact** - *The change in cumulative noise is noticeable to most people, but may not be sufficient enough to cause, adverse community reactions. The need for mitigation for impacted areas depends upon project-specific factors, such as the predicted level of increase over existing noise levels, the type and number of sensitive land uses affected, and the cost effectiveness of the mitigation.*

**Severe Impact** - *A high percentage of people will be highly annoyed by the noise levels. This will typically require mitigation.*

To determine the noise impacts from the proposed project the predicted project sound levels were compared to existing sound levels at noise sensitive locations throughout the corridor. For land uses involving primarily daytime activities, Category 1 and 3 uses, the descriptor  $L_{eq}$  is used, and for land uses where nighttime sensitivity is a factor, Category 2 uses,  $L_{dn}$  is used. These criteria do not apply to industrial or commercial areas since they are generally compatible with higher noise levels. Table 3.9-1 shows the range of project related sound levels that will cause an impact or severe impact in relation to the existing sound level.

Maps, aerial photography, and field review were used to identify sensitive land uses. Representative land uses were chosen for noise monitoring to determine existing ambient sound levels. Long-term, continuous 24-hour measurements were taken at four residences, and short-term, one-hour measurements were taken at seven institutional uses (i.e., parks and schools).

Distances defining the impact and severe impact areas were estimated using the FTA detailed assessment guidelines and the FTA spreadsheet model. Project details including number of trains during the day and night, number of cars per train, speed, and topographic shielding were input into the model and compared to existing sound levels to determine the distances within which sensitive receptors will be impacted.

To account for the varying track usages, existing sound levels, and the service that will occur on the alignment, the corridor was divided into four portions: the Western Pennsylvania section – between Scranton and Pocono Mountain; the Eastern Pennsylvania section – between Pocono Mountain and the Delaware River; the Western New Jersey section – between the Delaware River and Andover; and the Eastern New Jersey section – between Andover and Port Morris. Within the New Jersey section several portions of the track are depressed or elevated compared with the neighboring sensitive receptors. This natural buffering blocks much of the wayside noise, thereby reducing the sound levels at the neighboring

receptors. Table 3.9-2 shows the distances within which sensitive receptors in each section will be impacted. Figures 3-21 through 3-23 at the end of this section illustrate the noise contours.

**Table 3.9-1: FTA Noise Impact Criteria (dBA)**

Existing Noise Exposure*	Sound Level of Project Noise That Will Cause Impact/Severe Impact			
	Category 1 (in L <sub>eq</sub> ) or Category 2 (in L <sub>dn</sub> ) Sites		Category 3 Sites	
	Impact	Severe Impact	Moderate Impact	Severe Impact
47-48	53-59	>59	58-64	>64
49-50	54-59	>59	59-64	>64
51	54-60	>60	59-65	>65
52-53	55-60	>60	60-65	>65
54	55-61	>61	60-66	>66
55	56-61	>61	61-66	>66
56	56-62	>62	61-67	>67
57-58	57-62	>62	62-67	>67
59-60	58-63	>63	63-68	>68
61-62	59-64	>64	64-69	>69
63	60-65	>65	65-70	>70
64	61-65	>65	66-70	>70
65	61-66	>66	66-71	>71
66	62-67	>67	67-72	>72
67	63-67	>67	68-72	>72
68	63-68	>68	68-73	>73
69	64-69	>69	69-74	>74
70	65-69	>69	70-74	>74

\* L<sub>eq</sub> is used as the descriptor for Category 1 and 3 sites, and L<sub>dn</sub> is used for Category 2 sites, where nighttime sensitivity is a factor.

Source: FTA's Transit Noise and Vibration Impact Assessment (May 2006).

### 3.9.2 No Build Alternative

There will be no changes to noise and vibration under the No Build Alternative.

### 3.9.3 Build Alternative

#### Wayside and Whistle Noise Impacts

Using the distances identified in Table 3.9-2, aerials, topographic maps, and field visits were examined to determine which residences are located within the calculated impact distances (refer to Table 3.9-3 and Figure 3-20). The analysis shows that without mitigation for the Build Alternative, approximately 448 residences will be moderately impacted by the project, located a distance of between 50 and 900 feet from the track centerline, and 38 residences will be severely impacted by the project, located a distance of between 20 and 380 feet from the track centerline. The warning whistles cause a large number (234) of the moderate impacts, and all of the 38 severe impacts. The analysis shows that without mitigation for the MOS portion of the Build Alternative, there are 82 residences situated within the Moderate Impact distance, which ranges from 100 to 900 feet from the track centerline, and 5 residences within the Severe Impact distance, which ranges from 45 to 380 feet from the track centerline.

**Table 3.9-2: Impact Distances for Wayside and Whistle Noise for Residences**

Section	Project Moderate Impact Distance (ft)			Project Severe Impact Distance (ft)		
	Wayside Alone	Near Station	Near Grade Crossing	Wayside Alone	Near Station	Near Grade Crossing
Western Pennsylvania	90	140	270	25	40	70
Eastern Pennsylvania	110	160	320	25	40	70
Western New Jersey (without natural buffering)	160	280	460	60	110	180
Western New Jersey (with natural buffering)	50	80	130	20	30	50
Eastern New Jersey (without natural buffering)	350	500	900	130	190	380
Eastern New Jersey (with natural buffering)	100	150	270	45	60	100

Source: Edwards and Kelcey, 2006

**Table 3.9-3: Number of Residences within the Impact Distances for Wayside and Whistle Noise**

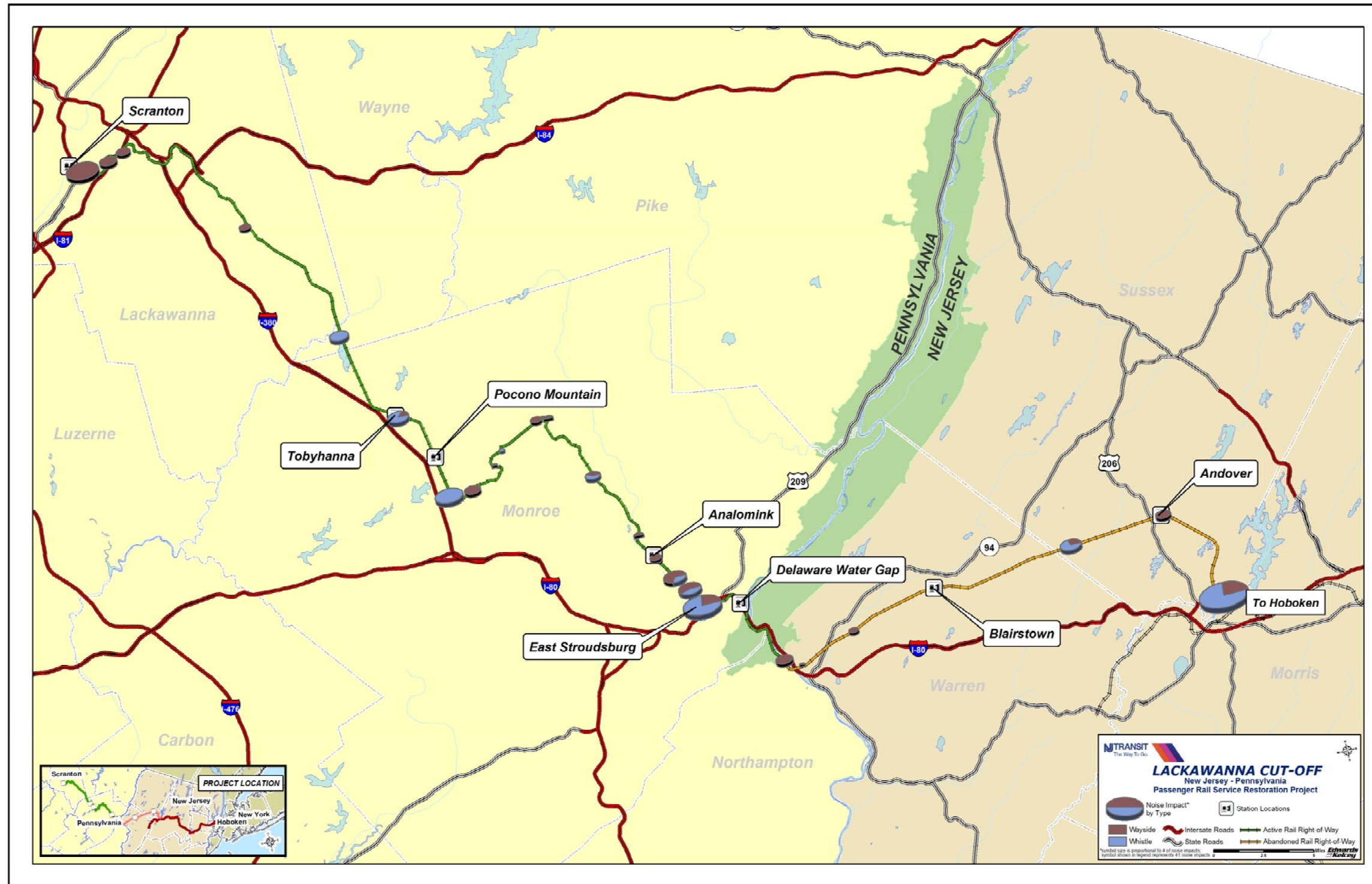
Portion/Location	Number of Residences within Moderate Impact Distance	Number of Residences within Severe Impact Distance
<b>Western Pennsylvania</b>		
Wayside	95	0
Warning Whistles: <i>Church St., Main St. (Route. 507)</i>	23	0
<b>Eastern Pennsylvania</b>		
Wayside	86	0
Warning Whistles: <i>River Rd., Analomink St., Broad St., Burson St., N. Courtland St., Stokes Ave., Browns Hill Rd., Routes 191/390, Devils Hole Rd., Summit Ave.</i>	144	29
<b>Western New Jersey</b>		
Wayside	8	0
Warning Whistles: <i>Wolfs Corner Rd.</i>	10	4
<b>Eastern New Jersey</b>		
Wayside	25	0
Warning Whistles: <i>Brooklyn Rd.</i>	57	5
<b><i>New Jersey and Pennsylvania Total</i></b>	<b>448</b>	<b>38</b>

\* Impact and Severe Impact are defined by FTA, the number of properties in the Impacted category does not include the properties in the Severely Impacted category.

Source: Edwards and Kelcey, 2006

Institutional facilities were analyzed in a similar manner. The distance between the facility and the right-of-way was used to determine if the facility would be moderately impacted or severely impacted by the project. Table 3.9-4 shows the distances within which institutional facilities will be impacted. As shown in the table, the only institutional facility that will be moderately impacted by the project is the park at Delaware Water Gap. The impact to this park, which is adjacent to the station, would be caused by the warning whistle.

Figure 3-20: Distribution of Predicted Noise Impacts of the Lackawanna Cut-Off Project



**Table 3.9-4: Impact Distances for Wayside and Whistle Noise for Institutional Facilities**

Location	Existing Sound Level	Project Impact Distance (in feet)		Distance from Tracks (feet)	Moderate/ Severe Impact?
		Moderate	Severe		
University of Scranton Field, Scranton, PA	58	14	6	70	No
Nay Aug Park, Scranton, PA	58	14	6	70	No
South Main Street Playground, Elmhurst, PA	47	25	8	100	No
Gouldsboro State Park/Tobyhanna State Park, Gouldsboro/Tobyhanna, PA	47*	30	10	100	No
Unnamed local park, South Kistler Street, E. Stroudsburg, PA	59	60	24	80	No
Notre Dame Elementary School, Ridgeway Street E. Stroudsburg, PA	54	90	30	250	No
Smithfield Township Park, PA Route 45067, Delaware Water Gap, PA	57	70	25	60	Moderate
Delaware Water Gap National Recreation Area, Slateford/Delaware Water Gap, PA	53*	20	8	100	No
Knowlton Park, NJ Route 94, Columbia, NJ	47	30	10	100	No
Undeveloped Johnsonburg Swamp, Ramsey Road/Dark Moon Road, Frelinghuysen Twp., NJ	53*	20	8	100	No
Andover Borough Park, County Route 517, Andover, NJ	53	20	8	140	No
Carol O. Johnson Municipal Park, Roseville Road, Byram, NJ	53*	20	8	120	No
Undeveloped/unnamed municipal park, near Brookwood Road, Byram, NJ	53*	20	8	100	No

\*Existing sound levels from parks with similar locations and settings were used to approximate existing sound levels  
 Source: Edwards and Kelcey, 2005

**Access Road Noise Impacts**

A worst-case analysis was performed at the largest station, Pocono Mountain, which will have a maximum parking capacity of 1,000 vehicles, using the FTA detailed assessment guidelines, Table 3.9-1, and the FTA spreadsheet model. With the addition of this traffic, residences within 35 feet of the access roadways will be moderately impacted, and within 18 feet will be severely impacted; while parks and schools within 17 feet will be moderately impacted, and within six feet will be severely impacted. Topographic maps and field visits did not show any receptors within the above noted distances of the access roadways for any of the stations.

**Station Area Noise Impacts**

Similarly, a worst-case analysis was performed at Pocono Mountain for noise impacts associated with parking. Residences within 35 feet of the station will be moderately impacted, and within 22 feet will be severely impacted; while parks/schools within 20 feet will be moderately impacted, and within 12 feet will be severely impacted. Topographic maps and field visits did not show any receptors within the above noted distances of any of the stations.

**Scranton Yard Facility Noise Impacts**

A similar analysis was performed to determine if there will be any impacted sites associated with the operation of the yard in Scranton. For this area, using the FTA detailed assessment guidelines, Table 3.9-1, and the FTA spreadsheet model, it was estimated that residences within 190 feet of the center of the

yard will be moderately impacted, and within 90 feet of the center of the yard will be severely impacted. A review of aerial mapping and field visits showed that 12 residences will be moderately impacted by operation of the yard, but no residences will be severely impacted.

### **Vibration Impacts**

The major existing source of vibration in the corridor is truck and bus traffic on local roads, and the existing freight rail operations on the corridor in Pennsylvania. Since there is currently only infrequent service on portions of the alignment, existing vibration measurements are not used to determine the potential impact of the project. Nevertheless it should be noted that wherever present, freight service consisting of heavier rail vehicles has a potential to generate greater vibration energy propagation than lighter passenger rail vehicles. Furthermore, improvements to rail beds and rails themselves will decrease vibration energy transmission for both passenger and freight service alike, a derived project benefit.

A general vibration assessment was performed according to the procedures and impact curves identified in FTA's Noise and Vibration Assessment guidelines. The impact distance for residences will be 40 feet from the center of the tracks and for institutional and commercial buildings will be 25 feet from the center of the tracks. Using aerial photography and topographic maps, it was determined that no buildings were within the distances designated above. Therefore, there will be no vibration impacts as a result of implementation of this project.

### **3.9.4 Mitigation**

Mitigation is required for severely impacted sites, but implementation depends upon several factors including sound level increases, number of impacted properties, and cost effectiveness. Measures that reduce the wayside noise include installation of noise barriers, vehicle skirts and/or undercar absorption. Consideration of mitigation measures will be done in consultation with the affected residents and municipalities during the engineering phase of the project. Moderate impacts do not require mitigation as per FTA requirements.

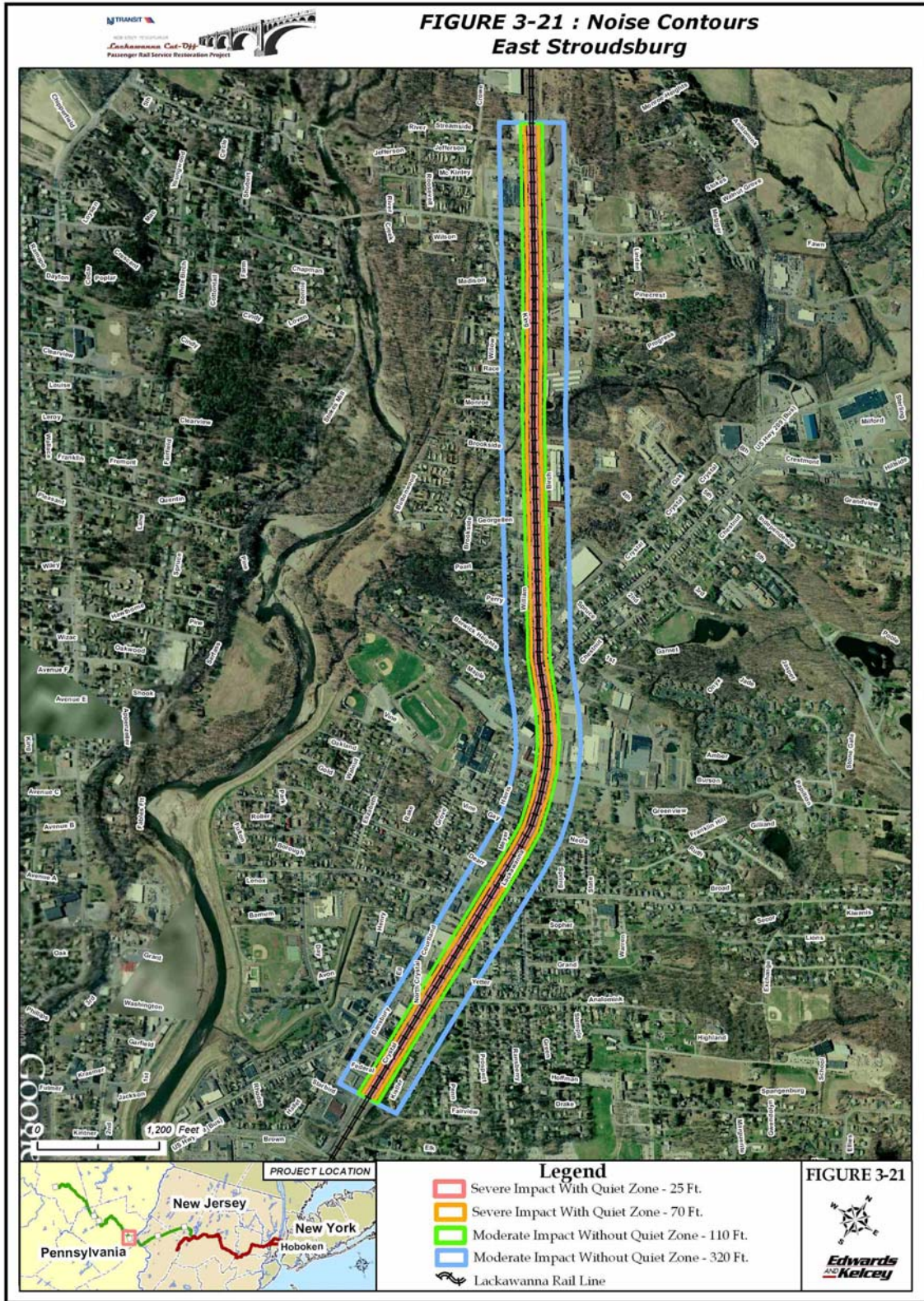
Since the Severe Impacts are caused by the warning whistles, one possible mitigation measure will be to establish "Quiet Zones" at grade crossings in the vicinity of residential areas. As required by the Federal Railroad Administration (FRA), the municipalities will be required to petition the FRA for Quiet Zone designations, in accordance with FRA's Interim Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings (49 CFR Part 222 and 229). However, once approved, the project will pay for the design and installation of the Quiet Zones. Preliminary conversations with the East Borough of East Stroudsburg (04/17/03, 05/20/04), Green Township (03/26/03, 05/13/04) and Stanhope (06/10/03, 05/07/04, 6/22/08) have indicated their desire to have Quiet Zones incorporated into the project.

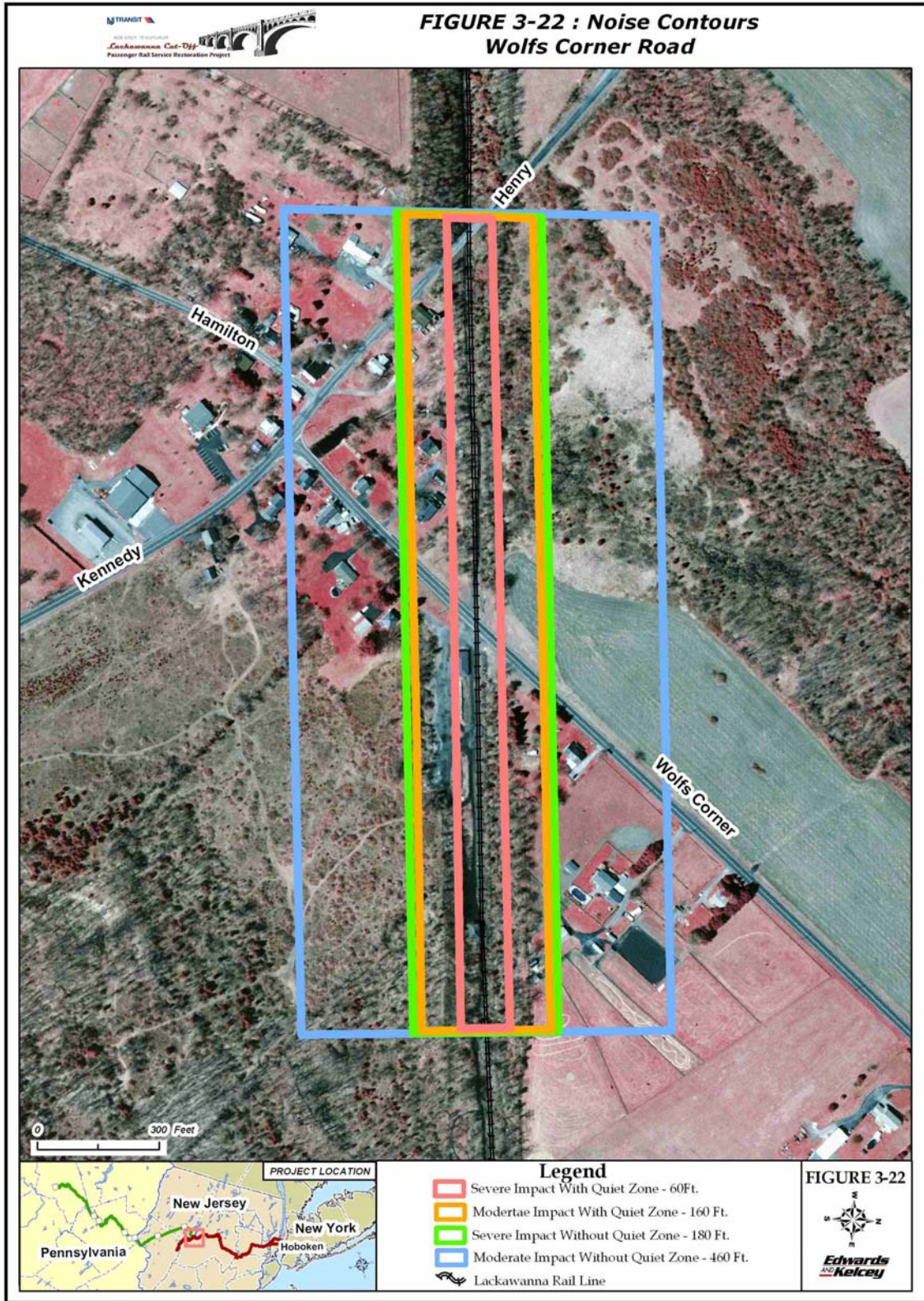
The implementation of Quiet Zones at the following seven intersections will eliminate all of the severe impacts and 182 impacts for the Build Alternative:

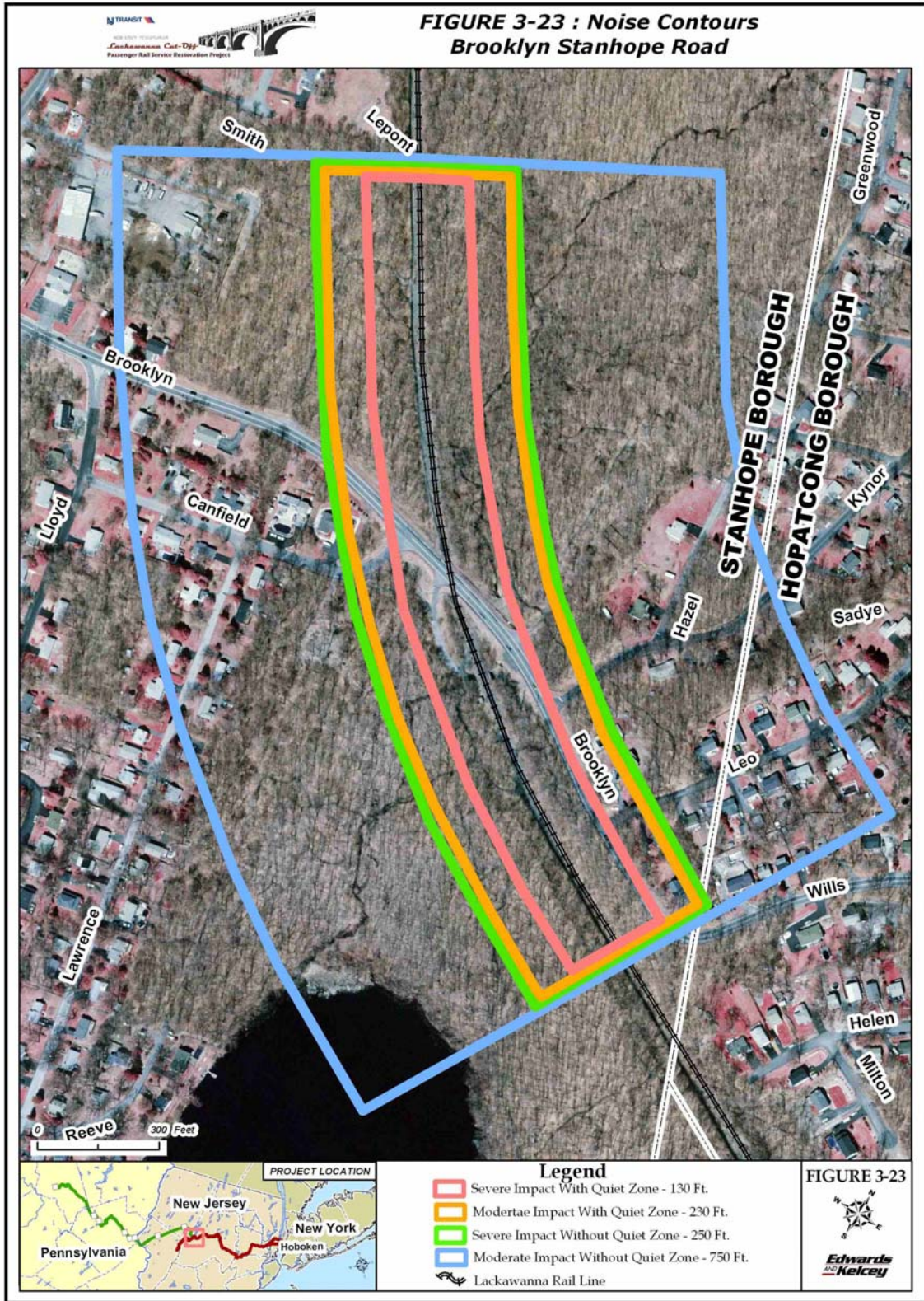
- Stokes Avenue (Gravel Place) in East Stroudsburg, PA;
- North Cortland Street in East Stroudsburg, PA;
- Burson Street in East Stroudsburg, PA;
- East Broad Street in East Stroudsburg, PA;
- Analomink Street in East Stroudsburg, PA;
- Wolf's Corner Road in Green Township, NJ; and
- Brooklyn Road in Stanhope, NJ



For the MOS portion of the Build Alternative, mitigation is required for noise impacts at the proposed Brooklyn Road grade crossing. Implementation of a “Quiet Zone” at this grade crossing will eliminate this impact.







### 3.10 Energy

#### 3.10.1 Existing Conditions

This analysis assesses and compares the direct and indirect energy expenditures associated with the proposed project, in compliance with FTA impact analysis regulations (23 C.F.R. 771) and the New Starts Final Rule (49 C.F.R. 611). Indirect energy expenditure is the consumption of fuel required during construction activities. Direct energy expenditure is the operational consumption of fuel by roadway and rail vehicles under each alternative, as well as energy consumed by facilities and ancillary elements. The Build and the No Build Alternatives must be compared for both the potential to recoup energy expended during construction (payback potential) and the potential for operational energy savings.

The standard comparative measure for energy expenditure is the British Thermal Unit (BTU). One BTU is the quantity of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

The annual statewide consumption of power from all energy sources in New Jersey and Pennsylvania are approximately 2,707 trillion BTUs and 4,780 trillion BTUs, respectively (U.S. Energy Information Administration 2000 data release). The annual statewide supply of power by utilities in New Jersey is approximately 104 trillion BTU's and in Pennsylvania is 2073 trillion BTU's (US EIA 2000 data release). NJ TRANSIT's annual energy consumption rate is 7 trillion BTU's, or 0.26 percent statewide consumption (FTA National Transit Database 2000 data release).

#### 3.10.2 No Build Alternative

There will be no changes to energy under the No Build Alternative.

#### 3.10.3 Build Alternative

##### *Indirect Energy Expenditure*

Indirect energy expenditure for rail transportation projects is calculated from data regarding the length and type of the proposed right-of-way. This is generally accomplished with reference to numeric BTU conversion factors for planned at-grade or elevated rights-of-way promulgated jointly by the Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) (FHWA/CA/TL-83/08, *Energy and Transportation Systems*). BTU conversion factors have not been developed for gauging construction energy expenditure for rail facilities, including stations and operations and maintenance facilities, due to the variegated nature of such facilities. For this reason, indirect energy expenditure has not been calculated for potential stations or yards.

Indirect energy expenditure for the proposed project is shown in Table 3.10-1. NJ TRANSIT does not foresee additional major capital construction in the study area under the No Build Alternative. Therefore, indirect energy expenditure for the No Build Alternative has not been calculated.

**Table 3.10-1: One-Time Indirect Energy Expenditure for Build Alternative (BTU's in billions)**

	Track Miles of Rail Construction			BTU's Consumed (in billions)
	At-Grade (12.3 BTU/Mile)	Structure (55.5 BTU/Mile)	At-Grade (117.1 BTU/Mile)	
<b>Build</b>	88	0	0	1,082

Source: *Urban Transportation and Energy: The Potential Savings of Different Modes*, Congressional Budget Office, September 1977

### Direct Energy Expenditure

Direct energy expenditure by vehicles in operation is calculated from VMT data. VMT data are multiplied by BTU conversion factors promulgated by FTA for individual modes of transportation (*Reporting Instructions for the Section 5309 New Starts Criteria*, June 2003). These factors are based upon national energy-consumption averages and, for transit modes, take into account ancillary energy expenditures (e.g. signals, communication systems, tunnel ventilation, etc.).

The net change in direct energy expenditure as a result of the proposed project is shown in Table 3.10-2. To determine the net change expenditure, the difference between the No Build Alternative regional VMT and the Build Alternative regional VMT was calculated. VMT and energy consumption for the other elements of the No Build Network are beyond the purview of this document. Such issues will be addressed separately, in the respective environmental impact analysis documents for the projects to be undertaken as part of the No Build Alternative. Additionally, because freight rail service will continue to operate within the study area rights-of-way in Pennsylvania, freight rail VMT is assumed to remain constant. Roadway freight VMT should also be unaffected by the proposed project.

**Table 3.10-2: Annual Direct Energy Expenditure for No Build and Build Alternatives**

Mode	Net Change in Energy Expenditure (in billion BTUs)
Autos	775
Commuter Rail	40.3
Stations	1.2
Yard	8.7
<b>Total</b>	<b>824.9</b>

BTU expenditure calculated from VMT using the following FTA conversion factors - Auto 6,233, and Commuter Rail 100,000. BTU expenditure for facilities using the following FHWA/CalTrans BTU conversion factors - Stations 175 million; Yard 8.7 billion.

Source: *Transportation Energy Data Book, Edition 16, Oak Ridge National Laboratory, as referenced by FTA in Reporting Instructions for the Section 5309 New Starts Criteria, June, 2003.*

### Potential for Payback and Energy Savings

As can be seen in Table 3.10-3, the net change in energy expenditure under the Build Alternative over the No Build Alternative is the consumption of an additional 824.9 billion BTUs annually. For this reason, the proposed project will neither allow for payback of the one-time indirect energy expenditure from construction activities of 1,082 billion BTUs nor produce continuing energy savings. However, the projected indirect and direct energy expenditures of the Build Alternative are marginal when compared to the overall statewide figures for New Jersey and Pennsylvania; the one-time indirect 1,082 billion BTU construction expenditure represents 1.04 percent of annual New Jersey industrial energy consumption and 0.05 percent of annual Pennsylvania energy consumption. Additionally, the projected increase in direct energy expenditure as a result of the proposed project represents 0.30 percent of annual New Jersey statewide figures (2,707 trillion BTUs) and 0.17 percent of annual Pennsylvania statewide figures (4,780 trillion BTUs).

**Table 3.10-3: Summary of Energy Expenditure for Build Alternative (BTU’s in billions)**

Alternative	Indirect Energy Expenditure	Annual Direct Energy Expenditure
<b>Build</b>	1,082	824.9

Source: *Edwards and Kelcey, 2005*

Due to the small sizes of the projected increases, in comparison with statewide figures for Build Alternative, the projected increases should be easily managed by existing New Jersey and Pennsylvania power resources. Therefore, there will be no energy impacts. The MOS portion of the Build Alternative represents an even smaller fraction of energy increase than the estimate for the Build Alternative; therefore, the MOS will also have no energy impacts.

#### **3.10.4 Mitigation**

There will be no energy impacts for either the Build Alternative or the MOS portion of the Build Alternative; therefore, no mitigation is warranted.

## **3.11 Safety and Security**

### **3.11.1 Existing Conditions**

This section examines safety issues posed by the construction and operation of the proposed project, as well as security concerns.

In the New Jersey portion of this portion of the study corridor does not currently have rail service, there are no existing conditions for discussion regarding safety and security. The DLRC currently operates freight service along the Pennsylvania portion of the project corridor, serving its current customers with one train per day.

### **3.11.2 No Build Alternative**

There will be no changes to safety and security under the No Build Alternative.

### **3.11.3 Build Alternative**

#### ***Project Corridor Safety***

The FTA requires each state with fixed rail guideway transit systems to develop and implement a Safety and Security Program Plan (SSPP) standard (*State Safety Oversight of Rail Fixed Guideway Systems*, 49 CFR, Part 659). The State of New Jersey requires each rail transit system within the State to develop and implement an SSPP that meets the requirements of the state standard (*New Jersey Department of Transportation Fixed Guideway Safety Oversight Standard*, NJAC 16:53 E-4). This project will follow NJ TRANSIT SSPP standards.

The DLRC currently operates freight service along the Pennsylvania portion of the project corridor, serving its current customers with one train per day, and the proposed project assumes that this service will continue. Safety of passengers, operators, railroad workers, and residents is a primary concern of both NJ TRANSIT and the DLRC. Because the combined number of freight trains and passenger trains under the Build Alternative is not particularly high, it is possible to run them both on the same tracks. This is acceptable because pursuant to 49 CFR Part 238, *Passenger Equipment Safety Standards*, the FRA certifies the commuter passenger coaches as crash worthy, and thus are able to operate on the same track with freight trains.

Throughout the Northwest New Jersey-Northeast Pennsylvania MIS and the Lackawanna Cut-Off Passenger Rail Service Restoration Project EA, NJ TRANSIT and DLRC have met on numerous occasions to discuss the project and project-related safety issues. Specifically, federal railway worker safety requirements for both the freight and passenger tracks, during both construction and later ongoing maintenance activities, must be assured. Prior to construction and operation, NJ TRANSIT and DLRC will have agreed upon a safety protocol.

For some time, a single freight train per day making a small number of local deliveries has been the sole rail use of the right-of-way in Pennsylvania. No regular passenger rail service is operated in the project area, and project area residents are generally not accustomed to frequent or moderate-speed train movements along the right-of-way. The proposed project will increase the number and frequency of



trains using the right-of-way. Since project area residents are accustomed to less frequent train movements along the right-of-way, vehicle and pedestrian safety issues are a consideration at grade crossings, in parks, and in downtown areas.

As part of the proposed project, all grade crossings will be designed to adhere to the FRA guidelines that were promulgated in the recently released “Guidance on Traffic Control Devices at Highway-Rail Grade Crossings” (November 2002). As a result, protection at all grade crossings will be enhanced to include modern active gates, flashers and audible warnings. NJ TRANSIT, local railroad authorities and local municipalities, separately or in cooperation, will undertake a public information campaign or campaigns in the project area to brief local residents on the implementation of rail service and safety issues to bear in mind when in close proximity to the right-of-way. Such information campaigns have been successful in promoting safety in several major U.S. cities that recently have implemented new rail services. NJ TRANSIT currently undertakes a Rail Safety Education Program wherein railroad officials visit local schools to discuss right-of-way safety and train operations.

Through the adherence to regulations laid out by the FRA and the State of New Jersey, no impacts to safety and security along the project corridor will occur as a result of this proposed project.

### ***Station Area Safety***

The proposed passenger rail service will increase vehicular traffic in the vicinity of the proposed station areas, particularly as it introduces turning movements from roadways into and out of the proposed parking lots. At these locations, physical improvements, such as additional signage, will be implemented as necessary. Pedestrian activity will increase near the proposed station areas, particularly where patrons will walk from the rail platform to their cars or local destinations. Within existing town centers, such as the Borough of East Stroudsburg, there is generally a network of sidewalks in place to guide pedestrian movement; at station locations outside existing town centers, sufficient lighting and secure pedestrian passages will be provided to safely direct patrons from the train to their cars.

### ***Station Area Security***

Security at stations is also a project consideration. Currently, NJ TRANSIT police perform random patrols at all stations and along all rights-of-way in the NJ TRANSIT rail system. This practice will continue. In addition, NJ TRANSIT will work closely with municipal police departments along the project corridor to ensure that security needs are met.

Another area of security concern is the Scranton Yard Facility, where the passenger coaches will be stored and where maintenance will be performed. To ensure the personal safety of customers and the security of the facility and rolling stock, rail yard access will be stringently controlled. Security measures include one or a combination of the following: security fencing; closed circuit camera monitoring; guard stations at vehicular and pedestrian entrances; positive identification requirements to enter; and other means as deemed necessary and useful.

### **3.11.4 Mitigation**

As a result of the above-mentioned security measures, no impacts to safety and security will occur as a result of the Build Alternative or the MOS portion of the Build Alternative. NJ TRANSIT will take the following preventative actions:

The following actions will be taken:

- Prior to construction and operation, NJ TRANSIT and the Delaware Lackawanna Railroad Company will agree to a safety protocol. (Build Alternative)
- NJ TRANSIT police will provide patrols at all stations and along the rail alignment. NJ TRANSIT will coordinate and work closely with municipal police departments. (Build Alternative and MOS portion of the Build Alternative)
- Protection at all grade crossings in the project area will be enhanced to include modern active gates, flashers and audible warnings. (Build Alternative and MOS portion of the Build Alternative)

## **3.12 Geology, Soil, and Topology**

### **3.12.1 Existing Conditions**

In New Jersey, the rail alignment is located within two physiographic provinces known as the Highlands Province and the Valley and Ridge Province in Morris, Sussex and Warren Counties (refer to Appendix H: Geology, Soils, and Topology Technical Report). The Highlands province is approximately 980 square miles consisting of mountainous terrain and deep valleys ranging from 10 to 25 miles in width.

In August 2004, the Highlands Water Protection and Planning Act (Highlands Act) was adopted by the State of New Jersey. A geological boundary was established designating Highlands Preservation and Planning Areas through seven counties and 88 municipalities throughout northern and central New Jersey. The Highlands region provides millions of gallons of drinking water daily to New Jersey residents. This act protects drinking water resource areas and preserves open space in the Highlands Region from development. The Highlands also contain exceptional natural resources habitats, recreational areas, agricultural lands and historical sites. Approximately 10 miles of the project's right-of-way is located in the Highlands Planning Area through Warren and Sussex Counties. The Lackawanna Cut-Off project is exempt from the Highlands Act regulations as is stated in Section 30 Exemptions and Grandfathering, Number 12 with "the reactivation of rail lines and rail beds existing on the date of enactment of this act".

The Valley and Ridge province is approximately 17 miles wide consisting of steep slopes, ridges and broad valleys. In Pennsylvania, the existing rail alignment is located within five physiographic provinces known as the Great Valley, Blue Mountain, Glaciated Low Plateau, Glaciated Pocono Plateau and Anthracite Valley sections within Northampton, Monroe, Wayne and Lackawanna Counties (refer to Appendix H: Geology, Soils, and Topology Technical Report).

In Morris County, New Jersey, metamorphic, igneous and sedimentary rocks are present along the project corridor. The underlying sedimentary rocks include, Precambrian gneiss and granite, Mesozoic Jurassic siltstone, shale, sandstone conglomerate, Mesozoic Jurassic basalt, Cambrian limestone sandstone, Silurian - conglomerate shale limestone and sandstone. Steep slopes, linear ridges and broad valleys comprised of Silurian Rocks, Ordovician Marinsburg Formation, Cambrian Ordovician, Pre-Cambrian formations characterize Sussex and Warren counties. Northampton County in Pennsylvania consists of Ordovician geologic formation consisting of shale, limestone, dolomite, sandstone, shale quartzite and phyllite. Monroe County consists of the Devonian and Silurian geologic formations. The Devonian formation, which includes red sandstone, gray shale, black shale, limestone and chert makes up most of the states geological formation. The Silurian formation, which forms a small band in the southern part of the County, consists of red and gray sandstone, conglomerate, shale and limestone. Lackawanna County has three types of geologic formations that include Devonian, Mississippian and Pennsylvanian.

The alignment connects to the existing Morris & Essex rail line at Port Morris Yard in Morris County where the existing soil was formed in young glacial till. The general soils in the vicinity of the project are the Rockaway-Hibernia-Urban land soil unit. The general soils near the project alignment in Sussex County include the Washington-Wassaic-Rock outcrop, Rockaway Rock outcrop-Whitman and Hazen-Palmyra-Fredon associations. The Washington-Wassaic-Rock outcrop is characterized by gently sloping to steep, deep and moderately deep, well-drained loamy soils and limestone outcroppings. Warren County's soils were formed from glacial till or weathered bedrock. The general soil unit in the area along the rail alignment is Bath Nassau consisting of gently sloping to very steep, shallow and deep, well drained and somewhat excessively drained loamy soils. The soils in the vicinity of the railroad alignment in Northampton County consist of the Conotton-red hook-urban land association. In Monroe County, the

Wyoming-Chenango-Pope association is found on nearly level to slightly sloping lands adjacent to the right-of-way and tend to be deep and well to excessively drained underlain by glacial outwash and alluvium. The Wellsboro-Lackawanna-Morris soil association is also adjacent to the right-of-way and is characterized by deep, well drained to somewhat poorly drained soils in level and gently sloping areas. The general soils in Wayne County consist of Wellsboro-Lackawanna-Morris and Volusia-Mardin-Lordstown types. These soils are in the vicinity of the proposed alignment. Lackawanna County Wellsboro-Morris-Oquaga Association consisting of soils formed in glacial till derived from sandstone and shale on broad rolling uplands.

The topography along the project corridor surrounding the alignment in New Jersey ranges from 300 feet to 900 feet in elevation. The topography along the project corridor in Pennsylvania has elevations ranging from approximately 320 feet to 1,940 feet.

### **3.12.2 No Build Alternative**

There will be no changes to geology, soils and topography under the No Build Alternative.

### **3.12.3 Build Alternative**

Given the limited construction activity required for the Build Alternative from Port Morris to Scranton, permanent impacts to geology, soils and topography will not occur. Minor excavation and grading will temporarily disturb existing soils and vegetation at each proposed station and yard site; however, there will be no permanent impacts to geology, soils and topography as a result of the Build Alternative

Given the limited construction activity required for the MOS portion of the Build Alternative from Port Morris to Andover, permanent impacts to geology, soils and topography will not occur. Minor excavation and grading will temporarily disturb existing soils and vegetation at the Andover Station site and along the right-of-way, however there will be no permanent impacts to geology, soils and topography as a result of the MOS.

### **3.12.4 Mitigation**

There will be no permanent impacts under the Build Alternative or the MOS portion of the Build Alternative; therefore, no mitigation will be required. To mitigate temporary impacts for both the Build Alternative and the MOS, a Soil Erosion and Sediment Control Plan will be developed during the engineering phase. Typical excavation, construction and soil erosion techniques will be implemented during construction in coordination with county soil management district requirements.

### 3.13 Water Quality

#### 3.13.1 Existing Conditions

In both New Jersey and Pennsylvania surface water features are classified according to their existing and/or projected water quality. While both states retain separate and distinct classification designations they rely on fundamental water quality indicators such as the potential or use as a viable public drinking water supply and the ability to support viable fisheries. The NJDEP lists and classifies major rivers, creeks, streams and tributaries according to the Surface Water Quality Standards document N.J.A.C. 7:9B. According to the N.J.A.C., Title 58:10A-5, Powers of Department (New Jersey Department of Environmental Protection) the Department is empowered to assess the compliance of a discharger with applicable requirements of State and Federal law pertaining to the control of pollutant discharges and the protection of the environment and, also, to issue certification with respect thereto as required by Section 401 of the Federal Act. Therefore, water quality and quantity issues associated with the project will be reviewed by and permitted by the NJDEP Land Use Regulation Program. A New Jersey's Pollution Discharge Elimination System (NJPDES) water quality certificate will be obtained prior to project implementation for each stormwater management system. A Section 402 National Pollutant Discharge Elimination System (NPDES) permit will be required if discharges are made into adjacent federally regulated surface waters. The PADEP, Bureau of Watershed Conservation publication of *Title 25, Environmental Protection, Chapter 93, Water Quality Standards*, identifies and regulates selected watercourses that are provided additional protection and that exhibit exceptional water quality and other environmental features. A list of all surface waters and the corresponding water quality classification unique to each state is included in Appendix I: Water Quality Technical Report.

A detailed inventory and analysis of the existing infrastructure including track, structures and drainage facilities was performed as part of this EA preparation, as summarized in Section 2.2 of this document. This inventory identified structural rehabilitation needs and quantified the costs of rehabilitating or upgrading the infrastructure to accommodate passenger rail service. All inspection and analysis work was performed under the supervision a licensed Professional Engineer.

As identified in the structural analysis for this project, major rehabilitation work will be performed on the Delaware River Bridge to prevent further structural decay. The Delaware River viaduct contains many cracks and spalls throughout the structure. Several of the piers contain large, deep cracks near the top and up through the refuge bays. These cracks show potential for concrete separation, which creates a falling debris hazard. Additionally, most of the smaller arches near the top of the viaduct have cracks, delaminated concrete and deep spalls with exposed rebar in the arch tops. These structural defects seriously compromise the integrity of the structure and will require an extensive rehabilitation of the upper portion of the viaduct. The exterior faces of the viaduct near the top of the structure are badly spalled throughout.

In addition, many other bridges and culverts will require concrete resurfacing and minimal reconstruction to repair and protect structures from the elements. Based on inspections conducted to date, there will be no in-water work to rehabilitate the Delaware River Bridge or other structures. While the rehabilitation work itself presents a potential for impacts to water quality, Best Management Practices and environmental containment mechanisms will be applied to all rehabilitation and construction sites to minimize if not eliminate any impacts to water quality. In the event that in-water work must occur Best Management Practices will be implemented to prevent degradation water quality. This may include the construction of cofferdams and/or sheet piling to contain fill materials and to prevent excavated soils from entering the water column if necessary. Any new structures (bridges/culverts) over waterways or

modification of existing substructures will require evaluation for scour protection. Selection of substructure design options and counter measures will be selected to ensure there are minimal resultant impacts to the water column.

### **3.13.2 No Build Alternative**

There will be no impacts to water quality under the No Build Alternative.

### **3.13.3 Build Alternative**

Impacts to water quality along this portion of the study corridor for both the Build Alternative and the MOS portion of the Build Alternative will be minimal due to the inherent nature of the project (i.e. reusing an existing railroad infrastructure). Reactivating rail service on the existing rights-of-way will require limited additional construction and will create minimal additional impervious surface above what already exists. Rail yards, station sites and associated parking facilities will create the majority of additional impervious surfaces. Many of these locations will be constructed at historic station sites and previously disturbed sites, some of which currently consist largely of an impervious surface.

For the Build Alternative, as a result of additional impervious surface causing an increase in stormwater runoff, there will be minimal impacts to water quality, located at the following proposed station and yard site(s) with the following amount of impervious surface:

- Scranton Yard (1.12 acres)
- Scranton Station (0.23 acres)
- Tobyhanna (0.95 acres)
- Pocono Mountain (7.3 acres)
- Analomink (2.2 acres)
- East Stroudsburg (1.14 acres)
- Delaware Water Gap (.97 acres)
- Greendell Yard (0.5 acres)
- Blairstown (1.87 acres)
- Andover (1.06 acres)

For the MOS portion of the Build Alternative, as a result of additional impervious surface causing an increase in stormwater runoff, there will be minimal impacts to water quality, located at Andover Station with 1.06 acres of impervious surface.

Through the strict adherence to adherence and utilization of Best Management Practices as described in the mitigation section below (3.13.4) no impacts to water quality will occur as a result of the Build Alternative or the MOS portion of the Build Alternative.

### ***Stormwater Management***

Excess stormwater runoff resulting from impervious surfaces associated with the project can be mitigated through the use of wet ponds, stormwater infiltration or detention facilities and bio-retention Best Management Practices as outlined by the NJDEP Land Use Regulation Program and PADEP Office of Water Management. Potential impacts to surface water resources will be minimized during several project construction phases to eliminate bare soil exposure and the implementation of sediment control and soil erosion plans. Nonstructural stormwater runoff prevention measures include but are not limited to minimizing disturbance to native vegetation and areas susceptible to soil erosion, minimizing soil compaction, maximizing protection to natural drainage features and decreasing the time of concentration and velocity of runoff, as well as limiting the amount of impervious surface created by a project. When nonstructural stormwater management strategies are not adequate to curtail even the slightest increase of runoff, structural devices such as stormwater basins and floatable trash collection devices must be implemented. Where appropriate either stormwater retention or detention basin systems will be constructed at potential station locations. At this time, further soil testing and specific site conditions will need to be evaluated to determine the correct course of action. PADEP is currently in the process of drafting stormwater management rules.

### ***Sole Source Aquifers***

No sole source aquifer (SSA) systems are located beneath the project right-of-way in Pennsylvania. In New Jersey, the project right-of-way is within the Northwest New Jersey sole source aquifer, formally known as the “Fifteen Basin aquifer systems of New Jersey”, located in Morris, Sussex and Warren Counties. It is the second largest aquifer system of the seven that underlie the state of New Jersey. The project right-of-way is located within the United States Environmental Protection Agency’s (USEPA) project review area. The USEPA under Section 1424(e) of the Safe Drinking Water Act will review federally funded projects with the potential to contaminate a sole source aquifer system (SSA). An aquifer is defined by the USEPA as “an aquifer which contributes more than fifty percent of the drinking water to a specific area and its contribution would be impossible to replace if the aquifer were to become contaminated”.

Contamination from volatile organic compounds associated with rail transit operations is always a possibility. Minor amounts of grease, fluids, oils and other contaminants will be released during daily rail transit operations along the right-of-way. The timbers/concrete ties and rails associated with the reactivation of the alignment will create a minor amount of impervious surfaces within the right-of-way, as stormwater will flow directly onto the underlying pervious railroad ballast. The addition of new impervious surfaces at the proposed station locations along the corridor will have minor impacts on groundwater recharge; however, the installation of containment measures at the proposed station locations and maintenance-of-way facilities will be implemented to mitigate these impacts.

The stormwater management system will collect runoff from surface parking areas and deposit it into detention/retention basins. Stormwater retention basins are typically utilized to prevent most runoff from leaving a sight, encouraging ground water infiltration and filtering contaminants and trash while preventing downstream flooding. Stormwater detention basins are primarily utilized to store water for a short period of time releasing it slowly into receiving watercourses to prevent downstream flooding. They may also be outfitted with various trash screens and or filtration systems to remove pollutants.

The proposed Build Alternative or the MOS portion of the Build Alternative will not involve depletion of the water table from excessive withdrawal of water from the underlying aquifer. There will be no impacts to the aquifer as a result of the Build Alternative or the MOS.

### **3.13.4 Mitigation**

For both the Build Alternative and the MOS portion of the Build Alternative, mitigation of water quality and quantity effects will first be directed towards avoidance, followed by minimization. Where impacts to water quality and quantity are unavoidable, mitigation will be conducted in the form of bio-retention, stormwater infiltration or detention facilities wet ponds plus other non-structural Best Management Practices to prevent any impacts to water quality and quantity. Methods to minimize impacts will include the following:

- Use of elevated structure as opposed to embankment within environmentally sensitive areas (specifically, floodplains and watercourses).
- Surface waters will be diverted away from the project area and facilities to divert waters should be designed to limit the velocity of water flows.
- For water quality control, pre-treatment of stormwater (via water quality detention and retention basins as well as vegetated swales) before discharge to surface waters will be utilized.
- Earth moving activities should be conducted so as to minimize the amount of land disturbed.
- Stabilization of slopes, channels and ditches as soon as possible after the final earth moving activities have been completed.
- If it is not possible to permanently stabilize a disturbed area, interim stabilization measures shall be promptly implemented.
- Implementation of approved Soil Erosion and Sediment Control Plans/Water Encroachment and Obstruction Permits will minimize impacts to surface waters during construction.

The following methods could be employed to minimize direct impacts to fish resources:

- Installation of turbidity barriers around the area of construction to confine turbidity to a limited area and not discourage the upstream or downstream passage of migratory or other fish species.
- Phasing construction of project elements located within surface waters so at all times a portion of the watercourse not less than one-third its total size will be left unobstructed.
- Prohibiting construction within waterways during anadromous fish spawning/migration activities.

As part of any permit approval, certain restrictions regarding construction activities located within migratory fish waterways will be required. Specifically, construction within such watercourses will most likely be prohibited between April 1 to June 30 and September 1 to November 30. The construction schedule will be developed accordingly.



## **3.14 Wetlands and Streams**

### **3.14.1 Existing Conditions**

Pursuant to Presidential Executive Order 11990 entitled “Protection of Wetlands,” the United States Department of Transportation (USDOT) has developed a policy (USDOT Order 5660.1A, Preservation of the Nation’s Wetlands, dated August 24, 1978), which requires all federally funded highway and railroad projects to protect wetlands to the fullest extent possible. In accordance with this policy, the project corridor was evaluated for any wetlands that have potential involvement with the proposed improvements. This assessment documents the extent of wetlands within the Corridor, potential impacts of the Project Alternatives studied, and efforts to avoid, minimize, or mitigate those impacts to the greatest extent practicable.

The Pennsylvania Department of Environmental Protection (PADEP) and the US Army Corps of Engineers (USACE) jointly regulate activities in wetlands and waterways in the Commonwealth of Pennsylvania. The federal Clean Water Act, Section 404 (for waters of the United States) the Rivers and Harbors Act, Section 10 (for navigable waters) and the state Chapter 105 under the Dam Safety and Waterway Management Rules and Regulations govern wetland activities. Construction within areas that contain freshwater wetlands may require joint permit applications. Construction in areas that contain fresh water wetlands and/or waterways will require joint permit applications.

The NJDEP’s Land Use Regulation program has primary responsibility for the regulation of the State’s freshwater wetlands as the result of a 1993 Memorandum of Agreement (MOA) with USEPA. While the MOA allowed NJDEP to assume authority for the Clean Water Act Section 404 program in freshwater wetlands and streams, it also identifies a number of environmental conditions that initiate USEPA oversight. This includes, but is not limited to, fills with the potential to impact five or more acres, and discharges with the reasonable potential for affecting federally listed or proposed endangered or threatened species as determined by the US Fish and Wildlife Service (USFWS). USACE and NJDEP both have jurisdiction over tidal wetlands, navigable waters and wetlands located within 1,000 feet of navigable waterways. The State protects wetlands and transition areas under the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B). The federal Clean Water Act, Section 404 (33 U.S.C. 1344) is enforced by the USACE and regulates navigable waters, tributaries of navigable waters and wetlands. The USACE regulatory program is authorized by Congress through Section 404 of the Clean Water Act, and Section 10 Rivers and Harbors Act of 1899. The USACE shares regulatory responsibility for section 404 programs with the USEPA.

To assess potential impacts to existing wetland systems and streams, wetland identification and evaluations were extended to a 250-foot wide corridor along the length of the existing corridor.

Freshwater wetland areas were initially identified adjacent to and within the right-of-way boundaries using the NJDEP Geographic Information Systems (GIS) freshwater wetlands mapping information and US Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI) freshwater wetland mapping. A freshwater wetland assessment of the entire alignment was performed during which time additional unmapped linear wetland areas were identified crossing, parallel and within the existing right-of-way property boundaries. Field assessments were confirmed during site visits conducted in July 2007. Formal wetland delineations will be prepared during the engineering phase (refer to Appendix J: Wetlands Technical Report).

### ***Wetland Communities***

Where the Corridor passes through wetland systems, the existing active freight and former passenger rail generally represents a disturbed fringe environment, with changes in vegetative community composition and structure. In many portions of the study area, previous ditching, dredge and fill activities, as well as the construction of the existing rail have altered the historic hydrologic conditions.

In Pennsylvania, no wetlands were identified within the maintained right-of-way; however, several wetland complexes were identified adjacent to the existing right-of-way embankments toe of slope. A field review was performed on the inactive portion of the alignment from the Delaware River Bridge to the alignment's point of connection with the Lackawanna freight line in Slateford Junction, Northampton County. No wetland complexes were found within this portion of the alignment. The proposed Delaware Water Gap, East Stroudsburg, Analomink, and Scranton Stations as well as the proposed Scranton Yard Facility do not have any wetlands present within the potential area of disturbance. The Tobyhanna Station has a small area of wetlands present within its potential footprint of disturbance. Less than one acre of wetlands will be disturbed during construction. The proposed disturbance of 0.2 acres will constitute fill in the wetlands and results from the construction of the station and parking facilities. However, as the design is progressed through preliminary and final stages, all design efforts will be implemented to avoid and minimize these disturbances. Any unavoidable disturbances to the wetlands will be mitigated.

In New Jersey, wetlands disturbances may occur along the right-of way where unmapped linear wetlands were identified parallel to and within the right-of-way along the project corridor. These activities will constitute the excavation and removal of materials that have occluded the drainage swales to re-establish the desired cross sectional profile of the swales and provide positive drainage adjacent to the track bed. During preliminary and final design all measures will be taken to offset impacted identified functions of these aquatic resources. It is not anticipated that these construction activities within the existing right-of-way will disturb any wetland complexes located adjacent to or present at the railroad right-of-way embankments toe of slope. The proposed Blairstown Station area has no wetlands present within the potential area of disturbance. The proposed Andover Station area has a small isolated linear wetland area present within the potential area of disturbance. The proposed disturbance of 0.2 acres will constitute fill in the wetlands and results from the construction of the station and parking facilities. However, as the design is progressed through preliminary and final stages, all design efforts will be implemented to avoid and minimize these disturbances. Any unavoidable disturbances to the wetlands will be mitigated. Approximate wetland acres of impact in both States are presented in the Table 3.14-1.

### ***River and Stream Communities***

In two locations along the inactive portion of the alignment in New Jersey, existing un-maintained drainage ditches are located within the inactive right-of-way in New Jersey. The existing un-maintained drainage ditches will be restored to provide the desired cross-sectional profile necessary for positive drainage. During preliminary and final design all measures will be taken to minimize impacts to identified aquatic resource functions. Where necessary, mitigative measures will be implemented to minimize impacts.

Based upon the discussion presented in Section 3.13, regarding the Delaware River Bridge Crossing, no in-water construction or rehabilitation work of the bridge is anticipated. This includes bridge scour protection measures. However, in the event that such protections are found to be necessary, then all efforts to avoid and minimize impacts will be taken during design and construction. Furthermore, in the event that such impacts are not avoidable, mitigative measures will be implemented. Such measures may include, but are not limited to, the use of appropriately sized rip rap or the use of engineered concrete

bags placed during low flow conditions while accounting for seasonal fish spawning restrictions as applicable. Furthermore, no ancillary fill activity in the Delaware River is contemplated to accomplish this work.

Based upon an evaluation of the condition of the existing alignment, specifically bridge structures over waterways, no associated construction or rehabilitation in-water work is contemplated. If during preliminary or final design such work is necessary, design and construction Best Management Practices will be implemented to ensure impacts are temporary and minimal.

Through focused design efforts and the strict adherence and utilization of Best Management Practices, the project will not result in adverse impacts to rivers and streams and associated functions of aquatic resources.

### **3.14.2 No Build Alternative**

There will be no impacts to wetlands and streams under the No Build Alternative.

### **3.14.3 Build Alternative**

Proposed impacts for the Build Alternative were estimated based on preliminary ‘limits of grading’ for the proposed 88-mile project impact area and proposed station locations. The limits of grading include sections of new track installation. All wetland and water features within this ‘limits of grading’ and station locations were assumed as direct impacts.

The maximum (worst case) direct impacts to wetlands and other surface waters by the proposed project are estimated at 6.4 acres based on the limits of grading and station boundaries. These impacts are proposed to highly disturbed wetlands within the existing railroad corridor and the low to medium quality wetlands at station locations in New Jersey and Pennsylvania. Temporary impacts are negligible and would likely be limited to impacts to vegetation. As the potentially impacted wetland areas are not contiguous but are in fact dispersed over a linear corridor and the assessed quality is a low to medium resource value, both temporary and permanent impacts will be minimal.

**Table 3.14-1: Wetland Impacts**

<b>POTENTIAL WETLAND ACRES OF IMPACT</b>			
<i>Location</i>	<i>Approximate Acres of Impact</i>	<i>Type of Wetland</i>	<i>Jurisdiction (EPA has overall)</i>
<b>Pennsylvania</b>			
<b>MP 107.50</b> , Tobyhanna Station	0.2 acre	Herbaceous/ Deciduous wooded	USACE
<b>Pennsylvania Subtotal</b>	<b>0.2 acre</b>		
<b>New Jersey</b>			
<b>MP 72</b> , Knowlton Township, near Stark Road	0.1 acre	Deciduous wooded	NJDEP
<b>MP 64 and 65</b> , Blairstown and Frelinghuysen Townships, east of Blairstown Station	0.3 acre	Deciduous wooded	NJDEP
<b>MP 62 and 63</b> , Frelinghuysen Township, Lanning Road	0.4 acre	Deciduous wooded	NJDEP
<b>MP 61</b> , Frelinghuysen Township, West of Mott Road	0.1 acre	Deciduous/ State open water	NJDEP
<b>MP 56</b> , Green Township, Located between milepost 56 and 57	1.0 acre	Deciduous wooded/ State open water	NJDEP
<b>MP 53</b> , Byram Township, Andover Station	0.2 acre	Deciduous wooded/ State open water	NJDEP
<b>MP 52.50</b> , Byram Township and Andover Twp	0.5 acre	Deciduous wooded/ State open water	NJDEP
<b>MP 52</b> , Byram Township, Roseville Rd. to Roseville Tunnel	2.0 acres	Deciduous/Herbaceous/State open water	NJDEP
<b>MP 47.80</b> , Stanhope Borough and Byram Township	1.6 acres	Deciduous wooded/ State open water	NJDEP
<b>New Jersey Subtotal</b>	<b>6.2 acres</b>		
<b>New Jersey and Pennsylvania Total</b>	<b>6.4 acres</b>		

Source: NJDEP Morris, Sussex, and Warren Counties Freshwater Wetlands Geographic Information Systems data; Edward and Kelcey Field Visits, 2003-2005  
 \*All wetland acreage information is approximate. Additional freshwater wetland complexes may be encountered during wetland delineation phases. Additional temporary wetland disturbances may occur where structures will be rehabilitated, see Appendix J: Wetlands Technical Report

For the MOS portion of the Build Alternative, the maximum/worst case impact to wetlands will be 4.1 acres along the project corridor. The locations are: MP 52.50, Byram Twp. (0.5 acres); MP 52, Byram Twp. (2.0 acres); MP 47.80, Byram Twp. and Stanhope Borough (1.6 acres). A small area of wetlands is present within the potential footprint of disturbance at Andover Station at MP 53 (0.2 acres).

Other potential impacts by the proposed project to the study area include secondary and cumulative impacts as well as temporary impacts associated with construction activities. Nevertheless, based upon the proposed project scope of rehabilitation of the existing railroad alignment and the projected impacts to adjacent aquatic resources, such secondary impacts will be minimal. Projected construction projects in this corridor have been restrained to the Lackawanna Cut-Off Project. No other major construction projects have been identified in the corridor. Therefore, project related cumulative impacts will be minimal. Secondary and cumulative impacts relating to other wetland functions are generally considered to be offset or fully mitigated if mitigation for direct impacts is carried out in the same drainage basin. Secondary and cumulative impacts will be minimal or non-existent given the condition of the existing rail corridor and the proposed limits of grading.

Rehabilitation of the Delaware River Bridge will require no in-water work; all grubbing work to remove vegetation growing on the bridge and the approaches will be done to minimize impacts and applicable Best Management Practices will be used as detailed in Section 3.14.4.

### **3.14.4 Mitigation**

The following mitigation applies to impacts found in both the Build Alternative and the MOS portion of the Build Alternative.

#### ***Avoidance and Minimization***

Avoidance and minimization is a requirement of Section 404 of the Clean Water Act and NEPA as jointly administered by the United States Environmental Protection Agency (USEPA) and the United States Army Corps of Engineers (USACE). Within the State of New Jersey the NJDEP has similar avoidance and minimization requirements. In accordance with the requirements of NEPA, the Lackawanna project corridor was selected due to its existing status as a highly developed and active freight and passenger rail corridor that precludes the establishment of a new passenger railroad corridor. Additionally, as the design is progressed through preliminary and final stages, all design efforts will be implemented to avoid and minimize these disturbances. Any unavoidable disturbances will be mitigated to ensure compliance with NEPA and Section 404.

For all project alternatives involving construction on, over, or adjacent to wetlands, avoidance and minimization will be accomplished to some degree through careful design and implementation of best management practices during construction. Specifically, the wetland impacts for the Full-Build Alternative station locations conservatively estimate that 100 percent of the wetlands identified are impacted and can be considered as a worst-case analysis. As the station development advances through the design phases, emphasis will be placed on avoidance and minimization of impacts to wetlands where practical and feasible. Any unavoidable impacts will be appropriately mitigated.

#### ***Mitigation***

Wetland impacts, which will result from the construction of this project, will be mitigated pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B), administered by the NJDEP, the Pennsylvania State Chapter 105 under the Dam Safety and Waterway Management Rules and Regulations, administered by the PADEP and the Federal Clean Water Act, Section 404 and the Rivers and Harbors Act, Section 10 administered by the USACE and USEPA.

Compensatory mitigation will include measures to offset the loss of wetland functions resulting from the project. These compensatory measures may include restoration, creation and/or enhancement of wetlands.

As discussed in Section 3.2.4 regarding Land Acquisitions, wetland impacts resulting from the Build Alternative and MOS portion of the Build Alternative will be mitigated within the extent of the property site in accordance with discussions with the USACE Philadelphia District, if possible. In the event that onsite restoration of impacted wetlands is not feasible, mitigation will consist of wetland creation that is determined to be practicable and feasible. If these activities cannot be accommodated within the existing site footprint (for example, with the Andover Station footprint for the MOS), property will only be acquired as part of wetlands mitigation in conformance with Federal and State permit requirements as necessary.

## **3.15 Floodplains**

### **3.15.1 Existing Conditions**

The Pennsylvania Department of Environmental Protection (PADEP) is the regulating agency responsible for floodplain activities throughout the State. Federal and state legislation protecting floodplains include the National Environmental Policy Act of 1969, Executive Order 11988, Floodplain Management, Clean Water Act, Section 404, Dam Safety and Encroachment Act (PL 1375, No. 325), Clean Streams Law (PL 1987, No. 3941) and the Floodplain Management Act (PL 851, No. 166).

The New Jersey Department of Environmental Protection (NJDEP) is the governing body that regulates floodplain activities throughout the State. New Jersey's floodplains are protected by several state and federal acts including the National Environmental Policy Act of 1969, Executive Order 11988, Floodplain Management, Clean Water Act, Section 404 and the Flood Hazard Control Act (NJAC 7.13).

Floodplains along the project corridor in New Jersey were identified using the Federal Emergency Management Agency (FEMA) Flood Insurance Program GIS Q3 Flood Data. FEMA Flood Insurance Rate Maps (FIRM) were also used to identify floodplains throughout the study corridor. Pennsylvania floodplain areas were identified using PADEP's GIS Floodplains of Northampton, Monroe, Wayne and Lackawanna Counties (refer to Appendix K: Floodplains Technical Report).

In Pennsylvania, the alignment is located intermittently within the 100-year flood zone of several different water bodies. The right-of-way is elevated in some locations where the existing floodplain is located below the alignment through a bridge or culvert. The proposed Delaware Water Gap Station platform is within the 100-year floodplain of the Brodhead Creek/Delaware River. This area will disturb approximately 0.2 acre of the 100-year flood zone for the station platform. The proposed Delaware Water Gap Station parking garage at the existing Pennsylvania Visitor's Center south of Interstate 80 is not within the 100-year flood zone. The Analomink Station area is located within Brodhead Creek's 500-year flood zone. A Water Obstruction and Encroachment Permit will be required for activities in floodplain areas from the PADEP. Construction and staging area activities will be contained within the existing right-of-way.

In New Jersey, floodplain areas are located adjacent to and through the project's alignment. The alignment is located intermittently within the 100-year flood zone of several different water bodies. In some locations, the right-of-way is elevated and the associated river/stream flows underneath the alignment through a bridge or culvert. The right-of-way is elevated in some locations where the existing floodplain is located below the alignment through a bridge or culvert. Construction activities in floodplain areas will require a Stream Encroachment permit issued by the New Jersey Department of Environmental Protection.

### **3.15.2 No Build Alternative**

There will be no changes to floodplains under the No Build Alternative.

### **3.15.3 Build Alternative**

Construction and staging area activities will be contained within the existing right-of-way in this portion to the maximum extent possible. For both the Build Alternative and the MOS portion of the Build Alternative, there will be minimal disturbances to floodplains along the corridor, limited to bridge and

culvert replacement which would temporarily disturb floodplain areas. In addition, for the Build Alternative, the proposed Delaware Water Gap station platform is within the 100-year floodplain and the proposed Analomink Station is within the 500-year floodplain.

#### **3.15.4 Mitigation**

Mitigation measures to minimize restore and preserve natural floodplain values will be utilized as per the requirements of Federal Executive Order 11988. Mitigation measures will include using structures to cross floodplains instead of fill material, providing adequate flow circulation, reducing grading requirements and preserving natural drainage when possible. Impacts to floodplains as a result of the proposed project will be mitigated using these measures.

Prior to construction the following permits will be obtained:

- Water Obstruction and Encroachment Permit from PADEP. (Build Alternative)
- Stream Encroachment Permit issued from the Land Use Regulation Program under the Flood Hazard Control Act, N.J.S.A. 58: 16A from NJDEP. (Build Alternative, and MOS portion of the Build Alternative if deemed necessary during the engineering design phase.)

Pre-application meetings will be initiated with the necessary regulatory agencies during the engineering phase of the project. These meetings will also establish mitigation requirements and help to avoid lengthy design changes and setbacks during the permit application process.

## **3.16 Endangered Species**

### **3.16.1 Existing Conditions**

In accordance with Section Seven of the Federal Endangered Species Act of 1973, (87 Stat. 884 as amended; 16 USC 1531 et seq.) federal agencies may not undertake any actions that would further endanger any species identified as threatened or endangered on the Federal List. The Federal Threatened and Endangered Species Act is administered by the United States Fish and Wildlife Service (USFWS).

In accordance with 25 Pennsylvania Code 9.314 the State has undertaken the responsibility of identifying, locating and protecting the threatened and endangered species of the State. The lists of rare, threatened, endangered, vulnerable, and species of special concern are defined in 17 Pennsylvania Code 45.11 et al. Procedures set forth in 25 Pennsylvania Code 245.231 and 232 must be followed in the preparation of an Environmental Assessment. Pennsylvania Code 89.74 identifies procedures that must be undertaken to avoid impacts to protected species. The Pennsylvania Acts and Statutes pertaining to the protection of Federal and State threatened and endangered species are administered by the Pennsylvania Department of Conservation and Natural Resources which is responsible for all flora and invertebrate fauna, the Pennsylvania Fish and Boat Commission which is responsible for aquatic and herpetile fauna and the Pennsylvania Game Commission which monitors terrestrial fauna, birds and mammals. These agencies perform database reviews of the Pennsylvania Natural Diversity Inventory (PNDI) in making their determinations.

In accordance with the New Jersey State Endangered Plant Species Act of 1989 (N.J.S.A. 13:1B-15.151), the Endangered and Nongame Species Act of 1973 (N.S.S.A. 23:2A-13), the list of endangered species (N.J.A.C. 7:25-4.13), and the list defining the status of indigenous, nongame wildlife species of New Jersey (N.J.A.C. 7:25-4.17(a)), Federal and State agencies can not undertake any action that would further imperil any species identified on the Federal and State threatened and endangered species list. Additionally, certain aspects of private projects may be limited or restricted in a way so that during and/or after construction the project does not adversely affect threatened and endangered species. The New Jersey Acts pertaining to threatened and endangered species are administered by the New Jersey Department of Environmental Protection Division of Parks and Forestry, Office of Natural Lands Management, National Heritage Program (NHP) and the Endangered and Nongame Species Program (ENSP).

Requests for information from review of their databases pertaining to threatened and endangered species occurring within the vicinity of the rail corridor and station areas were submitted to the following agencies:

- USFWS New Jersey field office
- USFWS Pennsylvania field office
- Pennsylvania Department of Conservation and Natural Resources
- Pennsylvania Game Commission
- Pennsylvania Fish and Boat Commission and
- NJDEP Natural Heritage Program.

A summary as well as copies of all correspondence regarding threatened and endangered species is provided in Appendix Q.



Information returned from the aforementioned agencies was reviewed and compiled to identify areas of potential concern for threatened and endangered flora or fauna species along the corridor and station and rail yard locations. Reactivating the currently inactive Lackawanna Cut-Off right-of-way located in New Jersey will have more of an effect on critical habitat for threatened and endangered species than the Pennsylvania portion, which currently has active freight service.

Because there is active freight service operating along the portion of the corridor in Pennsylvania, there are fewer considerations regarding the surrounding environment. Areas in which there will be construction for drainage improvements, new rail sidings and new stations will require surveys to identify habitat suitable to the species of concern noted in Appendix L: Endangered Species Technical Report. Species of concern identified and known to inhabit the area around the corridor within Pennsylvania include one Pennsylvania Candidate fauna species, four federally listed fauna species and one federally listed flora species. The timber rattlesnake (*Crotalus horridus*, PA candidate) is the only fauna species known to utilize the active rail corridors as habitat to for its basking and denning sites. These species accounts are further described in Table 3.16-1 as well as in Appendix L: Endangered Species Technical Report.

As the corridor crosses through the New Jersey Skylands region, it traverses four Natural Heritage Priority sites. Natural Heritage Priority sites consist of critical habitat areas that have been designated in an effort to preserve their unique biological diversity. These areas often contain an abundance of threatened and endangered flora and fauna species. Protection of these critical habitats is essential for the continued survival of these species. The above-mentioned agencies report 17 threatened and endangered fauna species and 14 flora species known to inhabit lands in and around the vicinity of the rail corridor. Two of these flora species, Canada Hawkweed (*Hieracium kalmii*, state endangered) and Shrubby St. John's-Wort (*Hypericum prolificum*, state endangered) have been observed growing on the railroad embankment at various locations. In addition, the floodplains in and around the vicinity of the Delaware River Bridge will require surveys for species of concern. These species are further described in Appendix L: Endangered Species Technical Report.

### **3.16.2 No Build Alternative**

There will be no changes to threatened and endangered species under the No Build Alternative.

**Table 3.16-1: Threatened and Endangered Species**

Common Name	Scientific Name	State	Federal Status	State Status	Occurrence
<b>Vertebrates</b>					
Bald Eagle	<i>Haliaeetus leucocephalus</i>	NJ/PA		E/T	in vicinity
Barred Owl	<i>Stirix varia</i>	NJ		T	in vicinity
Red-shouldered hawk	<i>Buteo lineatus</i>	NJ		EB	in vicinity
Red-headed woodpecker	<i>Melanerpes erythrocephalus</i>	NJ		T	in vicinity
Great blue Heron	<i>Ardea herodias</i>	NJ		SC	in vicinity
Coopers Hawk	<i>Accipiter cooperii</i>	NJ		T	in vicinity
Boblink	<i>Dolichonyx oryzivorus</i>	NJ		T	in vicinity
Savannah sparrow	<i>Passerculus sandwichensis</i>	NJ		T	in vicinity
American Bittern	<i>Botaurus lentiginosus</i>	NJ		EB	in vicinity
Bob cat	<i>Lynx rufus</i>	NJ		E	in vicinity
Indiana bat	<i>Myotis sodalis</i>	NJ/PA	E	E	in vicinity
Wood turtle	<i>Clemmys insculpta</i>	NJ		T	in vicinity
Bog Turtle	<i>Clemmys mullenbergii</i>	NJ/PA	T	E	in vicinity
Blue-spotted salamander	<i>Amystoma laterale</i>	NJ		E	in vicinity
Longtailed salamander	<i>Eurycea I. Longicauda</i>	NJ		T	in vicinity
Timber rattlesnake	<i>Crotalus H. Horridus</i>	NJ/PA		E	on site / PA
<b>Invertebrates</b>					
New England bluet	<i>Enallabma laterale</i>	NJ		TNC	in vicinity
Herbards noctuid moth	<i>Erythroecia hebardii</i>	NJ		TNC	in vicinity
<b>Vegetation</b>					
Northeastern bulrush	<i>Scirpus ancistrochaetus</i>	PA	E	E	in vicinity
Few-Seeded Sedge	<i>Carex oligosperma</i>	PA		T	in vicinity
Bog Sedge	<i>Carex paupercula</i>	PA		R	in vicinity
Blunt Manna-grass	<i>Glyceria obtusa</i>	PA		E	in vicinity
Common Labrador-tea	<i>Ledum groenlandicum</i>	PA		R	in vicinity
Oakes' Pondweed	<i>Potamogeton oakensianus</i>	PA		E	in vicinity
Smith's Bulrush	<i>Schoenoplectus smithii</i>	PA		E	in vicinity
Canada Hawkweed	<i>Hieracium lakmii</i>	NJ		E	on site / NJ
Shrubby St. John's-Wort	<i>hypericum prolificum</i>	NJ		E	on site / NJ
Notes: Key to Status Codes of Threatened and Endangered Species of Particular Concern table.					
E	Endangered species – species whose prospects for survival within the state are in immediate danger due to one or many factors; loss of habitat, over exploitation, predation, competition, disease.				
T	Threatened species – A species that may become endangered if conditions surrounding the species begin to deteriorate.				
R	Rare species – A species that may become threatened or endangered if natural environment continue to be degraded				
EB	Endangered breeding population – a species whose breeding population within the state is in immediate danger due to one or many factors; loss of habitat, over exploitation, predation, competition, disease.				
SC	Special concern – a species that warrants special attention that exhibits some level of decline in population.				
TNC	The Nature Conservancy has developed a ranking system for rare species. The species noted with the TNC are considered rare or may have at one time inhabited parts of the state. These species have no state status but are recognized by the Natural Heritage Program.				

Source: Natural Heritage data responses from governing agencies, 2005

### 3.16.3 Build Alternative

Throughout the project coordination with Federal and State agencies regarding the presence of threatened or endangered species has occurred through written correspondence and individual meetings. The most recent correspondence taking place in the summer of 2007, see Appendices L and Q for correspondence and additional supporting documentation.

The portion of the study corridor for the Build Alternative from Port Morris to Scranton includes several Federal and State threatened and endangered species according to database research, potentially including in NJ (Federal: 2 fauna species and 0 flora species; State: 15 fauna species and 2 flora species) and in PA

(Federal: 2 fauna species and 1 flora species; State: 4 fauna species and 5 flora species.) It is useful to note that the PA portion of the Build Alternative is an active freight railroad operation.

Until such time that all surveys are completed, all Federal and state listed fauna and flora species are assumed to be impacted.

The portion of the study corridor for the MOS portion of the Build Alternative from Port Morris to Andover includes several Federal and State threatened and endangered species according to database research, potentially including: Federal: 2 fauna species and 0 flora species; State: 15 fauna species and 2 flora species. Until such time that all surveys are completed, all Federal and state listed fauna and flora species are assumed to be impacted.

#### **3.16.4 Mitigation**

Habitat field surveys for the identified species noted in Table 3.16-1 are currently being conducted on the New Jersey portion of the right of way and station location at Andover, NJ; results of these surveys will be posted on the NJ TRANSIT website, [www.njtransit.com](http://www.njtransit.com). Additional surveys during the engineering phases on the remaining portion will be conducted.

All surveys, mitigation and permitting will be coordinated with the following agencies for the Build Alternative:

- United States Department of the Interior, Fish and Wildlife Service – NJ Field Office (Build Alternative and MOS portion of the Build Alternative)
- United States Department of the Interior, Fish and Wildlife Service – PA Field Office (Build Alternative)
- State of New Jersey Department of Environmental Protection (Build Alternative and MOS portion of the Build Alternative)
- Pennsylvania Department of Conservation and Natural Resources (Build Alternative)
- Pennsylvania Game Commission (Build Alternative)
- Pennsylvania Fish and Boat Commission (Build Alternative)

This approach is being employed to address the environmental sensitivities associated with that portion of the project which does not currently operate as an active railroad as well as addressing the needs of the identified MOS portion of the Build Alternative.

Impacts identified for both the Build Alternative and the MOS portion of the Build Alternative portion of the Build Alternative will be mitigated using measures such as avoidance, habitat replacement, incidental take permits or relocation.

The results of these surveys will provide a basis for modification of construction activities, if necessary. NJ TRANSIT will coordinate with the above noted agencies throughout this process to establish adequate protection measures. NJ TRANSIT has found that by doing the design, concurrently with the habitat surveys, the designs developed avoid and minimize these disturbances to the greatest extent possible, in keeping with the spirit of the Federal and State requirements.

With the mitigation measures proposed, impacts will be mitigated to the regional populations of the federally or state-listed species protected by the Endangered Species Act of 1973, amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

## **3.17 Hazardous Waste**

### **3.17.1 Existing Conditions**

There is a substantial potential liability associated with acquisition of property that is contaminated. Additionally, contamination can have a substantial impact on construction, particularly dewatering, since any contaminated groundwater encountered will require treatment and special permitting. Contaminated soil will require special treatment and disposal.

A Phase 1 Environmental Screening was prepared for the station sites and the Scranton Yard site that will be acquired / utilized for the construction of the Full Build Alternative. The Screening was conducted in general accordance with accepted engineering practice.

The purpose of this contamination screening evaluation was to evaluate the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment in the vicinity of the station and maintenance facility locations that could affect property acquisition, permitting, and construction of this project. The evaluation of the railroad operations was not included within the scope of this study.

### **3.17.2 No Build Alternative**

There will be no hazardous materials impacts under the No Build Alternative.

### **3.17.3 Build Alternative**

There is one hazardous waste disposal sites regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) located along the Project Corridor. That site is the Tobyhanna Army Depot located 0.25 miles from the project corridor. Construction of the project will not interfere with remediation activities at any existing remediation site.

Preliminary hazardous waste database reviews and site inspections identified two proposed station areas where hazardous contaminants could be located:

- **Scranton Station Area**

The U.S. Department of the Interior – Steamtown National Historic Park is listed as having Leaking Underground Storage Tanks (LUST) according to the database search. The contaminants are B-tex and heating oil and the Pennsylvania Department of Environmental Protection has not yet reported a date when no further corrective action will be necessary. The close proximity of this site to the potential station area warrants further analyses that will be conducted during the engineering phase to ensure that contamination of these soils has not occurred.

- **Tobyhanna Station Area**

The 1,293-acre Tobyhanna Army Depot located approximately 0.25 miles northwest of the proposed station area was formerly utilized by the United States Army for uses including field artillery training and ordnance storage. Since the 1950s the property has been used as a communications and electronics maintenance and supply depot. The presence of hazardous materials contamination resulting from past and present activities conducted on the Army property have resulted in the site

being listed in numerous environmental databases including the National Priority List (NPL), the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS), CORRACTS, and the Resource Conservation and Recovery Information System (RCRIS). Based on the depot's close proximity to the proposed station area, further hazardous waste analyses will be conducted during the engineering phase to ensure that contamination of the site's soils has not occurred. Nineteen "orphan" sites are listed in the environmental databases. Further investigation is required to determine their location.

Investigation in the study area of the MOS portion of the Build Alternative did not reveal any specific impacts.

#### **3.17.4 Mitigation**

For locations classified as having a low contamination risk potential, and for those properties not noted above for the Build Alternative, an updated review will be conducted for those sites prior to acquisition and construction. The update will include a re-review of the public record to determine if any significant changes in status have occurred since this report was prepared.

For locations classified as having a medium or high contamination risk, those noted below will undergo a further review into the Public Record with regard to any contamination assessment or remedial action plans which were generated in the interim period between the date of this report and the date of property acquisition and construction. NJ TRANSIT, per the real estate transfer requirements in NJ, performs this testing prior to all its property transactions. Therefore, this will be done for this project as well.

A preliminary soils screening evaluation including auger borings and Organic Vapor Analyzer (OVA) screening of soils, as well as soil and groundwater sampling and testing, should be performed to detect the presence of contaminants in soil or groundwater prior to acquisition of property, or initiation of construction activities.

If contaminated media are encountered, additional investigations will be necessary to implement mitigation activities required to support construction. Such activities will include design and operation of on-site groundwater treatment equipment, implementing special handling, characterization, and disposal procedures for contaminated soils or implementation of engineering controls (slurry walls, infiltration trenches, etc.) to prevent affecting natural fate and transport parameters of existing groundwater contaminant plumes. Additionally, the results of the contamination assessment activities will be utilized to assess the need for performance of a more detailed contamination assessment or Remedial Action Plan for the potential contamination sites.

Depending of the nature and extent of contamination impacts as determined by the Level II and/or Level II contamination assessment activities, risk analysis for impacts to the project and the general public will be performed, cost estimates for remediation could be developed, and a communication plan with applicable regulatory agencies could be devised.

Specific action for each Medium- and High- ranked station locations are provided below.

**Scranton Station and Yard; Blairstown; (Moderate):** Conduct soil and groundwater investigations on the site to assess the potential for petroleum contamination impacts from past land uses.

**Blairstown Station; (Moderate):** Conduct soil and groundwater investigations on the site to assess the potential for petroleum contamination impacts from past land uses.

**East Stroudsburg Station; (Moderate):** Conduct soil and groundwater investigations on the site to assess the potential for petroleum contamination impacts from past land uses.

**Tobyhanna Station (High):** Conduct soil and groundwater investigations on the site. Subsurface investigations on the site due to the presence of the Tobyhanna Army Depot

All investigation/remediation activities will be conducted in accordance with NJDEP technical requirements for site remediation, PADEP requirements, as well as USEPA guidelines.

Additional procedures will be implemented by NJ TRANSIT to ensure workers are not exposed to hazardous waste during construction. The *NJ TRANSIT Guidelines for Project Management and Administration*, November 1995, outlines these procedures including schedules for preliminary subsurface investigations, an on-site sampling program and remedial actions.

In the event that hazardous or regulated materials are encountered during construction, such materials will be handled and classified for offsite disposal in accordance with the project Contaminated Soils, Water and Materials Management Plan and in accordance with applicable Federal, State and Local Regulations.

Additionally and currently, the project construction requirements do not project ground water dewatering as part of necessary construction activities. Nevertheless, should dewatering be required, all ground water will be handled and disposed of in accordance with applicable Federal, state and local regulations as detailed in the management plan referenced above.

For the MOS portion of the Build Alternative, although the initial screening did not reveal any specific impacts, further hazardous waste investigations are necessary during the engineering phase of the project for the Andover Station Site and areas of the rail alignment anticipated for disruption or excavation. Investigations and mitigation are the same as listed above for Build Alternative.

## 3.18 Environmental Justice

### 3.18.1 Existing Conditions

On February 11, 1994, President William J. Clinton signed Executive Order 12898: “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”. The Executive Order requires that each Federal agency, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

In order to clarify and expand upon Executive Order 12898 for purposes of federally funded transportation activities, in April 1997, the USDOT issued an *Order to Address Environmental Justice in Minority Populations and Low-Income Populations*. The USDOT Order offers guidance to best administer Executive Order 12898 under USDOT authority and procedures based upon existing law, including Title VI of the Civil Rights Act of 1964 and the Intermodal Surface Transportation Efficiency (ISTEA) Act of 1991 and its successor laws. The USDOT order addresses persons belonging to five minority classifications: African/African American; Hispanic Latino; Asian; Native American Indian and Alaskan native; and Native Hawaiian or other Pacific islander. This guidance was further clarified in the USDOT 2000 circular, *Overview of Environmental Justice*.

This section summarizes the findings of Appendix N: Environmental Justice Technical Report, which analyzes the proposed Lackawanna Cut-Off Rail project’s potential impacts in terms of their effects on minority and low-income populations to identify any disproportionately high and adverse impacts on those populations. Appendix N follows the guidance of the USDOT 1997 Final Order and 2000 clarifications, as well as the US EPA’s 1998 *Guidance for Incorporating Environmental Justice in EPA’s NEPA Compliance Analyses*.

The USDOT Final Order specifies that, “In making determinations regarding disproportionately high and adverse effects on minority and low-income populations, mitigation and enhancement measures that will be taken and all offsetting benefits to the affected minority and low-income populations may be taken into account.” Appendix N and this section, therefore, focus on identifying if there are any impacts which cannot be mitigated.

Executive Order 12898 informs analysts that relevancy lies in the identification of disproportionate impacts to minority and low-income populations, not in the size of these target populations. The USDOT’s clarifications in 2000 specifically caution that the size of minority and low-income populations not be used as a governing factor in environmental justice analyses. Instead, impacts accruing to low-income and minority populations must be compared with impacts accruing to non-target populations to determine whether a disproportionate impact exists. However, it is permissible for target-population size to be identified and used as one factor of a larger analysis.

To identify relative concentrations of minority and low-income individuals, data on race/ethnicity, median household income, and poverty were examined for census block groups within an approximately 1,000-foot radius of sites proposed for station areas. These data were compared with data on race/ethnicity, median household income, and poverty for each of the seven municipalities containing these proposed station areas, and for Lackawanna, Monroe, Warren and Sussex Counties. For purposes of the environmental justice impact analysis, the project corridor was defined as the aggregate of the census block groups identified within approximately 1,320 feet (1/4 mile) of proposed sites for stations and the yard facility. Based on the total length of the project corridor and the representative location of proposed

station and yard facility locations along the alignment, it was determined that analyzing populations proximate the stations and yard facility will provide a definitive indication of whether a disproportionate share of impacts will affect environmental justice populations with the reactivation of rail service. If it were determined that any environmental justice target population was disproportionately impacted in relation to all other populations along the rail corridor, further analysis will be conducted. Bureau of the Census 2000 data were used in all cases (see Table N-1 in Technical Appendix N).

For purposes of comparison, target-population concentrations were taken to be cases in which 50 percent or more of residents were reported to belong to a minority or low-income category. This threshold is based upon guidance provided by the Council on Environmental Quality in the document titled *Environmental Justice, Guidance Under the National Environmental Policy Act*.

To probe for the presence of disproportionate impacts, interrelationships between the identified concentrations of minority and low-income individuals and the proposed project's environmental effects were then qualitatively assessed. As recommended in the USDOT 2000 clarifications, this assessment dealt with minority and low-income populations separately.

### **3.18.2 No Build Alternative**

There will be no changes conditions relative to environmental justice under the No Build Alternative.

### **3.18.3 Build Alternative**

An analysis of the data on race, ethnicity, income, and poverty in that portion of the study corridor, makes it clear that modest concentrations of minority populations and of low-income populations live in close proximity to a number of proposed station areas. While the minority and low-income population levels proximate to proposed station areas and the yard facility reach 16 percent and 23.5 percent, respectively, populations do not reach the 50 percent threshold. Therefore no target populations are present within the delineated study areas.

Impacts to minority and low-income populations will be no greater than those impacts experienced by other members of the general population who also live within close proximity to the right-of-way. Both target populations will also share equally with the general population in the benefits that will be generated by the proposed project. Therefore, no environmental justice-related impacts will result from the Build Alternative.

As there are no impacts for the Build Alternative, there will also be no environmental justice-related impacts as a result of the MOS portion of the Build Alternative.

### **3.18.4 Mitigation**

No mitigation is required.



### **3.19 Construction Impacts**

For the Build Alternative and the MOS portion of the Build Alternative, temporary short-term construction-induced impacts will occur within communities adjoining the project rail alignment and the proposed station and yard sites. The nature and extent of the proposed work varies along the project corridor and consists of the reconfiguration and installation of trackage; replacement and rehabilitation of bridges and viaducts; and construction of stations, parking areas, and a yard facility.

There will be staging areas within the alignment. The location of sites will be identified during the engineering phase. Staging areas will be contained within the existing right-of-way, sized and located to minimize impacts to the maximum extent practicable. Staging locations selected will avoid regulated areas, eliminating the potential for impacts. Once work is completed the staging areas will be restored to their original condition in order to further minimize impacts.

The presence of construction vehicles and the operation of construction equipment will introduce air quality, traffic, noise, and vibration impacts to the project corridor. Traffic conditions will be modified due to roadway closings and detours that are required to conduct track work at intersections, which will temporarily impact local traffic, emergency service providers and pedestrians.

To minimize impacts to the community and to provide adequate emergency services during construction, NJ TRANSIT will coordinate temporary roadway closings with municipalities to mitigate construction-induced impacts. Since some road closings will impact businesses, NJ TRANSIT will contact these businesses prior to road closings in order to provide them with sufficient preparation time.

Also, to ensure the integrity of the historic resources along the project corridor, protective measures will be included in the construction specifications to monitor noise, dust, and vibration. All rehabilitation work proposed for historic resources will be conducted in accordance with the Secretary of Interior's Standards for Rehabilitation in consultation with the NJ SHPO and the PA SHPO.

Potential temporary construction-induced impacts to water quality, soils, vegetation and wetlands could result from the excavation, grading and filing activities necessary for the construction of the proposed station and yard areas and the rehabilitation or replacement of rail structures. Additionally, prior to construction further investigation of hazardous materials, archeologically sensitive areas and endangered species will be conducted to ensure that potential impacts will be minimized or avoided, if any are determined to exist.

Construction impacts are temporary, and will cease with the completion of construction. To minimize overall impacts during construction, the proposed project will be planned, designed, scheduled and staged to minimize disruption to existing traffic, abutting neighborhoods and the environment. Contractors will be required to make considerable efforts to avoid staging equipment and traversing areas beyond the construction site boundaries. Although some impacts will be unavoidable, applying best management practices pertaining to construction operations will minimize the duration and severity of these effects.

Construction impacts will be mitigated for both the Build Alternative and the MOS portion of the Build Alternative using the following Best Management Practices as summarized in the project Construction Environmental Control Plan:

- Using screened staging area within the existing right-of-way wherever possible.

- Avoidance sensitive areas for staging, such as nearby historic resources, wetlands and/or environmentally sensitive areas where mature vegetation and potential fish and wildlife habitats are present.
- NJ TRANSIT coordination with the involved municipalities, NJDOT, PennDOT and DLRC to develop construction plans and regular, on-going coordination and communication with the affected municipalities throughout construction process.
- Requiring contractors to avoid using adjacent parkland for staging equipment.
- Avoiding impairment to park access during construction.
- Ensuring that all parklands will remain open and fully operational during construction of the project.
- Measures to mitigate air quality/dust, particularly near historic resources, such as: applying water or other soluble moisture-retaining agents to dirt areas; cleaning construction equipment and adjacent paved areas that may be covered with dirt or dust; covering haul trucks carrying loose materials to and from construction sites; and treating materials likely to become airborne and contribute to air pollution if left untreated; use of clean fuels in construction equipment; deployment of clean diesel construction equipment (new, retrofit, rebuilt or repowered), and the implementation of anti-idling practices at construction sites.
- Measures to mitigate noise and vibration, particularly near historic resources, such as: use of specific equipment, such as concrete cutters rather than pavement breakers; proper maintenance of construction equipment mufflers installation of temporary noise barriers; and rerouting of heavy equipment and truck movements, where practical and necessary.
- Measures to mitigate traffic impacts, such as: development and implementation of a Maintenance and Protection of Traffic (MPT) plan; limiting temporary grade crossing and roadway lane closures by doing the relevant construction during off-peak traffic hours when viable; providing public and business notification of future closures and detour routes; use of well-positioned closure and detour warning signs; and the appropriate scheduling and coordination of all construction activities that will occur at the same grade crossing or within the same area.
- Measures to mitigate impacts to the existing freight services, such as coordinating scheduling and staging for the necessary upgrades to the existing trackage and grade crossings with DLRC.
- Measures to mitigate impacts to surface water quality such as: soil erosion reduction techniques (a combination of silt fences, hay bale filters, inlet filters, stone rip-rap and temporary vegetative covers) and ground water such as dewatering and proper construction equipment maintenance procedures; and immediate containment and disposal of spills.
- Measures to mitigate wetland impacts such as use of temporary signs and fences, such as orange snow fencing; erosion and sediment control measures consisting of silt fences, hay bales, mats or temporary drainage systems; spill prevention plans; restricting washing activities to areas distant from wetlands and other sensitive resources.
- Measures to mitigate impacts from hazardous materials, such as further investigation and testing and development and implementation of monitoring plans, remediation plans and an Emergency Response Plan, as necessary.

More specific, project-related construction impacts and proposed mitigation measures are provided in detail in the following sections.

### ***Historic and Archaeological Resources***

Construction related impacts to historic structures identified in Appendix C: Historic Resources Technical Report could include the effects of noise, dust and vibration generated from construction activity.

With minimal project-related construction activity to occur at the proposed Scranton Station area, levels of construction-induced noise and vibration will not affect the Steamtown National Historic Site. Similar situations exist in Blainstown Township and the Borough of East Stroudsburg where there are potentially

eligible historic resources within both station areas. The construction of the proposed station platforms and parking facilities will cause migration of fugitive dust and could impact these resources through the exposure of soil at construction sites and the transport of dust-producing materials. However, the minimal levels of construction activity and the use of mitigation measures at the proposed station areas will mitigate impacts to these resources.

Protective measures in the construction specifications to monitor noise, dust, and vibration will ensure that the integrity of the resource-eligible DL&W Railroad Historic District, and the resource-eligible Old Main DL&W Historic District. Additionally, all rehabilitation work proposed for the Delaware River Bridge, the Paulins Kill Viaduct, the Roseville Tunnel, and the Greendell Station Complex, which are part of the resource-eligible DL&W Lackawanna Cut-Off, will be conducted in accordance with the Secretary of Interior's Standards for Rehabilitation and in consultation with the New Jersey State Historic Preservation Office (NJ SHPO) and the Pennsylvania Historic Preservation Office (PA SHPO).

Construction of the proposed project will potentially affect archaeological resources on all of the proposed station and maintenance sites with the exception of the proposed Analomink Station area. Further investigation of archeologically sensitive areas will be performed during the engineering phase of the project. At that time, limits of construction disturbance will be established in order to minimize or avoid potential impacts to intact archeological resources, if any are determined to exist.

#### Mitigation

A number of mitigation measures will be implemented to avoid and/or minimize minor construction impacts on historic resources within the APE. Through consultation with the NJ SHPO and the PA SHPO, the FTA and NJ TRANSIT will devise requirements and specifications to be followed by contractors during construction that will reduce potential noise impacts, including details pertaining to sound control devices that will be utilized on construction equipment and trucks and the appropriate location of staging areas. The use of specific equipment, such as concrete cutters rather than pavement breakers, the installation of temporary noise barriers, and the rerouting of heavy equipment and truck movements, where practical, could possibly be used to reduce temporary noise and vibration effects. The application of various control measures during construction activities will be employed to minimize the amount of construction dust generated, such as applying water or other soluble moisture-retaining agents to dirt areas, cleaning construction equipment and adjacent paved areas that may be covered with dirt or dust, covering haul trucks carrying loose materials to and from construction sites and treating materials likely to become airborne and contribute to air pollution if left untreated.

Procedures will be developed for addressing unanticipated discovery, evaluation and mitigation of archaeological resources during construction of the proposed project. These issues are addressed in the Programmatic Agreement among NJ TRANSIT, FTA, NJ SHPO, and PA SHPO included in Section 8.0 of this document.

#### ***Parkland***

With appropriate Best Management Practices, construction of the proposed project will not result in any use of parks, thereby not causing any direct impacts.

#### Mitigation

Best Management Practices that will be used to mitigate impacts include:

- Requiring contractors to avoid using adjacent parkland for staging equipment;

- Avoiding impairment to park access during construction site; and,
- Ensuring that all parklands will remain open and fully operational during construction of the project.

Through coordination between NJ TRANSIT and its contractors construction impacts will not occur to adjacent parklands.

### ***Traffic, Parking, Transit, Pedestrians and Freight Rail***

Construction of the proposed project will temporarily affect local traffic and pedestrian movement, as well as on-street parking at specific locations along the corridor. While most construction activity will occur within the rail right-of-way and have little or no impact on nearby roadways, varying amounts of construction will be required at the grade crossings between the western and eastern limits of this proposed project. Construction at these locations will result in the temporary closure of the crossing and necessitate short-term traffic and pedestrian detours. Several of these temporary detours will likely generate traffic delays that will cease following the reopening of the roadway.

The construction of two of the proposed station areas will temporarily impact traffic movements and on-street parking on adjacent roadways. Elements of the proposed East Stroudsburg Station area and the proposed Tobyhanna Station area will be constructed adjacent to roadway rights-of-way. Areas outside of the rail right-of-way will be temporarily utilized for equipment staging and storage, as well as necessary construction activities. Furthermore, pedestrian circulation on sidewalks lining the East Stroudsburg Station area will be briefly impeded as a result of construction activity. Construction of the platform at the proposed East Stroudsburg Station area will temporarily impact on-street parking, as well as vehicular flow along Crystal Street.

Minor temporary impacts to traffic movement along PA Route 423 and Goodwin Street will potentially result from the construction of the passenger drop-off area and the parking lots at the proposed Tobyhanna Station area.

Construction activities at these proposed station areas will possibly result in the temporary closure of roadways and sidewalks, as well as the short-term displacement of on-street parking. Short-term traffic delays will likely be an effect associated with the closure of roadway sections. These delays will cease with the reopening of the roadway section following the completion of construction in the area.

Construction of the proposed project will temporarily affect Delaware Lackawanna Railroad Company (DLRC) freight operations. Construction of the proposed facilities will follow, with only minimal periods of interruption to freight activity. All construction will be carefully coordinated with DLRC to minimize impacts to rail freight operations.

### **Mitigation**

Mitigation measures to minimize or eliminate construction induced impacts on specific grade crossings and freight operations, as well as the potential construction effects on station area vehicular and pedestrian circulation and on-street parking will be comprised of several components. Initially, extensive coordination will need to occur between NJ TRANSIT and DLRC, the New Jersey Department of Transportation (NJDOT), the Pennsylvania Department of Transportation (PENNDOT) and local governments to plan, schedule and stage proposed construction activities in a manner that will minimize temporary delays or stoppage of freight operations and vehicular traffic. A Maintenance and Protection of Traffic (MPT) plan will be developed and implemented by NJ TRANSIT through considerable consultation with NJDOT, PENNDOT, and the municipalities that are to be impacted. The action plan will list measures that will be utilized during the construction stages of the proposed project expected to

result in temporary grade crossing and roadway lane closures. These measures include, but will not be limited to construction during off-peak hours, when viable, public notification of future closures and detour routes, the use of well-positioned closure and detour warning signs and the appropriate scheduling and coordination of all construction activities that will occur at the same grade crossing or within the same area.

Coordination is necessary between NJ TRANSIT and DLRC to minimize the temporary, construction-related impacts that will affect rail freight operations. This coordination will entail discussions pertaining to construction scheduling and staging for the necessary upgrading of the existing trackage and grade crossings. Each of these construction activities will occur during the early stages of project construction to reduce the duration of time that construction will impact rail freight.

### ***Community Disruption***

Several localized impacts will occur to communities adjacent to the right-of-way, particularly proximate to construction staging areas. Impacts include short-term traffic, air, and noise impacts due to the presence of construction equipment and trucks. Temporary roadway closings in order to rehabilitate and lay trackage at grade crossings will alter travel patterns for local residents, as well as local emergency service providers. Pedestrian activity will be altered during construction as well. Short-term roadway closings and construction activity will also divert traffic from and impair access to local businesses. Impacts associated with construction, however, will be offset by the overall benefits of the proposed project. Short-term gains to the local economy will be experienced by the influx of workers utilizing local services and purchasing goods within the project corridor during construction.

### **Mitigation**

NJ TRANSIT will coordinate temporary roadway closing with municipalities and notify local businesses of possible access restrictions in order to mitigate possible construction induced impacts. A Maintenance of Traffic Plan, as discussed above, will be developed through consultation between NJ TRANSIT, NJDOT, PENNDOT, and the local government to assure access to all areas of the municipality is maintained.

### ***Air Quality***

Air quality impacts during construction will be limited to short term, increased fugitive dust and mobile source emissions. These impacts will cease with the conclusion of construction.

Fugitive dust is airborne particulate matter, generally of a relatively large particulate size. Construction-related fugitive dust is generalized by concrete demolition, haul trucks, concrete trucks, delivery trucks and earth-moving vehicles operating around the project corridor. This will be due primarily to particulate matter being resuspended (“kicked-up”) by vehicle movement over paved and unimproved surfaces, dirt tracked onto paved surfaces from unpaved areas at access points, and material blown from areas of exposed soils. Generally, the distance particles drift from their sources depends on their size, emission, height, and wind speed. Small particles (30- to 100-micron range) can travel several hundred feet before settling to the ground, depending on wind speed (one micron equals 0.000001 meter). Most fugitive dust, however, is made up of relatively large particles (i.e., particles greater than 100 microns in diameter). Given their relatively large size, these particles tend to settle within 20 to 30 feet of their source.

Carbon Monoxide is the principal pollutant of concern when considering localized construction induced air quality impacts of vehicles. While the presence of construction trucks and equipment will slightly increase CO levels in the area, these emissions will be minor as compared with the emissions from

vehicle traffic. Some emissions of CO from motor vehicles increase with decreasing vehicle speed. A reduction of roadway capacity and the increased queue lengths caused by a disruption of traffic during construction could result in a small, short-term elevation of localized CO concentrations.

General Conformity under the Clean Air Act, Section 176 has been evaluated for the construction of the Lackawanna project according to the requirements of 40 CFR 93, Subpart B. Total direct and indirect emissions from construction of this project have been estimated for NO<sub>x</sub> – 15.2 tons/year, PM<sub>2.5</sub> – 0.3 tons/year, VOC – 0.9 tons/year, and CO – 3.8 tons/year. These estimates are below the conformity threshold value established at 40 CFR 93.153(b) of 100 tons/year for NO<sub>x</sub>, PM<sub>2.5</sub>, and CO, and 50 tons/year for VOC. Therefore, construction of the project will not create a regional impact under 40 CFR 93.153(i), and no further analysis is required.

### Mitigation

A number of mitigation measures will be utilized to minimize or eliminate temporary air quality impacts created during the construction phase of the proposed project. The application of various control measures during construction activities will be employed to minimize the amount of construction dust generated, such as applying water or other soluble moisture-retaining agents to dirt areas, cleaning construction equipment and adjacent paved areas that are covered with dirt or dust, covering haul trucks carrying loose materials to and from construction sites and treating materials likely to become airborne and contribute to air pollution if left untreated. Other possible mitigation measures include the use of clean fuels in construction equipment, deployment of clean diesel construction equipment (new, retrofit, rebuilt or repowered), and the implementation of anti-idling practices at construction sites.

In addition, the precautions to minimize traffic disruption in the area, as discussed above will minimize the construction-related effect on mobile source emissions. This includes the implementation of a Maintenance and Protection of Traffic (MPT) plan.

### *Noise and Vibration*

Construction activities required by implementation of the proposed project will have short-term noise impacts on receptors in the immediate vicinity of the construction sites. Noise levels during construction will include noise from construction and delivery vehicles traveling to and from the site and noise from operating construction equipment. However, blasting, a typical construction noise will not be necessary for this project. The extent of impact from these sources will depend upon the nature of the construction (laying of track versus structure), the noise characteristics of the equipment operated and their duration of utilization, the construction schedule and the distance to the noise-sensitive receptors from the construction site boundary.

#### **Noise:**

Short-term construction noise impacts will occur in the immediate vicinity of construction sites, but are temporary in nature. In general, construction typically occurs during the daytime working hours of 7 AM to 6 PM. The noisiest equipment likely to be employed in the project area will be earth moving equipment (backhoe and dump truck) and groundbreaking equipment. Average noise levels measured in dBA at 50 feet for this equipment may approach the high-80's dBA. Based on typical usage factors of 0.3 (i.e., equipment is operated 30 percent of the time), a typical scenario of a crew operating 1 backhoe, 1 bull dozer and 1 dump truck can expect an hourly  $L_{eq}$  of 85 dBA at a distance of 50 feet. Based on a 6-dBA drop-off rate per doubling of distance, short-term construction noise levels associated with this operation will not exceed the 73 dBA beyond 200 feet from the point of construction.

## **Vibration:**

Ground vibration induced by project construction is highly unlikely. Much of the construction is associated with laying of tracks, and the construction of the station platforms. None of these activities involves high vibration-generating equipment. Typical vibration levels for equipment likely to be used for this project do not exceed 90 VdB at a distance of 25 feet from construction. The criterion for fragile buildings is 100 VdB and 95 VdB for extremely fragile historic buildings. Construction industry practice typically sets ground peak particle velocity (PPV) at 1 inch per second at neighboring structures.

## Mitigation

The magnitude of construction generated noise and vibration impacts along the project corridor will be reduced or eliminated by utilizing a number of mitigation measures. In addition to construction activity, coordination between NJ TRANSIT and local residents and businesses, proper use of construction equipment and maintenance of mufflers will suffice in mitigating construction noise. Compliance with industry practices and FTA guidelines for historic structures should provide adequate protection to buildings in the corridor and their occupants from vibration effects. In the event that potential impacts to fragile historic structures are identified, construction equipment will be selected to ensure that only acceptable vibration frequency ranges are generated precluding impacts to nearby structures in accordance with the project Construction Environmental Control Plan.

## ***Vegetation and Wildlife***

The construction impacts to vegetative and wildlife resources as a result of the proposed project will be temporary in nature. The construction of new track within the New Jersey portion of the corridor as well as the rehabilitation of several rail bridges and viaducts along the entire corridor will necessitate construction activities including clearing, excavation, and filling. This construction activity will possibly disturb or destroy minimal areas of vegetation, including wetlands.

Additionally, along the New Jersey portion of the corridor, there are four National Heritage Priority sites. These areas often contain an abundance of threatened and endangered species. There will be temporary impacts to critical habitat associated with the clearing and the earth moving construction required for installing new track; improvements to the existing right-of-way; modifications to bridges and culverts; and all earth-moving stabilization activities. During the engineering phase surveys for the presence of threatened and endangered species will be performed.

Also, around the area of the Delaware River Bridge, where minor rehabilitation is required, species of concern may be present. At the proposed Andover and Blainstown Station areas Best Management Practices will be implemented during construction to ensure that habitat areas are not affected.

As a result of the of the active freight service operating through the portion of the corridor located in Pennsylvania, and the limited nesting and feeding habitats associated with the disturbed environments at most of the proposed sites, construction activities related to this proposed project will affect minimal amounts of wildlife habitat. Additionally, background data will be provided from the Pennsylvania Department of Conservation and Natural Resources, the Pennsylvania Fish and Boat Commission, and the Pennsylvania Game Commission to help determine if any threatened and endangered species will be impacted by the construction of the proposed Pocono Mountain and Tobyhanna Station areas.

The proposed Scranton, Tobyhanna, East Stroudsburg, Delaware Water Gap, and Blainstown Station areas as well as the proposed Scranton yard facility have been disturbed and contain structures. Nominal areas of vegetation may be disturbed during the construction of the proposed Pocono Mountain and Andover

Station areas, as vegetation lines the DL&W right-of-way in these areas. Construction-related impacts to vegetation will potentially occur at construction staging areas. These areas will be located carefully to avoid loss of mature vegetation. Additional disturbance to vegetation and associated with the proposed project will be minimal. The Pennsylvania section of the project corridor is currently utilized for active freight service and is generally maintained without vegetation within the right-of-way.

Short-term construction impacts will also result from the temporary increase of both noise and dust. These impacts will be minor and could temporarily affect fish and wildlife in the project area. Any fish or wildlife that may be displaced as a result of the construction activity associated with this proposed project will return once construction ceased or identify another suitable habitat.

### Mitigation

Mitigation measures to minimize potential construction-related affects on vegetation and wildlife will include cautious staging and construction practices in areas where mature vegetation and potential fish and wildlife habitats are present.

### ***Physical Resources***

Construction activities along the alignment will not impact existing soil conditions along the project corridor right-of-way. Soils along the proposed station and yard sites will be temporarily disturbed due to excavation and grading associated with construction activities.

### Mitigation

Soil erosion reduction techniques will be implemented including silt fencing and the use of hay bales along the perimeter of the existing right-of-way. Further geotechnical studies will need to be performed prior to construction activities.

### ***Water Quality***

#### **Surface Water:**

Potential construction-induced impacts to water quality will likely be soil erosion and sedimentation resulting from excavation and grading activities necessary for the construction of proposed station and yard sites, and parking areas. Many of these locations, however, will be constructed at historic station sites and previously disturbed sites some of which currently consist largely of impervious surface. Exposed soils from these activities, as well as those that are stockpiled during construction, could erode during rainfall events and be transported to the stormwater and/or surface water systems within the project corridor. These impacts will be temporary and will cease with the completion of construction associated with the particular project elements. The magnitude of these potential impacts will be site specific and dependant upon soil type, weather conditions and underlying topography.

Pursuant to requirements developed for the New Jersey Pollutant Discharge Elimination System (NJPDES) Program administered through the New Jersey Department of Environmental Protection (NJDEP), the National Pollutant Discharge Elimination System (NPDES) Program administered through the United States Environmental Protection Administration (EPA), construction of the proposed project will require the issuance of Construction Activities General Stormwater Permits. These permits are required for all construction projects disturbing more than five cumulative acres. A Stormwater Pollution Prevention Plan (SWPPP) will be required under the NJPDES program. Additionally, for construction activities located within migratory fish waterways, certain restrictions will be required. While all other



appropriate federal, state, county and local water quality regulations will be adhered to; additional permits will be obtained prior to construction. Specifically, as part of any permit approval, regarding construction activities located within migratory fish waterways, certain restrictions will be required and the construction schedule will be developed accordingly. Pennsylvania adheres to the regulations set forth in the NPDES but does not have a statewide pollutant discharge elimination system.

### **Groundwater:**

Construction-related impacts to groundwater in the project corridor will be minor and temporary in nature. Excavation work that will be necessary for the construction of structures, parking areas, platforms, and bridges could intersect the water table. While the presence of existing structures and impervious surfaces at many of these proposed locations will make it unlikely that construction activities will affect groundwater in most portions of the corridor, it is possible that potential contamination of groundwater could possibly occur as a result of leaking construction equipment and/or temporary on-site sanitary storage facilities. Similarly, construction ground water dewatering in areas of potential contamination will be accomplished in accordance with the project approved Contaminated Materials and Ground Water Management Plan.

### Mitigation

To effectively minimize temporary construction-related impacts to surface water quality resulting from ground water discharge, a number of erosion control measures will be utilized. A combination of silt fences, hay bale filters, inlet filters, stone rip-rap and temporary vegetative covers will be implemented to reduce potential sedimentation and the movement of soil-laden water from construction sites. All mitigation measures will be implemented in accordance with U.S. Soil Conservation Service, USEPA, PADEP, and NJDEP standards, as well as Best Management Practices. A construction schedule will be developed to comply with all applicable restrictions for construction activities within a migratory fish waterway. Additionally, a comprehensive Erosion and Sediment Control Plan will be developed and coordinated with the PADEP, NJDEP, the counties and the municipalities. The specifics of the mitigation measures will be developed during the engineering phase of this proposed project.

Several mitigation measures will be implemented to minimize or eliminate impacts on ground water, throughout the construction phase of the proposed project. During excavation, any groundwater that is encountered will be pumped from excavated soils, filtered to remove suspended sediments and discharged to the storm water discharge system or to on-site infiltration ditches. This process will be temporary and will cease with the completion of excavation. Permits that will be required to undertake this dewatering process will be acquired from NJDEP or PADEP. Proper maintenance procedures on the construction site will avoid most leaks and mishaps associated with construction equipment. Any spills (oil, gasoline, diesel, brake fluid, transmission fluid, etc.) will be contained immediately and disposed of properly, off-site.

### ***Wetlands***

Minimal wetland areas in New Jersey and Pennsylvania will be impacted by construction activities under the proposed project. In New Jersey, these activities will constitute the excavation and removal of materials that have occluded the drainage swales to re-establish the desired cross sectional profile of the swales and provide positive drainage adjacent to the track bed. During preliminary and final design all measures will be taken to offset impacted identified functions of these aquatic resources. It is not anticipated that these construction activities within the existing right-of-way will disturb any wetland complexes located adjacent to or present at the railroad right-of-way embankments and its toe of slope. A linear wetland area that is most likely under an acre in size is located within the potential footprint of

disturbance of the proposed Andover Station area. Prior to construction, a formal wetland delineation and survey will be performed at this site. Subsequent to the delineation, preliminary and final design will be performed to avoid and minimize impacts to wetlands. In the event that such impacts are not avoidable they will be mitigated accordingly.

In Pennsylvania, wetlands were not identified within the maintained right-of-way; however, several wetland complexes were identified adjacent to the existing right-of-way embankments toe of slope. Although construction and staging activities will be contained within the existing right-of-way, minor temporary wetlands disturbances may occur to these surrounding wetland complexes and transition areas during rehabilitation or replacement activities of rail structures along the existing alignment. A small area of wetlands is present within the potential footprint of disturbance at the proposed Tobyhanna Station area. Prior to construction, a formal wetland delineation and survey will be performed at this site.

Based upon the current and projected configuration of the project alignment there is no foreseeable need for temporary construction and access fills to accomplish the construction of the project. Additionally, the use of heavy equipment to accomplish project construction will be restricted to railroad embankment or uplands, thereby avoiding wetland impacts and secondary impacts to adjacent wetland areas.

#### Mitigation

Temporary signs and fences, such as orange snow fencing, will be used to limit unnecessary direct construction impacts to wetlands. Erosion and sediment control measures consisting of silt fences, hay bales, mats or temporary drainage systems will be used to ensure that indirect construction activity encroachment on wetlands is avoided. Implementation of spill prevention plans designed first to avoid spills and second to provide direction for the efficient and successful removal of spills will minimize or alleviate impacts. Construction staging areas will be selected to avoid wetlands and their associated adjacent areas. Restricting washing activities to areas distant from wetlands and other sensitive resources will minimize or alleviate impacts to these resources. Such measures, if necessary, will be selected and specified during the engineering phase.

#### ***Floodplains***

Elements of the proposed project will be located within areas considered to be within the 100-year floodplain or the 500-year floodplain, as delineated by the Federal Emergency Management Agency (FEMA). Because the Build Alternative will simply be the reactivation of a former rail line and use of its stations and structures, the construction of the proposed project will not impact most floodplain areas within the study area. The potential temporary disturbance of floodplain areas during replacement or rehabilitation activities of bridges and culverts along the corridor will be mitigated

#### Mitigation

Any potential construction-related impact on floodplain areas and possible mitigation measures will be identified pursuant to Executive Order 11988. In addition, a NJDEP Stream Encroachment Permit issued from the Land Use Regulation Program under Flood Hazard Area Control Act, N.J.S.A. 58:16A will be obtained as well as a Water Obstruction and Encroachment Permit will be obtained from the PADEP.

### ***Hazardous Waste***

NJ TRANSIT has established a routine practice for determining the conditions of site soils prior to the implementation of a project. Preliminary subsurface investigations to determine the presence of hazardous materials will take place during the 30 percent design phase of the project. In addition, a procedure applied during the pre-bidding stage of a contract requires that an on-site sampling program be used to obtain primary data related to conditions at each site. Remediation or the possible selection of an alternate site will be considered if contamination is found.

### **Mitigation**

Construction of sites identified as containing hazardous waste will require further investigation and testing throughout the engineering and construction phases of the proposed project. Contractors will be required to handle, treat and dispose of hazardous materials encountered in a manner that will be in full compliance of all Federal, state and local regulations. Monitoring and remediation plans will be developed and approved by NJDEP or PADEP and other regulatory agencies and implementation of these plans will occur prior to construction. NJ TRANSIT, as well as those contractors that will potentially encounter such materials will develop an Emergency Response Plan.

### 3.20 Cumulative Effects and Indirect Impacts

This section provides a description of the cumulative effects and indirect impacts on a natural resource, ecosystem, or human community. To determine the cumulative effects of the proposed action combined with other past, present, and reasonably foreseeable major actions, it is necessary to take an overview approach to the projects implemented in the past, and planned for the future, in the project corridor. The methodology used in this analysis has been developed according to the guidance presented in the 1997 Council on Environmental Quality publication, *Considering Cumulative Effects Under the National Environmental Policy Act*, and other professional guidance publications on the assessment of cumulative impacts.

For the purposes of this EA, cumulative effects are defined as the impact on the environment from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal; public or private) or person undertakes such actions (40 CFR-1508.7). Indirect impacts are defined as environmental impacts caused by the proposed project that occur later in time or are further removed in distance but still reasonably foreseeable (40 CFR-1508.8 (b)). The cumulative effects of the Build Alternative were considered in addition to the No Build projects, which include:

- NJ TRANSIT Access to the Region’s Core (ARC) project, consisting of new trans-Hudson rail tunnels and a new passenger station under 34<sup>th</sup> Street in Manhattan, which includes additional peak and off-peak direct rail service to Midtown Manhattan from existing stations on both the Morris & Essex and Montclair-Boonton Lines (design phase);
- NJ TRANSIT new commuter rail equipment procurement (implementation phase);
- NJ TRANSIT new Morris & Essex Line rail station and park-and-ride in Mount Arlington, adjacent to Interstate 80 and Howard Boulevard, Morris County, NJ (implementation phase);
- NJ DOT Sparta Stanhope Road roadway/bridge improvements, Sussex County, NJ (design phase);
- NJ DOT US Route 206 roadway improvements, Sussex County, NJ (planning phase);
- NJ DOT Hope Road/County Route 521 roadway/bridge improvements, Warren County, NJ (implementation phase);
- PennDOT Marshalls Creek Bypass project, Monroe County, PA (design phase);
- PennDOT Interstates 80 and 380 Interchange project, Monroe County, PA (planning phase); and,
- City of Scranton, Scranton Intermodal Center, Lackawanna County, PA (planning phase).

The cumulative effects of the MOS portion of the Build Alternative were considered in addition to the No Build projects, which include:

- NJ TRANSIT Access to the Region’s Core (ARC) project,
- NJ TRANSIT new commuter rail equipment procurement;
- NJ TRANSIT new Morris & Essex Line rail station and park-and-ride in Mount Arlington,
- Sparta Stanhope Road roadway/bridge improvements, Sussex County, NJ; and,
- US Route 206 roadway improvements, Sussex County, NJ.

These proposed stations are not dependent on these other proposed development activities:

- The Scranton Intermodal Center is advancing on its own. The limited number of parking spaces proposed at this facility relative to rail service is 30. The projected ridership is 40 eastbound daily boarding riders. These are such small numbers that any impact is not measurable.

- The Delaware Water Gap Visitor's Center exists. The proposal is to build a parking structure at this location as part of this project. The traffic analysis performed did account for the combined Visitor's center generated traffic and that generated by people parking here to board trains.

Table 3.20-1 summarizes the indirect impacts and cumulative effects assessment. For each impact category, the trends of past actions in the study area are summarized. The No Build and Build Alternatives are then examined against past action and the direct and indirect impacts of each of these alternatives are presented. The Build Alternative is then examined against future conditions with the No Build projects to provide an understanding of the cumulative impacts of these projects. The cumulative effects of the Build Alternative with the No Build Alternative projects are presented.

**Table 3.20-1: Summary of Indirect and Cumulative Impacts**

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Land Use, Zoning, Consistency with Local Plans	Over time, zoning regulations have separated incompatible uses.	<p><b>No Build Alternative:</b> The No Build Alternative will result in no indirect impacts. Development will continue to occur along the corridor in accordance with local land use policy, guidelines, and regulations.</p> <p><b>Build Alternative:</b> A project-induced development will not occur in the vicinity of any of the proposed station sites. The areas surrounding the proposed Scranton, Tobyhanna, and East Stroudsburg Station areas as well as the proposed Scranton Yard Facility are developed and contain few vacant parcels. Any development in these areas will result from the redevelopment of underutilized parcels and will be independent of the proposed project. The potential for development at the proposed Pocono Mountain, Analomink, Delaware Water Gap, Blirstown, and Andover Station areas is restricted because of the physical constraints of the land, the large lot zoning, stringent land development regulations, and the lack of public infrastructure.</p> <p><b>Mitigation</b> - No mitigation required.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on land use, zoning and consistency with local plans of the Build Alternative were examined along with the NJ TRANSIT rail projects in the No Build: ARC, the rail equipment procurement and Mount Arlington station. The ridership projections for the proposed rail service are not sufficiently high to suggest impacts on land use, zoning and consistency with local plans as a result of these cumulative effects, except in Scranton which will be subsequently discussed. The cumulative effects on land use, zoning and consistency with local plans of the Build Alternative were examined along with the roadway improvements and other projects in the No Build (Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project), and no cumulative effects were found. The Build project with the Scranton Intermodal Center has the potential to create a net positive cumulative effect on land use in this area of downtown Scranton by creating improved transportation access and restoring its use to transportation, in keeping with the nature of the historic land use of the area.</p>
Community Facilities and Parks	Overall increase in demand for services results in an increase in their cost.	<p><b>No Build Alternative:</b> Under the No Build Alternative, there will be no increase in the response time of emergency services and no indirect impacts to parks.</p> <p><b>Build Alternative:</b> There will be a minimal increase in the response times of emergency services due to reactivation of passenger rail service. However, this will only occur when a train is passing through an active grade crossing. The short duration of time it will take for the train to pass through a grade crossing coupled with the limited frequency of service will reduce the likelihood of impacts. No indirect impacts are anticipated to occur to parks.</p> <p><b>Mitigation</b> - No mitigation required. As part of on-going coordination, NJ TRANSIT will work with the local municipalities to develop appropriate grade-crossing protection measures to ensure continued circulation for emergency service vehicles and safe access to and from all community facilities.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on community facilities and parks of the Build Alternative were examined along with the NJ TRANSIT rail projects in the No Build (ARC, the rail equipment procurement and Mount Arlington station), and no cumulative effects were found. The cumulative effects on community facilities and parks of the Build Alternative was examined along with the roadway improvements in the No Build (Sparta Stanhope Road, Route 206, Hope Road, Marshalls Creek Bypass, I-80 and 380 Interchange project) will have a net positive cumulative impact on community facilities and parks by improving general access. The Build project along with the Visitors Center and the Scranton Intermodal Center will have a positive cumulative effect on nearby parks (Delaware Water Gap, Steamtown) by providing increased modal access via bus and rail to these parks instead of reliance on automobile access; combined these projects will have no increased impacts on community facilities.</p>

Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Historic and Archaeological Resources	Previously, there was a chronic disregard for historic/cultural resources. Awareness and advocacy result from the demolition of key landmarks.	<p><b>No Build Alternative:</b> The No Build Alternative could cause impacts to some historic sites/structures and archaeological resources from increased traffic and noise. Continued development in some areas could also cause alterations of some historic sites or structures.</p> <p><b>Build Alternative:</b> The following historic resources, identified in the APE, will be directly affected by the proposed project: DL&amp;W Railroad Route from Scranton to the Delaware River Bridge; Delaware, Old Main DL&amp;W Railroad Historic District; Lackawanna and Western (Lackawanna) Cut-Off; Delaware, Lackawanna and Western (Lackawanna) Cut-Off Route (Roseville Tunnel, Paulins Kill Viaduct, Delaware River Bridge); Blairstown Station and Freight House; Greendell Station Complex (includes Greendell Interlocking Tower and Station); and Port Morris Interlocking Tower. Impacts to archaeological resources at both yard and all stations except Analomink are possible.</p> <p><b>Mitigation</b> – The project will have no adverse effect to the historic resources listed, with the following stipulations: Environmental Construction Plans will detail precautions and methods to be followed during construction to avoid impacts to resources. These plans will be reviewed and approved by regulatory authorities prior to the initiation of project construction. The plans will detail requirements to be followed by contractors to mitigate noise, vibration and dust impacts on resources during construction; Rehabilitation of stations, tunnels, bridges and other structures will be in accordance with Secretary of the Interior’s standards; the rehabilitation or stabilization of existing historic structures as part of the Project will be reviewed and approved by the SHPOs. The following historic structures will be rehabilitated and reused by the Project: Blairstown Railroad Station, Greendell Station; the following historic structures will be stabilized and weatherproofed by the Project; if feasible, a reuse of these structures will be sought: Blairstown Freight House, Greendell Interlocking Tower, Port Morris Interlocking Tower; and NJ TRANSIT and the NJ SHPO shall consult on the appropriate disposition of the site of the former Johnsonburg Station.</p> <p>Archaeological impacts will be mitigated as follows. Soil borings that will be available during the engineering phase will be reviewed by accredited archeologists to determine if there are potential archeological resources present. Analysis of the soil borings may eliminate the need for a Phase IB testing program. If, as a result of the soil boring review by accredited archeologists, there is deemed a potential presence of archeological resources, then a Phase IB archeological investigations will be conducted by accredited archeologists during the engineering phase at the proposed maintenance/yard site and the 7 station sites. If Phase IB investigations reveal the presence of resources, further archeological evaluation will be performed by accredited archeologists and will be mitigated in consultation with the appropriate SHPO.</p> <p>A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the listed historic and archaeological resources. A copy of this agreement that is being executed is included in this EA.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on historic and archaeological resources of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p>
Visual Resources	Wide variation in quality prior to zoning standards.	<p><b>No Build Alternative:</b> The No Build Alternative will result in no indirect impacts. There will be no alterations of visual resources or view corridors.</p> <p><b>Build Alternative:</b> A potential for minimal modifications to immediate visual character station areas is possible during construction but with mitigation using Best Management Practices this will not result in an impact to overall visual quality.</p> <p><b>Mitigation</b> – No mitigation will be required.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on visual resources of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p>

Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Transportation	Auto use increased as transit service diminished.	<p><b>No Build Alternative:</b> The No Build Alternative will result in no indirect impacts. Continued development activity within the portions of the study corridor is expected, resulting in an increase in background traffic growth.</p> <p><b>Build Alternative:</b> Under the Build Alternative, traffic is expected to increase as a result of the Tobyhanna, Pocono Mountain, East Stroudsburg, and Delaware Water Gap Station sites.</p> <p><b>Mitigation -</b> Impacts will be minimized by a traffic engineering evaluation of current traffic signal timing and improvements to the efficiency of traffic signals based upon this analysis at each impacted location, using projected traffic volume increases. The utilization of the following mitigation measures will be provided to local officials for their consideration:</p> <ul style="list-style-type: none"> <li>• Tobyhanna: PA Route 423 EB (AM Peak) and WB (PM Peak) at Route 611 – Signal timing change from 95 to 60 second cycle;</li> <li>• Pocono Mountain: PA Route 611 / Route 196 at PA Route 940 (AM and PM Peak) – Signal timing change from 100 to 150 second cycle;</li> <li>• East Stroudsburg: Crystal Street at Analomink (PM Peak) – Geometry modification and install a two-phase, 100-second cycle traffic signal; and,</li> <li>• Delaware Water Gap: Interstate 80 ramp at PA Route 2028 – Retime traffic signal with two-phase, 80-second cycle (AM) and 70-second cycle (PM) and traffic signal warning flasher sign on off ramps.</li> </ul>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on the transportation network of the Build Alternative were examined along with the NJ TRANSIT rail projects in the No Build (ARC, the rail equipment procurement and Mount Arlington station) and no cumulative effects were found. The cumulative effects on the transportation network of the Build Alternative was examined along with the roadway improvements and other projects in the No Build in New Jersey (Sparta Stanhope Road, Route 206, Hope Road), and, as the Build Alternative ridership is relatively low, no cumulative effects were found. The cumulative effects on the transportation network of the Build Alternative was examined along with the roadway improvements and other projects in the No Build in Pennsylvania (I-80 Visitors Center, Marshalls Creek Bypass, I-80 and 380 Interchange project and Scranton Intermodal Center) will result in a positive cumulative effect to the transportation network. Based on the projected growth, traffic will increase. Individually, the proposed transportation projects have been planned to reduce the cumulative effects of this growth on the transportation network. The proposed project will cause localized increases in traffic; however, mitigation efforts will minimize these conditions. In addition, the proposed project will provide a new mode of regional transportation that will remove vehicles from the area’s regional roadways. The other planned roadway improvements will result in minimal transportation impacts beyond what is described in the No Build Alternative.</p> <p><b>Mitigation –</b> No mitigation is necessary as the mitigation of the individual projects will address localized issues, and the net cumulative effect of the combined projects will be an overall improvement to mobility and access in the region.</p>



Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Noise and Vibration	Traffic generates locally concentrated noise; standards established to abate noise.	<p><b>No Build Alternative:</b> The No Build Alternative could result in minimal indirect effects as a result of increased traffic resulting from projected growth along sections of the project corridor.</p> <p><b>Build Alternative:</b> There will be wayside and whistle noise impacts generated as a result of the proposed project. Using the thresholds for “Severe Impact” and “Moderate Impact” defined by FTA guidelines, there are 448 residences located within the Moderate Impact distance, which ranges from 50 to 900 feet from the track centerline, and 38 residences located within the Severe Impact distance, which ranges from 20 to 380 feet from the track centerline.</p> <p>Vibration impacts generated by the project will be minimized or eliminated with the rehabilitation of rails (welded rail) and track beds.</p> <p><b>Mitigation</b> - The implementation of Quiet Zones at the following seven at-grade crossings will eliminate 38 of the Severe Impacts and 182 Moderate Impacts:</p> <ul style="list-style-type: none"> <li>• Stokes Avenue (Gravel Place) in East Stroudsburg, PA;</li> <li>• North Cortland Street in East Stroudsburg, PA;</li> <li>• Burson Street in East Stroudsburg, PA;</li> <li>• East Broad Street in East Stroudsburg, PA;</li> <li>• Analomink Street in East Stroudsburg, PA;</li> <li>• Wolf’s Corner Road in Green Township, NJ; and</li> <li>• Brooklyn Road in Stanhope, NJ</li> </ul> <p>This leaves 266 moderate impacts that do not require mitigation as per FTA requirements.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on noise and vibration of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found..</p>
Energy	Inefficient consumption of fossil fuels and increase demand create shortages.	<p>No Build Alternative: Under the No Build Alternative, growth will continue as projected, resulting in increases in energy expenditures.</p> <p>Build Alternative: The projected indirect and direct energy expenditures of the Build Alternative are marginal when compared to the overall statewide figures for New Jersey and Pennsylvania. Due to the small sizes of the projected increases in comparison with statewide figures, the projected increases will be easily managed by existing New Jersey and Pennsylvania power resources.</p> <p>Mitigation – No mitigation efforts will be required.</p>	<p>Build Alternative with No Build Projects: The cumulative effects on energy of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found. Construction of the Build Alternative in addition to all other major actions planned for the project corridor will result in a minimal increase to direct and indirect energy expenditure. The projected increases will be small in comparison with statewide figures; therefore, projected increases will not cause an impact.</p> <p>Mitigation – No mitigation efforts will be required.</p>

Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Geology, Soil, and Topology	Regional urbanization greatly altered subsurface resources.	<p><b>No Build Alternative:</b> The No Build Alternative will result in no indirect impacts to geology, soils, or topology. Planned development within the project corridor will be conducted to avoid any impacts to physical resources and will be in accordance to the regulations set forth in the New Jersey Highlands Water Protection Act, where applicable.</p> <p><b>Build Alternative:</b> The Build Alternative requires limited construction activity therefore indirect impacts to geology, soil, and topology along the project occur are not expected to occur.</p> <p><b>Mitigation</b> – No mitigation efforts will be required.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on geology, soil, and topology of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p> <p><b>Mitigation</b> - No additional mitigation is necessary, as the mitigation Best Management Practices, specific design standards) of the individual projects will address localized issues.</p>
Water Quality	Severe reduction in surface and groundwater quality.	<p><b>No Build Alternative:</b> For the No Build Alternative, growth could occur in some areas of the project corridor resulting in the creation of more impervious surfaces causing increased stormwater runoff.</p> <p><b>Build Alternative:</b> Impacts to water quality within the study corridor will be minimal due to the inherent nature of the project (i.e. reusing an existing railroad infrastructure). Reactivating rail service on the existing rights-of-way will require limited additional construction and will create minimal additional impervious surface above what already exists.</p> <p><b>Mitigation</b> - Mitigation of water quality and quantity effects will first be directed towards avoidance, followed by minimization. Where impacts to water quality and quantity are unavoidable, mitigation will be conducted in the form of bio-retention, stormwater infiltration or detention facilities wet ponds plus other non-structural Best Management Practices to prevent any impacts to water quality and quantity. These methods will reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on water quality and increased storm water runoff from impervious surfaces of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p> <p><b>Mitigation</b> - No additional mitigation is necessary, as the mitigation Best Management Practices, specific design standards) of the individual projects will address localized issues.</p>
Floodplains	Development occurred in floodplain and flood fringe areas	<p><b>No Build Alternative:</b> The No Build Alternative will have no indirect impact on floodplains.</p> <p><b>Build Alternative:</b> Portions of the rail right of way are located intermittently within the 100-year flood zone of several different water bodies. There will be minimal disturbances because the proposed rail alignment is an existing rail corridor. The proposed Delaware Water Gap station platform is within the 100-year floodplain. The proposed Analomink Station is within the 500-year floodplain.</p> <p><b>Mitigation</b> - Mitigation measures will include providing adequate flow circulation, reducing grading requirements, preserving natural drainage when possible, re-vegetation of disturbed areas and soil conservation. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on floodplains of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found, however special consideration should be given during construction.</p> <p><b>Mitigation</b> - The PA DEP and the NJ DEP will regulate all actions and ensure measures are utilized to protect areas prone to flooding.</p>

Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Wetlands	Whole filling/reduction in acreage of wetlands.	<p><b>No Build Alternative:</b> The No Build Alternative could cause indirect impacts to wetlands due to growth occurring along the project corridor. Impacts could occur in areas most suitable to development and could include wetland loss and potential degradation of wetland quality and function. All growth activities will be pursuant to federal and state wetland regulations.</p> <p><b>Build Alternative:</b> Approximately 6.4 acres of wetlands will be disturbed as a result of the Build Alternative. The maximum/worst case impact to wetlands will be 6.0 acres within the project right-of-way and 0.4 acres at stations.</p> <p><b>Mitigation</b> - As the design is progressed through engineering stages, all design efforts will be implemented to avoid and minimize disturbances. In keeping with the requirements of avoidance and minimization of wetland impacts per Section 404 of the Clean Water Act and NEPA as jointly administered by the United States Environmental Protection Agency (USEPA) and the United States Army Corps of Engineers (USACE), NJ TRANSIT will perform wetland delineations jointly with the engineering/design process. NJ TRANSIT has found that by doing the design, concurrently with the wetland delineations, the designs developed avoid and minimize these disturbances to the greatest extent possible, in keeping with Federal and State requirements. These methods will be reviewed and discussed in coordination with Federal and State regulatory agencies and upon their approval, implemented. Any unavoidable disturbances will be mitigated to ensure compliance with NEPA and Section 404. Compensatory mitigation will include measures to offset the loss of wetland functions resulting from the project. These compensatory measures may include restoration, creation and/or enhancement of wetlands.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on wetlands of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p>
Threatened & Endangered Species	Decrease in numbers and diversity of species from development.	<p><b>No Build Alternative:</b> The No Build Alternative could result in indirect impacts with regard to critical habitat. The potential indirect impacts of disturbance or habitat fragmentation from increased traffic and noise will not likely jeopardize the continued existence of any federal or state threatened or endangered species.</p> <p><b>Build Alternative:</b> Throughout the project coordination with Federal and State agencies regarding the presence of threatened or endangered species has occurred through written correspondence and individual meetings. The most recent correspondence taking place in the summer of 2007, see appendices L and Q for correspondence and additional supporting documentation. Federal and State threatened and endangered species, located within the Build alternative study area include in NJ (Federal: 2 fauna species and 0 flora species; State: 15 fauna species and 2 flora species) and in PA (Federal: 2 fauna species and 1 flora species; State: 4 fauna species and 5 flora species.) It is useful to note that the PA portion of the Build Alternative is an active freight railroad operation. Until such time that all surveys are completed, all Federal and state listed fauna and flora species are assumed to be impacted.</p> <p><b>Mitigation</b> – Habitat field surveys for the identified species noted in Table 3.16-1 are currently being conducted on the NJ portion of the right of way and station location at Andover, NJ; results of these surveys will be posted on the NJ TRANSIT website, www.njtransit.com. Additional surveys during the engineering phases on the remaining portion will be conducted. These actions will be coordinated with the necessary agencies. If avoidance is not possible, mitigation will include habitat replacement and/or relocation. Construction activities will be modified, if necessary. With the mitigation measures proposed, impacts will be mitigated to regional populations of federally or state-listed species. In working with the appropriate resource agencies, NJ TRANSIT will seek incidental take permits, if necessary.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on federal and state threatened and endangered species of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p>

Table 3.20-1 (continued)

	<u>Past Action</u>	<u>Direct/Indirect Impacts</u>	<u>Cumulative Effects</u>
Hazardous Materials	Unregulated pollution and storage of hazardous materials.	<p><b>No Build Alternative:</b> The No Build Alternative will not result in the exposure of hazardous materials. Environmental regulations prohibit dumping and mandate clean up activity.</p> <p><b>Build Alternative:</b> There is potential for impacts from hazardous materials encountered during construction at the potential station sites, the maintenance-of-way and yard areas, and areas of the rail alignment anticipated for disruption or excavation. Initial investigations, however, have not revealed any specific impacts at these locations.</p> <p><b>Mitigation -</b> Impacts will be mitigated in compliance with Federal, State and Local regulations. As per property acquisition requirements, in-depth investigations will be conducted during the engineering phase of the project prior to acquisition or construction to identify hazardous materials. All investigation/remediation activities will be conducted in accordance with NJDEP technical requirements for site remediation, PADEP requirements, as well as USEPA guidelines. In the event that hazardous or regulated materials are encountered during construction, they will be handled and classified for offsite disposal in accordance with the project Contaminated Soils, Water and Materials Management Plan and in accordance with applicable Federal, State and Local Regulations. Project construction requirements do not project ground water dewatering as part of necessary construction activities, nevertheless, should dewatering be required, all ground water will be handled and disposed of in accordance with applicable Federal, State and Local Regulations above.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects from the exposure to hazardous materials of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found.</p>
Environmental Justice	Unfair disturbance to minority and low-income neighborhoods.	<p><b>No Build Alternative:</b> The No Build Alternative will not result in indirect impacts on minority and low-income neighborhoods.</p> <p><b>Build Alternative:</b> Modest concentrations of minority populations and of low-income populations live in close proximity to a number of proposed station areas. Both minority and low-income populations will share equally with the general population in any positive or negative indirect impacts that will be generated by the proposed project. Therefore, no environmental justice-related impacts will result from the proposed project.</p> <p><b>Mitigation -</b> No mitigation efforts will be required.</p>	<p><b>Build Alternative with No Build Projects:</b> The cumulative effects on populations and of low-income populations of the Build Alternative were examined along with the projects in the No Build (ARC, NJT rail equipment, Mount Arlington station, Sparta Stanhope Road, Route 206, Hope Road, I-80 Visitors Center, Marshalls Creek Bypass, and I-80 and 380 Interchange project, Scranton Intermodal Center), and no cumulative effects were found. Minority and low-income populations as well as the general population will benefit from the improvements in access and mobility.</p>

## **4.0 LIST OF PERMITS**

Based on the project information collected to date, preliminary state and federal regulatory permits have been identified for project implementation. Pre-application meetings during subsequent design stages with these regulatory agencies will be held to determine exactly what permits are necessary and the most efficient way to gain those approvals. Permit applications will then be prepared for the appropriate approvals during future project phases. At that time, permits that will be applicable will be decided by the regulatory agencies including the NJDEP, PADEP, US Coast Guard and the US Army Corps of Engineers (USACE).

### **4.1 Pennsylvania**

#### *Wetlands*

Minor disturbances to surrounding wetlands will occur due to bridge and culvert replacement along the right-of-way. There will be no impacts within the existing alignment. Permits will be required from the USACE under Section 10 of the Rivers and Harbors Action and Section 404 of the Clean Water Act. Pre-application meetings are strongly encouraged by PADEP prior to final site plan design to assure that design engineers are aware of what will be permissible under the different potential permit applications

#### *Floodplains*

Permits will be required for activities in floodplain areas from the PADEP.

### **4.2 New Jersey**

#### *Wetlands*

Permits from the New Jersey Department of Environmental Protection (NJDEP) Land Use Regulation program and USACE will be applied for covering any wetland impacts along the entire project corridor in New Jersey. The NJDEP's Land Use Regulation program has primary responsibility for the regulation of the State's freshwater wetlands as the result of a 1993 Memorandum of Agreement (MOA) with USEPA. While the MOA allowed NJDEP to assume authority for the Clean Water Act Section 404 program in freshwater wetlands, it also identifies a number of environmental conditions that initiate USEPA oversight. This includes, but is not limited to, fills with the potential to impact five or more acres, and discharges. Pre-application meetings are strongly encouraged by the NJDEP and the USACE prior to final site plan design to assure that design engineers are aware of what will be permissible.

#### *Floodplains*

Permits will be required for activities in floodplain areas from the NJDEP.

### **4.3 Delaware River**

The USACE has jurisdiction over activities on the Delaware River and will need to be consulted depending on Delaware River bridge rehabilitation activities. Bridge pier inspection on the Delaware River Bridge will be done in future engineering phases of the proposed project. Scour protection measures may be necessary after pier inspections are completed at which time the necessary permitting procedures will be initiated with the governing regulatory agencies.

In addition, any construction activity proposed to be performed within navigable waterways is regulated by the Federal Rivers and Harbors Act of 1899 (33 U.S.C. 401 et. seq.). The US Fish and Wildlife Service (FWS) will be consulted and coordinated with relating to activities associated with the Delaware River bridge area of the project. Consultation with the United States Coast Guard has been initiated. Consultation will continue through the design process.

The Delaware River Basin Commission administers water quality regulations pertaining to the Delaware River and its tributary watersheds therefore permits will be required for any activities in or along the Delaware River, including the rehabilitation of the Delaware River Bridge.

## 5.0 DISTRIBUTION LIST

### US Senators

United States Senator for New Jersey, Frank Lautenberg, US Senator  
United States Senator for New Jersey, Robert Menendez, US Senator  
United States Senator for Pennsylvania, Bob Casey, US Senator  
United States Senator for Pennsylvania, Arlen Specter, US Senator

### US Representatives

New Jersey, 5th US Congressional District, Scott Garrett, US Congressman  
New Jersey, 7th US Congressional District, Mike Ferguson, US Congressman  
New Jersey, 11th US Congressional District, Rodney Frelinghuysen, US Congressman  
Pennsylvania, 10th US Congressional District, Chris Cerney, US Congressman  
Pennsylvania, 11th US Congressional District, Paul Kanjorski, US Congressman

### Governors

Office of the Governor, Jon Corzine, Governor of New Jersey  
Office of the Governor, Edward Rendell, Governor of Pennsylvania

### New Jersey State Legislators

New Jersey Senate, District 23, Leonard Lance, NJ Senator  
New Jersey Senate, District 24, Steven V. Oroho, NJ Senator  
New Jersey Senate, District 25, Anthony Bucco, NJ Senator  
New Jersey Senate, District 26, Joseph Pennacchio, NJ Senator  
New Jersey Assembly, District 23, Marcia Karrow, NJ Assemblyperson  
New Jersey Assembly, District 23, Michael Doherty, NJ Assemblyperson  
New Jersey Assembly, District 24, Alison Littell McHose, NJ Assemblyperson  
New Jersey Assembly, District 24, Gary R. Chiusano, NJ Assemblyperson  
New Jersey Assembly, District 25, Michael Patrick Carroll, NJ Assemblyperson  
New Jersey Assembly, District 25, Richard Merkt, NJ Assemblyperson  
New Jersey Assembly, District 26, Alex DeCroce, NJ Assemblyperson  
New Jersey Assembly, District 26, Joseph Pennacchio, NJ Assemblyperson

### *Senate Transportation Committee*

New Jersey Senate, District 1, Jeff Van Drew, NJ Senator, Transportation Committee  
New Jersey Senate, District 4, Fred Madden, NJ Senator, Transportation Committee - Vice Chair  
New Jersey Senate, District 10, Andrew Ciesla, NJ Senator, Transportation Committee  
New Jersey Senate, District 11, Sean T. Kean, Transportation Committee  
New Jersey Senate, District 32, Nicholas Sacco, NJ Senator, Transportation Committee - Chair

### *Assembly Transportation Committee*

New Jersey Assembly, District 1, Matthew W. Milam, NJ Assemblyperson, Transportation Committee  
New Jersey Assembly, District 2, John F. Amodeo, NJ Assemblyperson, Transportation Committee  
New Jersey Assembly, District 8, Scott Rudder, NJ Assemblyperson, Transportation Committee  
New Jersey Assembly, District 9, Brian E. Rumpf, NJ Assemblyperson, Transportation Committee  
New Jersey Assembly, District 19, John Wisniewski, NJ Assemblyperson, Transportation Committee -  
Chair

New Jersey Assembly, District 22, Linda Stender, NJ Assemblyperson, Transportation Committee – Vice Chair

New Jersey Assembly, District 31, L. Harvey Smith, NJ Assemblyperson, Transportation Committee

New Jersey Assembly, District 32, Vincent Prieto, NJ Assemblyperson, Transportation Committee

New Jersey Assembly, District 33, Caridad Rodriguez, NJ Assemblyperson, Transportation Committee

New Jersey Assembly, District 34, Thomas Giblin, NJ Assemblyperson, Transportation Committee

New Jersey Assembly, District 38, Connie Wagner, NJ Assemblyperson, Transportation Committee

New Jersey Assembly, District 40, Scott T. Rumana, NJ Assemblyperson, Transportation Committee

### **Pennsylvania State Legislators**

Pennsylvania Senate, District 14, Raphael J. Musto

Pennsylvania Senate, District 18, Lisa Boscola, PA Senator

Pennsylvania Senate, District 20, Lisa Baker, PA Senator

Pennsylvania Senate, District 22, Robert Mellow, PA Senator

Pennsylvania Senate, District 29, James Rhoades, PA Senator, Transportation Committee

Pennsylvania House of Representatives, 112th District, Ken Smith, PA Representative

Pennsylvania House of Representatives, 113th District, Frank Shimkus, PA Representative

Pennsylvania House of Representatives, 114th District, Jim Wansacz, PA Representative

Pennsylvania House of Representatives, 115th District, Edward G. Staback, PA Representative

Pennsylvania House of Representatives, 118th District, Mike Carroll, PA Representative

Pennsylvania House of Representatives, 138th District, Craig Dally, PA Representative

### *Senate Transportation Committee*

Pennsylvania Senate, District 23, Roger A. Madigan, Transportation Committee, Chair

Pennsylvania Senate, District 41, Donald C. White, Transportation Committee, Vice Chair

Pennsylvania Senate, District 46, J. Barry Stout, Transportation Committee, Minority Chair

Pennsylvania Senate, District 25, Joseph B. Scarnati, III, Transportation Committee, ex-officio

Pennsylvania Senate, District 29, Jane M. Earll, Transportation Committee – Majority

Pennsylvania Senate, District 10, Charles T. McIlhinney, Jr., Senator, Transportation Committee – Majority

Pennsylvania Senate, District 37, John Pippy, PA Senator, Transportation Committee – Majority

Pennsylvania Senate, District 33, Terry L. Punt, PA Senator, Transportation Committee – Majority

Pennsylvania Senate, District 6, Robert M. Tomilson, PA Senator, Transportation Committee – Majority

Pennsylvania Senate, District 32, Richard A. Kasunic, PA Senator, Transportation Committee – Minority

Pennsylvania Senate, District 47, Gerald L. LaValle, Senator, Transportation Committee – Minority

Pennsylvania Senate, District 4, Leanna M. Washington, Transportation Committee – Minority

Pennsylvania Senate, District 17, Constance H. Williams, Transportation Committee – Minority

### *House of Representatives Transportation Committee*

Pennsylvania House of Representatives, Joseph Markosek, Transportation Committee, Chairman – Majority

Pennsylvania House of Representatives, Joseph Petrarca, Transportation Committee – Majority Secretary

Pennsylvania House of Representatives, Michael Gerber, Transportation Committee – Majority Subcommittee Chairman on Public Transportation

Pennsylvania House of Representatives, John P. Sabatina, Jr., Transportation Committee – Majority Subcommittee Chairman on Railroads

Pennsylvania House of Representatives, Dante Santoni, Jr., Transportation Committee – Majority Subcommittee Chairman on Transportation Safety

Pennsylvania House of Representatives, John J. Siptroth, Transportation Committee – Majority Subcommittee Chairman on Aviation



Pennsylvania House of Representatives, Timothy J. Solobay, Transportation Committee – Majority Subcommittee Chairman on Highways  
Pennsylvania House of Representatives, Richard A. Geist, Transportation Committee – Minority Chairman  
Pennsylvania House of Representatives, John R. Evans, Transportation Committee – Minority Subcommittee Chairman on Highways  
Pennsylvania House of Representatives, Kate Harper, Transportation Committee – Minority Subcommittee Chairman on Aviation  
Pennsylvania House of Representatives, John Maher, Transportation Committee – Minority Subcommittee Chairman on Public Transportation  
Pennsylvania House of Representatives, Ron Miller, Transportation Committee – Minority Subcommittee Chairman on Railroads  
Pennsylvania House of Representatives, Katharine M. Watson, Transportation Committee – Minority Subcommittee Chairman on Transportation Safety

### **County Officials**

Lackawanna County Board of Commissioners, Robert C. Cordaro, Commissioner Chairman  
Monroe County Board of Commissioners, Donna Asure, Commissioner Chairman  
Morris County Board of Chosen Freeholders, Margaret Nordstrom, Freeholder Director  
Northampton County Council, John Stoffa, County Executive  
Sussex County Board of Chosen Freeholders, Susan Zellman, Freeholder Director  
Warren County Board of Chosen Freeholders, Everett Chamberlain, Freeholder Director  
Wayne County Board of Commissioners, Robert Monacelli, Commissioner Chairman

### **Municipal Officials**

Andover Borough, NJ, Shirlee Bollard, Mayor  
Andover Township, NJ, Tom Walsh, Mayor  
Barrett Township, PA, Phil Dente, Chairman of the Board of Supervisors  
Blairstown Township, NJ, Steven Lance, Mayor  
Byram Township, NJ, Eskil (Skip) Danielson, Mayor  
City of Scranton, PA, Chris Doherty, Mayor  
Clifton Township, PA, Theodore Stout, Chairman of the Board of Supervisors  
Coolbaugh Township, PA, Robert Zito, Chairman of the Board of Supervisors  
Covington Township, PA, Thomas Yerke, Chairman of the Board of Supervisors  
Delaware Water Gap Borough, PA, Walt Conway, Mayor  
Denville Township, NJ, Gene Feyl, Mayor  
Dunmore Borough, PA, Patrick Loughney, Mayor  
East Stroudsburg Borough, PA, Armand Martinelli, Mayor  
Elmhurst Township, PA, Robert Parkins, Chairman of the Board of Supervisors  
Frelinghuysen Township, NJ, Thomas Charles, Mayor  
Green Township, NJ, Roger Michaud, Mayor  
Hopatcong Borough, NJ, Richard Hodson, Mayor  
Knowlton Township, NJ, Frank Van Horn, Mayor  
Lehigh Township, PA, Dan Cuccherini, Chairman of the Board of Supervisors  
Moscow Borough, PA, Daniel Edwards, Mayor  
Mount Pocono Borough, PA, Francis O'Boyle, Mayor  
Paradise Township, PA, Dennis Keesler, Chairman of the Board of Supervisors  
Pocono Township, PA, Patrick Ross, Chairman of the Board of Supervisors  
Roaring Brook Township, PA, Anthony Jordan, Chairman of the Board of Supervisors  
Roxbury Township, NJ, John Ciaramella, Mayor  
Smithfield Township, PA, Brian Barrett, Chairman of the Board of Supervisors

Stanhope Borough, NJ, Diana Kuncken, Mayor  
Stroud Township, PA, Larry Sebring, Chairman of the Board of Supervisors  
Tobyhanna Township, PA, John Kerrick, Chairman of the Board of Supervisors  
Upper Mount Bethel Township, PA, Andrew Nestor, Chairman of the Board of Supervisors

**Federal Agencies**

Delaware Water Gap Recreational Area, William Laitner  
Federal Emergency Management Agency, Steve Kempf, Regional Director, Region 2  
Federal Emergency Management Agency, Jonathan Sarubbi, Regional Director, Region 3  
Federal Railroad Administration, Joseph Boardman, Administrator  
Federal Transit Administration - Region II, Rebecca Reyes-Alicea, Community Planner  
Federal Transit Administration - Region III, Karen Roscher, Transportation Program Specialist  
Federal Transit Administration - Region III, Letitia Thompson, Regional Administrator  
Federal Transit Administration, Region II, Brigid Hynes-Cherin, Regional Administrator  
Federal Transit Administration, Region II, Nancy Danzig, Director, Office of Planning and Program Development  
National Park Service, Kip Hagen, Superintendent Steamtown NHS  
US Army Corps of Engineers, James Haggerty, Chief-Eastern Permit Section  
US Army Corps of Engineers, A. Forester Einarsen, Office of Environmental Policy  
US Army Corps of Engineers, Samuel Reynolds, Chief, Application Section II  
US Coast Guard, Waverly Gregory  
US Department of the Interior, Andrew Raddant, Regional Environmental Officer  
US Department of the Interior, Fish & Wildlife Service, Clifford Day, NJ Field Office  
US Department of the Interior, Fish & Wildlife Service, David Densmore, PA Field Office  
US Environmental Protection Agency, Office of Federal Activities, Anne Norton Miller, Director  
US Environmental Protection Agency, Alan Steinberg, Regional Administrator, Region 2  
US Environmental Protection Agency, Donald Welsh, Regional Administrator, Region 3  
US Department of the Interior, Fish & Wildlife Service - NJ Field Office, Darren Harris, Supervisor  
US Department of the Interior, Office of Environmental Policy and Compliance, Willie Taylor, Director  
US Department of the Interior, Michael Chezik, Regional Environmental Officer, Philadelphia Region  
US National Park Service, Fran Mainella, Director

**Regional Agencies**

Delaware River Basin Commission, Carol Collier  
Delaware River Joint Toll Bridge Commission (DRJTBC), Frank McCartney, Executive Director  
North Jersey Transportation Planning Authority, Mary K. Murphy, Executive Director  
Northeastern Pennsylvania Alliance, Kurt Bauman  
Northeastern Pennsylvania Alliance, Brian Langan  
Pennsylvania Northeast Regional Rail Authority, Robert Hay, Chairman  
Pennsylvania Northeast Regional Rail Authority, Larry Malski, Chief Operating Officer

**State Agencies**

New Jersey Department of Agriculture, Charles Kuperas, Secretary  
New Jersey Department of Community Affairs, Susan Bass Levin, Commissioner  
New Jersey Department of Environmental Protection, Lisa Jackson, Commissioner  
New Jersey Department of Environmental Protection, Charles Welch, Land Use Regulation  
New Jersey Department of Environmental Protection, Div. Of Parks & Forestry, Herbert Lord, Specialist  
New Jersey Department of Transportation, Kris Kolluri, Commissioner  
New Jersey Historic Preservation Office, Dorothy Guzzo, Administrator State Historic Preservation Office  
New Jersey State Historic Preservation Office, Charles Scott

New Jersey Highlands Council, John Weingart  
New Jersey Office of State Government, Eileen Swan, Executive Director  
Pennsylvania Department of Conservation and Natural Resources, Justin Newell, Environmental Review Specialist  
Pennsylvania DOT Bureau of Public Transportation, Edwin Marshall, Transportation Planning Manager  
Pennsylvania DOT Bureau of Public Transportation, Toby Fauver, Deputy Secretary  
Pennsylvania DOT Bureau of Rail Freight, Ports & Waterways, Robert A. McNary, Director  
Pennsylvania Fish & Boat Commission, Div. Of Env. Services, Christopher Urban, Chief, Natural Diversity Section  
Pennsylvania Game Commission, Bureau of Land Management, Kevin Mixon, Division of Env. Plng. & Habitat Protection  
Pennsylvania Historical and Museum Commission, Barbara Franco, Executive Director

### **County Agencies**

County of Lackawanna Transit System (COLTS), James Burke, Executive Director  
Lackawanna County, James Finan, Director of Transportation  
Lackawanna County Regional Planning Commission, Glenn Pellino  
Monroe County Planning Commission, John Woodling, Director  
Monroe County Transportation Authority, Peggy Howarth, Executive Director  
Morris County DOT, Gerald Rohsler, Executive Director  
Pike County Planning Commission, Peter Wolfhurst, Executive Director  
Warren County Planning Board, David Dech, Director  
Wayne County Department of Planning, Edward Coar, Director

### **Libraries**

Green Ridge Branch Library (Scranton)  
Scranton Public Library (Scranton)  
North Pocono Public Library (Moscow)  
Pocono Mountain Public Library (Tobyhanna)  
Eastern Monroe Public Library (Stroudsburg)  
Kemp Library (East Stroudsburg University)  
Smithfields Branch (Stroudsburg)  
Catherine Dickson Hofman Library (Blairstown)  
Warren County Library Headquarters (Belvidere)  
Sussex County Library (Newton)  
Dennis Memorial Library (Andover)  
Morris County Library (Whippany)

### **Other Agencies/Organizations**

Martz Lines, Ted Patton, Vice President  
Norfolk Southern Corporation, James Klaiber, Manager - Corporate Affairs  
Pocono Mountains Vacation Bureau, Robert Ugucconi, Executive Director  
Tobyhanna Army Depot, Colonel Thomas Springer, Commander  
Empire State Passengers Association, Ben Gottfried, Susquehanna Region Coordinator  
Lackawanna Historical Society, Mary Ann Moran, Director  
Lehigh Valley Planning Commission, Michael Kaiser, Executive Director  
New Jersey Highlands Coalition, Wilma Frey, Project Director  
The University of Scranton

## 6.0 LIST OF PREPARERS

### LIST OF FIRMS/AGENCIES

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 EK Edwards and Kelcey  
 HP Historical Perspectives  
 LDA Lynn Drobbin & Associates

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<b>NAME</b>	<b>FIRM</b>	<b>RESPONSIBILITY</b>	<b>EDUCATION</b>	<b>YEARS EXPERIENCE</b>
Kimberly Glinkin, AICP, PP	EK	Noise, Air Quality, Parks, QA/QC	M.A., Environmental Studies, Montclair State University B.A., Economics, Rutgers University	16
Matthew Ceberio, AICP, PP	EK	Land Use, Zoning, Consistency with Local Plans, Land Acquisition and Displacement, Community Facilities, Visual Resources, Hazardous Waste, Safety and Security, Environmental Justice, Construction & Cumulative Impacts	M.C.R.P., Rutgers University B.S., Environmental Planning and Design, Rutgers University	8
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Adam Lanigan	EK	Air Quality	B.S., Civil Engineering, University of New Brunswick	6
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Jennifer Terry	EK	Traffic	M.S., University of Texas, Community and Regional Planning B.A., University of Virginia Architectural History	6
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Lynn Drobbin	LDA	Historic Resources	B.A., Arizona State University	29

## **7.0 RESPONSE TO COMMENTS ON DRAFT EA**

Public and agency comments were received and reviewed by NJ TRANSIT on the Draft Environmental Assessment, dated December 2006, for the proposed New Jersey – Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration project. These comments were expressed either as testimony at Public Meetings held on January 17<sup>th</sup>, 23<sup>rd</sup>, 25<sup>th</sup>, and 29<sup>th</sup> of 2007 or in written or email correspondence addressed to NJ TRANSIT. The comment period extended from January 2 to March 2, 2007. Transcripts of the four public meetings and written correspondence are included for review in Appendix S.

All comments are addressed in this section of the Environmental Assessment and are additionally addressed in the body of the Environmental Assessment as appropriate. Each comment has been assigned a number and is summarized in Table 7-1. Comments were then categorized into subject areas. Contents of the comments were aggregated as appropriate into issues within each subject area. Each issue was then given a response. The issues and responses are detailed in Table 7-2.

**Table 7-1 Summary of Comments**

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
12	1/17/2007	Debra Reilly	Resident-Stirling NJ	Open House Comment Sheet	For project-ASAP.	For project
13	1/17/2007	Peter Nicholas	Resident-Scranton, PA	Open House Comment Sheet	For project-This project would have only a positive impact on Northeast Pennsylvania. Yard should be in Scranton.	For project; Stations
14	1/17/2007	Henry Sommers	Resident-Vestal, NY	Open House Comment Sheet	For project-Would like to see service extended to Binghamton. This is a vital project for Northeast Pennsylvania.	For project; Additional infrastructure
15	1/17/2007	Paul R. Hart	Resident-Scranton, PA	Open House Comment Sheet	For project-Service will help reduce motor vehicle congestion and consumption of foreign oil. Yard should be in Scranton.	For project; Stations
16	1/17/2007	George W. Parker	Resident-Moscow, PA	Open House Comment Sheet	Mass Transit can reduce pollution, decrease highway congestion, improve air quality, reduce traffic accidents and improve the emotional well-being of travelers.	For project
17	1/17/2007	Roy D. Pauli	Resident-Scranton, PA	Open House Comment Sheet	For project & Scranton Yard - Important for commuters and tourism.	For project; Stations
18	1/17/2007	Anthony Lomma	Resident-Scranton, PA	Open House Comment Sheet	For project & Scranton Yard and Station - Begin ASAP	For project; Stations
19	1/17/2007	Patrick McKnight	Steamtown NHS	Open House Comment Sheet	NHS has major archives concerning all DL&W properties. Commenter has never been contacted about the project.	Cultural Resources
20	1/17/2007	Kathleen Keating	Resident-Dunmore, PA	Open House Comment Sheet	For project-It will reduce auto traffic and thus harmful emissions. The rail service will be beneficial for students, business people and pleasure travelers.	For project
21	1/17/2007	Catherine Keating	Resident-Dunmore, PA	Open House Comment Sheet	For project-The rail service makes perfect sense for the progress of the city and all of northeast Pennsylvania.	For project
22	1/17/2007	Bruce Mowbray Jr.	Resident-Springville, PA	Open House Comment Sheet	For project-I would utilize this service for work. It would also be good for tourism trips to NY & NJ. It would greatly increase economic and social status of Northeast Pennsylvania.	For project
23	1/17/2007	Harry Duckworth	Resident-Waverly, PA	Open House Comment Sheet	For project-The single best solution to highway congestion between PA and NY.	For project
24	1/17/2007	Tara Mowbray	Steamtown NHS Volunteer	Open House Comment Sheet	For project-This would be an important tourism boost and I would personally take the train to NYC.	For project
25	1/17/2007	William Wassel	Resident-Madison, PA	Open House Comment Sheet	Address benefits of less commuter traffic in terms of air quality, energy dependency, infrastructure maintenance, and savings.	Air Quality, Energy

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
26	1/17/2007	Phyllis Brandwene	Resident-Kingston, PA	Open House Comment Sheet	For project-The rail service would be great for the economic development of both states.	For project
27	1/17/2007	Charlene Doyle	Resident-Greenfield Twp, PA	Open House Comment Sheet	For project & Scranton Yard -This project must go through to alleviate the negative impact on the environment that currently exists along the I-80 corridor.	For project; Stations
28	1/17/2007	Scott Taylor	Resident-Avooca, PA	Open House Comment Sheet	For project-Would help reduce traffic problems in the future and provide a much-needed travel choice.	For project
29	1/17/2007	Richard Williams	Resident-Wilkes-Barre, PA - Mass Transportation Committee	Open House Comment Sheet	For project-Our hope is for rail service between Wilkes-Barre and Scranton to be initiated after the Lackawanna Cut-Off Service is initiated.	For project; Additional infrastructure
30	1/17/2007	Jim DiMascio	Greater Binghamton Coalition and NY, PA I-81 Rail Corridor Committee	Open House Comment Sheet	For project-We commend NJ & PA Transit in their advocacy of passenger train service. Would like service extended to Binghamton, NY. This study complements the Binghamton Intercity Rail Passenger Study.	For project; Additional infrastructure
31	1/17/2007	Francis J. Merkel	Resident-Jessup, PA-Local Community Zoning Board	Open House Comment Sheet	For project-This project is important for the economies of all cities from Scranton to Hoboken.	For project
32	1/17/2007	Bruce Abbott Jr.	Resident-Dunmore, PA	Open House Comment Sheet	For project & Scranton Station. Feels that ridership estimates for Scranton are too low.	For project, Stations; Ridership
33	1/17/2007	Ariane Purscli	Resident-Taylor, PA	Open House Comment Sheet	You should consider different ways to raise revenue. Scranton cannot afford more taxes or debt. Our city would absolutely need more revenue to handle extra expenses... Think about us.	Cost
34	1/17/2007	Edward Warren	Resident-Clarks Summit, PA	Open House Comment Sheet	The estimated 40 passengers daily from Scranton cannot be accurate. Today there are 400 daily commuters to NYC on the buses.	Ridership
35	1/17/2007	Joe Evans	Resident-Moscow, PA	Open House Comment Sheet	This is a crucial project and is a social, economic and environmental necessity for the future.	For project
36	1/29/2007	Anonymous		Open House Comment Sheet	Will there be an impact on the wildlife that is in the area of the ROW? Will fencing prohibit the moving around of the wildlife?	Ecology



Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
37	1/29/2007	Priscilla Fieldhouse	Resident-Blairstown, NJ	Open House Comment Sheet	For project-Would like there to be a R.R. station in Blairstown.	For project; Stations
38	1/29/2007	John Gallagher	Resident-Blairstown, NJ	Open House Comment Sheet	For project-Much needed with a station in Blairstown the natural hub for the area. How soon can we expect to see this completed?	For project; Stations
39	1/29/2007	Terry Urfer	Resident-Blairstown, NJ	Open House Comment Sheet	For project-Public Transportation is needed.	For project
40	1/29/2007	Ray Smollin	Resident-West Trenton, NJ	Open House Comment Sheet	For project-I think the idea of using an unused transportation corridor for mass transit is a wonderful idea.	For project
41	1/29/2007	Glenn Habrial	Resident-Blairstown, NJ	Open House Comment Sheet	For project-I want the train ASAP. We need to limit the trucks & cars jamming Rt. 80 everyday.	For project
42	1/29/2007	Jennifer Doyle	Resident-Hope, NJ	Open House Comment Sheet	For project-I think this is a great project. I hope it alleviates traffic from Rt. 80. If people are afraid of garbage trains, it is better than having people killed on Rt. 80.	For project
43	1/29/2007	Geoffrey Wyatt	Resident-Hope, NJ	Open House Comment Sheet	For project-This is an excellent project. I personally would prefer to commute by train from Blairstown to Dover. I currently use Rt. 80 to commute and wish for an alternative each day. I would also use it to travel to NYC or Scranton.	For project
44	1/29/2007	James T. Raleigh	Resident-Colts Neck, NJ	Open House Comment Sheet	The study area for EA impact far too small; it must consider the additional passengers rail cars, noise, wear and tear when it connects to the existing services because there are problems in Secaucus, THE tunnel and NYC. Why should NJ taxpayers pay for PA developers & Steamtown?	Rail Operations; Cost
45	1/29/2007	Rich Amon	Resident-Blairstown, NJ	Open House Comment Sheet	What possible logic is there in making it easy - in fact subsidizing a person's decision to travel from Scranton to Hoboken on a daily basis? How can traveling 260 miles a day be environmentally responsible?	Cost
46	1/29/2007	A. E. Dauch, Sr.	Resident-Hackettstown, NJ	Open House Comment Sheet	Restoration of Lackawanna Cutoff is 20 years overdue-support should be given to infrastructure in urban areas (Morristown, Dover, etc. so passengers have access to jobs & areas fed by this project). Finance should be by ridership, not more taxes.	For project; Additional infrastructure
47	1/29/2007	Roberta Dodd	Resident-Bloomsbury, NJ	Open House Comment Sheet	Any provisions going to be made for picking up passengers who want to go to NYC for shopping trips, theater attendance and visits to museum, etc.?	Additional infrastructure

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
48	1/29/2007	Raymond Woodhead	Resident-Blairstown, NJ	Open House Comment Sheet	While this project may seem to benefit some they are not the ones living in the impacted area. Most of us moved here for peace and quiet, we are not looking forward to our community being over run.	Development
49	1/29/2007	Carl Doerrer	Resident-Hackettstown, NJ	Open House Comment Sheet	This should happen.	For project
50	1/29/2007	Lambert	Resident-Blairstown, NJ	Open House Comment Sheet	Please ring bell at station instead of whistle	Noise
51	1/29/2007	Ray Slocum	Resident-Blairstown, NJ	Open House Comment Sheet	For project - Let's reindustrialize the USA. Reserve me a spot on the first train.	For project
52	1/29/2007	Jason Menegus	Resident-Belvidere, NJ	Open House Comment Sheet	More development problems continue, and the train project won't help stop this. It should only be built if it guarantees no further development to occur. If traffic is taken off Route 80, it will only cause others to move and take their place on Rt. 80, people who work long distances should move closer to their workplaces.	Development
53	1/29/2007	Frederick L. Richards Sr.	Resident-Morris Plains, NJ	Open House Comment Sheet	Get it done, well thought out.	For project
54	1/29/2007	Ainslie Heilich	Resident-Blairstown, NJ	Letter	Project will help ease traffic on Route 80 and open NYC to those not wishing to drive there. Careful programs will preserve our community in more ways than refusing to evolve will.	For project
55	1/29/2007	Kim Kuhlmann	Resident-Blairstown, NJ	Letter	Against project-Increased development resulting from rail in this area would actually worsen Route 80 traffic. Taxpayers cannot afford another financial drain. Instead, develop a line from Allentown to Manhattan.	Against project; Development; Additional Infrastructure
56	1/29/2007	Patrick Pergola	Resident-Blairstown, NJ	Written Comments	Against project-No traffic on I-80 west of Exit 30. Trains will increase development and vehicular traffic in Blairstown. What about water quality/quantity of new developments? EA was written by a consultant paid by the project proponent and is not objective. Environmental impacts should be studied by local environmental groups.	Against project, Development, Water quality
57	1/25/2007	Dennis Briede	Resident-Blairstown, NJ	Written Comments	Against project-For the projected cost per projected rider you could add a lane to I-80 from the Poconos to NYC. No guarantee the line wouldn't be used for freight and hazwaste. Increased development would adversely affect Blairstown & Andover, including water quality. Now is the time to up the zoning restrictions.	Against project; Freight; Development; Water quality

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
58	1/17/2007	Jerry Donahue	Resident-Scranton, PA	Open House Comment Sheet	Rail Operations- How will you fit new trains into existing slots?	Rail Operations
59	1/17/2007	Rob Panepinto	Resident-East Stroudsburg, PA	Open House Comment Sheet	Concerned about Traffic Plan for E. Stroudsburg. Change proposed circulation in East Stroudsburg. The proposed parking lot straddles Ridgeway Street. Your study assumes cars accessing I-80 and/or Brown Street will access Prospect via Crystal. The shortest route to Brown and I-80 from this point is via Ridgeway; however, because of the entrance to ESU and traffic signals on Prospect, a good deal of traffic turns right onto Braeside Avenue, after crossing over the bridge, which connects to Brown Street. The traffic study doesn't take into account these movements. Also Concerned about APE in E. Stroudsburg including houses on Braeside Ave that overlook tracks & station.	Traffic; Cultural Resources
60	1/22/2007	Fred W. Heilich III	CEO, Blairstown Railway Company	Letter	For project - The pros far outweigh the cons. Local and regional governments have master plans and zoning laws to address development.	For Project
61	1/17/2007	David Leidy	Resident-Andover, NJ	Open House Comment Sheet	Mailing List	N/A
62	1/17/2007	Allan Hwey	Resident-Hope, NJ	Open House Comment Sheet	For project-I think NJ Transit has done a fine job studying, planning and presenting. The sooner, the better.	For Project
63	1/17/2007	Charles W. Jackson	Resident-Newton, NJ	Open House Comment Sheet	Go for it.	For Project
64	1/17/2007	Andrew W. Schwartz	Resident-Newton, NJ	Open House Comment Sheet	For project-As a resident for 16 yrs, I have spent every day commuting. I can attest to the major congestion of I-80. It is getting worse. I would take the train from Andover.	For Project
65	1/17/2007	Gary Bender	Resident-Branchville, NJ	Open House Comment Sheet	How about the rise of fuel cost? Could consider biofuels. I think it's a great idea if it doesn't cost \$20 for fare by the time it is up and running.	For project; Cost; Rail operations
66	1/17/2007	Leah Mallon	Resident-Andover, NJ	Open House Comment Sheet	Train concept works to alleviate traffic, however it's a selling point for builders hence the LIE. Therefore the end doesn't justify the means.	Development
67	1/17/2007	Joseph Kaiser	Resident-Sparta, NJ	Open House Comment Sheet	For project-I believe that the project would have a positive effect on air quality in western NJ.	For Project
68	1/17/2007	Charles Smith	Resident-Lake Hopatcong, NJ	Open House Comment Sheet	For project-Opening the cut-off would move thousands of people off I-80 and certainly improve my commute. Please restore service to the cut-off.	For Project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
69	1/17/2007	Geraldine Anglom	Resident-Andover, NJ	Open House Comment Sheet	Against project-High cost, low ridership, noise/vibration pollution, wetlands impacts, possible continuation of freight and garbage hauling. Safety at stations.	Against project; Safety
70	1/17/2007	William F. Waite	Resident-Newton, NJ	Open House Comment Sheet	For project-Would reduce traffic congestion and pollution. I believe the economic viability of this area may depend on completion of this project and others like it.	For project
71	1/17/2007	Maria Nelson	Resident-Andover, NJ	Open House Comment Sheet	Fencing along corridor approaching stations where homes are located and yard backs up rail beds.	Safety
72	1/17/2007	Rufus H. Coward	Resident-Newton, NJ	Open House Comment Sheet	For project-I would like to see the project go because the roads are full up in the morning going east bound and as a former rail roader would like to see the line back to Scranton, PA.	For project
73	1/17/2007	James T. Raleigh	Resident	Open House Comment Sheet	Not A Comment	N/A
74	1/17/2007	Michael W. Grogan	Resident-Netcong, NJ	Open House Comment Sheet	It's about time...get going.	For project
75	1/17/2007	Fred H. Wertz	PJBC, Inc.	Open House Comment Sheet	Excellent preparation with graphic exhibits.	N/A
76	1/17/2007	Ben Aspero	Resident-Newton, NJ	Open House Comment Sheet	For project-It is absolutely essential that public transportation return to Sussex & Warren Counties. Since the tracks were abandoned in Newton, the whole area has suffered.	For project
77	1/17/2007	Robert H. Stephens	Resident, Dover, NJ	Open House Comment Sheet	For project-Traffic on Route 80 is sure to worsen. The Cutoff will at least give people one alternative where none exists today.	For project
78	1/17/2007	Gary DeSantis	Resident-Andover, NJ	Open House Comment Sheet	I live directly across from the proposed Andover train station. I believe the train will reduce highway traffic and will be a safe way to commute to NYC. I am looking forward to the project going forward.	For project
79	1/17/2007	R. Diverio	Resident-Newton, NJ	Open House Comment Sheet	I think mass transit is to be encouraged. Our roads are growing more crowded with each passing year, and because we fall in an area that isn't "protected" against growth by Highlands Act, we can only anticipate more development with or without the rail restoration.	For project
80	1/17/2007	Mark Worobetz	Resident-Fredon, NJ	Open House Comment Sheet	Project should be tied to a national and regional energy program.	Energy

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
81	1/17/2007	Mike Gallagher	Resident-Sparta, NJ	Open House Comment Sheet	As a long time Sparta resident, I hope we get the rail service on the cutoff. I would also like to see service out of Sparta via Rt. 23 on the existing rail there.	For project; Additional infrastructure
82	1/17/2007	Pat Supplee	Resident-Andover, NJ	Open House Comment Sheet	For project-great need for public transit from this part of NJ. One concern: Impact of Railway and/or Station on the local aquifer: will well water be affected by potentially large increases in use due to additional development? Will shallow wells run dry? Are there fresh water alternatives?	For project; Water Quality
83	1/17/2007	Tom Roberts	Resident-Andover, NJ	Open House Comment Sheet	Environmental Looks OK. What is the economics/bus-train; i.e., comparison/economics of investments and tradeoffs to widening Rt. 80. Location of Andover Station should be moved 3/4 miles east near Lackawanna Rd.	Cost; Stations
84	1/17/2007	Janice Elseshans	Resident-Newton, NJ	Open House Comment Sheet	When the plan is in implementation and problems occur the "well stated statements" given by NJ Transit are in the dust pile. Often individuals (private tax paying citizens) suffer in some way. Hopefully this does not happen. This project has more benefit to PA than NJ.	N/A
85	1/17/2007	Mark Martini	Resident-Stanhope, NJ	Open House Comment Sheet	For project-It's great for traffic and the train has been around prior to cars. Opening those old lines would be recreating rail history. Sure you'll get the people opposed, but they'll be the same people grateful after the project is done.	For project
86	1/17/2007	Debra Natyzak	Resident-Johnsonburg, NJ	Open House Comment Sheet	For project-I grew up with this train and would like to see it return. Two questions: What will be done to existing Johnsonburg Station, and what will happen to the Sealtest Creamery site? Also, once tracks are replaced will NJ Transit be paying (property) taxes once again? If so, how much?	For project; Cultural Resources; Socioeconomics
87	1/17/2007	Robert Sullivan	Resident-Berkley Heights, NJ	Open House Comment Sheet	The longer the project is delayed or it takes to build the project the more money will be needed to complete the project.	For project
88	1/17/2007	Linda Galonski	Resident-Newton, NJ	Open House Comment Sheet	1) Railroad should give a 200-year promise not to transport freight, garbage, or nuclear waste. 2) This meeting should <i>not</i> have occurred until after your environmental study, i.e., bats & bog turtles, was completed. 3) For the same money you could double deck Route 80 for trains. 4) This 87% PA / 13% NJ benefits PA and costs NJ. 5) Is NJ TRANSIT making money today?	Freight; Ecology; Cost

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
89	1/17/2007	Drew Smith	Resident-Newton, NJ	Open House Comment Sheet	For project-Would remove traffic from Route 80, a positive environmental impact. I would use this train service.	For project
90	1/17/2007	Lois DeVries	Resident-Lafayette, NJ	Open House Comment Sheet	EA Can't be complete if no T&E Species studies have been done. Plant detention basins in marsh/meadow manner. Respect Natural Heritage sites. NJ TRANSIT needs to guarantee no garbage or freight.	Ecology; Freight
91	1/17/2007	Karl Hoffman	Resident-Andover, NJ	Open House Comment Sheet	Concerned about Park-and-Riders at Andover Station utilizing Lake Forest Dr. to park (considering limited size of lot). Also, stream adjacent to proposed lot feeds a lake which he owns-environmental sensitive. Doesn't want parking lot running off into stream.	Parking; Water Quality
92	1/17/2007	Paul Kenyon	Resident-Stanhope, NJ	Open House Comment Sheet	Wants noise reduction at Brooklyn Rd. to be a definite condition of proj. approval. Also concerned about vibration north of Brooklyn Rd. in rock cut, especially if the line is used for freight (higher axle-loads than passenger).	Noise; Vibration
93	1/17/2007	Steve Pelletiere	Resident-Washington, NJ	Open House Comment Sheet	For project-This would provide an alternate transportation mode to Scranton. It would also eliminate some traffic on Route 80, Route 206 and Route 46. It will also reduce pollution as the new diesels create less emission than automobiles.	For project
94	1/17/2007	Karl Hoffman	Resident-Andover, NJ	Open House Comment Sheet	I live in close proximity to the Andover Station, and I was informed there would be a horn blowing, is there any possibility that they can utilize the bell instead.	Noise
95	1/17/2007	Keith Smollin	Resident-Maywood, NJ	Open House Comment Sheet	For project-Traffic on Route 80 is horrible! Bring back the train service.	For project
96	1/17/2007	Allen Alloco	Resident-Fair Lawn, NJ	Open House Comment Sheet	Less Traffic on Interstate 80 with the Lackawanna cut-off back...more jobs on the railroads.	For project
97	1/17/2007	Bo Bodensem	Resident-Bernardsville, NJ	Open House Comment Sheet	We need it desperately	For project
98	1/17/2007	Peter Palmer	Resident-Bernardsville, NJ	Open House Comment Sheet	This is a superb project which will provide a viable alternative to driving on Route 80, and it will serve to improve economic development & quality of life in this region and PA.	For project
99	1/17/2007	Louise Saal	Resident-Newton, NJ	Open House Comment Sheet	There is an urgent need to bring rail service to Sussex County. A rail station would keep many cars off I-80 and also would create a possibility to reach the airport via train connections-thus keeping vehicles off the highway.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
100	1/17/2007	Maureen Lynch	Resident-Andover, NJ	Open House Comment Sheet	My concern is in Green Township there used to be an elevated road for the train to go under the roadway. It has since been taken down. If the train line resumes we must have it elevated.	Traffic
101	1/17/2007	David E. Rutan	Resident-Franklin, NJ	Open House Comment Sheet	For project-Our area needs rail transportation.	For project
102	1/17/2007	Ken Meluso	Resident-Newton, NJ	Open House Comment Sheet	For project-Please build, we need to remove cars from Rts. 15 & 80. There is way too much traffic. The restoration of the cut-off would help eliminate traffic.	For project
103	1/17/2007	Andrew Borisuk	Resident-Vernon, NJ	Open House Comment Sheet	For project - To leave the cutoff ROW as is or turn it into hiking trails would be criminal in my opinion. The efficiency of one engine hauling all that freight or passengers is tremendous.	For project
104	1/17/2007	Denece & Mark Forenback	Resident-Sparta, NJ	Open House Comment Sheet	For project-We are very much in favor of this rail line and utilizing the proposed Andover Station.	For project
105	1/17/2007	Margaret McGarrity	Resident-Andover, NJ	Open House Comment Sheet	EIS does not address additional residential development. Possible use for freight & garbage not addressed in EIS. Ridership is minimal; capital & O&M losses are grotesque.	Development; Freight; Cost
106	1/17/2007	J. Eden	Resident-East Millstone, NJ	Open House Comment Sheet	For project-Excellent Project, long overdue.	For project
107	1/17/2007	Frank Reinbold	NY/NJ Harbor Pilots Assoc.	Open House Comment Sheet	Against project-Costs far outweigh benefits (e.g., look at Hackettstown ridership numbers). Use money instead for clean energy bus service. Further urbanizing this part of NJ is not desirable. Traffic doesn't start until Netcong.	Against project; Cost
108	1/17/2007	Frank S. Kohuth	Rail Fan, Hamlin, PA	Letter	For project-Add to mailing list. Would like to see one or two Midtown Direct trains from Hopatcong to Penn Station NY.	For project; Rail Operations
109	1/17/2007	James Kilcullen	Resident-Dunmore, PA	Open House Comment Sheet	For project-Would like to see direct service into NY. People will prefer the train over bus because of comfort and room.	For project; Rail Operations
110	1/17/2007	William R. Wright	Rail Transit Consultant, Cranford, NJ	Letter	For project. Get it built "yesterday."	For project
111	1/17/2007	Congressman Christopher P. Carney	U.S. House of Representatives	Letter	For project. By creating an easier way to travel from NYC, the service will allow for greater exposure of our region.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
112	1/17/2007	Patrick F. Reilly	Chairman, United Transportation Union (NJT Conductors and Trainmen)	Letter	For project. I feel that projected ridership numbers are erroneously very low. Economic benefits to NE Pennsylvania are great. Another factor to consider is day travelers and group travel.	For project; Ridership
113	1/17/2007	Hank diPasquale	Secretary, NJ County Transportation Association	Resolution of Support	For project. Will offer an alternative to the congested highways.	For project
114	1/17/2007	Karl Pfeiffenberger, Jr.	Greater Scranton Chamber of Commerce	Letter	For project & Scranton Yard. Feel that actual ridership will be higher than reported in the EA.	For project; Stations
115	1/17/2007	William T. Fidurski	Coalition to Stop the Freight Train	Letter	Against project. Would encourage development and traffic especially in NE Pennsylvania. Instead, build a freight rail express from Port Newark across NJ along I-78 or I-80. A model should be developed to assess growth in traffic that would occur with and without the project to estimate traffic on Route 80.	Against project; Development
116	1/17/2007	Timothy W. Apgar	Resident, Andover, NJ	Letter	For project-Would like to see Midtown Direct from Andover. Andover Station is the only possible location due to topography; any other location would be prohibitively expensive, cause access issues, and could necessitate the destruction of wetlands and natural habitat.	For project; Stations; Rail Operations
117	1/17/2007	Carole Hartman	Penn-Jersey Rail Coalition, Inc.	Short Story and Backup	For project.	For project
118	1/17/2007	Sloan Auchincloss	Resident, Harrisburg, PA	Letter	For project. Could encourage TOD instead of sprawl, leading to less habitat damage. Presents a linear route of escape in emergencies. Also, in the event of a power outage, a 3,000 HP diesel engine can generate power for up to 1,000 homes.	For project
119	1/23/2007	NJ Senator Robert E. Littell	NJ Senate Republicans	Statement of Support	For project. Will ease congestion and comply with the Federal Clean Air Act.	For project



Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
120	1/17/2007	Robert Belz	Co-Chairman, H.O.R.N. (Halt Outrageous Railroad Noise)	Letter and Denville, Byram, Springfield and Summit Resolutions Against Project	Against project - Cost per rider, freight, sprawl potential, increase in traffic due to new developments	Against project; Cost; Freight; Development
121	1/17/2007	Gary Kazin, P.E.	Resident, Rockaway, NJ	Letter	Believes rail will shift bus riders onto rail, and that rail ridership projections are low. Will stations have ticket vending machines? Visitation at Steamtown and Delaware Water Gap will probably increase. Were stations considered at Moscow, Gouldsboro, Columbia, or Greendell? The alignment crosses several lakes in PA; are they not discussed in the EA because it's an existing use? The old Delaware Water Gap Station has been flooded several times in the past. Consider joint ticketing with Martz and Greyhound.	Stations; Parks; Water Quality; Ridership
122	1/23/2007	Jim Buell	Township of Mount Olive Council	Resolutions of Support	For project and request for Midtown Direct service from Mount Olive & Hackettstown	For project; Additional infrastructure
123	1/17/2007	Richard Martin		email	For project-NJ is in desperate need of new rail svcs and this line would help greatly. I would also like to say that it would be wonderful if NJT could restore the current stations at Greendell and Johnsonburg and leave the landmark Greendell tower standing.	For project; Cultural Resources; Stations
124	1/16/2007	Peter Kumelowski	MOW Engineering	email	For project.	For project
125	1/17/2007	Keith Bradley		email	For project-This rail project is needed in Northern NJ. The amount of cars on Rte. 80 is well beyond capacity especially during rush hour. There are many communities that would benefit from passenger rail, such as Jamesburg, NJ concerning the MOM Line.	For project
126	1/17/2007	William C. Palmer		email	For project-I think this project is long overdue. This project is a win-win for all involved especially the commuters from PA and Western NJ to NYC.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
127	1/17/2007	Michael T. Sinno		email	For project-I am absolutely thrilled that this project is starting to roll ahead, albeit slowing. This will be absolutely fantastic thing for the entire area and will diminish my commute to NYC by 20-30 minutes. This reduction in traffic and convenience in commute will improve the quality of life for quite literally thousands of people in the area.	For project
128	1/22/2007	Fred W. Heilich III	CEO, Blairstown Railway Company	email	Duplicate Comment (Comment #60)	N/A
129	1/17/2007	Captain Frank Reinbold		email	Against project. Hackettstown train, near Route 80, is almost empty, so why propose another train service?	Against project
130	1/17/2007	Bill & Denise Koellhoffer	Resident-Stanhope, NJ	email	For project-The traffic on I-80 both east and west has become almost unbearable for commuters. Rail service would be a great alternative to get to NYC and areas between. A benefit to the project is that the existing rail bed is already in place.	For project
131	1/24/2007	David Rien	Resident-Scotch Plains, NJ	email	Recommends use of existing freight lines throughout the state. They're already built and passenger trains would make less noise and other impacts than existing freight trains on these lines.	Additional infrastructure
132		Jack Hammer	Resident-Blairstown, NJ	email	For project-I am glad they're bringing the trains back. However I think there should be a full time 7 day a week, 2 way service, all day long, local and express, and even late nite, like there is in Dover-Morristown line. Also, freight trains should run.	For project; Rail Operations
133	1/26/2007	Fred W. Heilich III	CEO, Blairstown Railway Company	email	Disagrees with some specifics about the Blairstown Railway discussed in the Technical Appendices	Cultural Resources
134	1/29/2007	Steve Luoni	Resident, Highland Lakes, NJ	email	Roughly calculates fuel consumption associated with reconstruction of the rail bed, ties, and rails and states that this impact is greater than existing traffic on I-80.	Energy
135		Raymond Tarantola		email	I understand some people did not want train service. Why not build the station off Route 80 on the NJ side of Delaware? Plenty of people and parking.	Stations

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
136		John W. Willever	Secretary, Lackawanna Chapter, Railway & Locomotive Historical Society, Inc.	Letter	Concerned that the cost of equipping private Steam Locomotives that run tourist trains on the line between Scranton & points east with signals would put them & Steamtown out of business	Parks
137		Fred H. Wertz	Resident-Sparta, NJ	Open House Comment Sheet	I support the Lackawanna cut-off.	For project
138		Robert L. Dennis	Resident-Andover, NJ	Open House Comment Sheet	For project - The cutoff is already built and waiting to be used. Let's move this project forward faster to minimize increased costs.	For project
139		Frank A. Mentone, Jr.	Resident-Sussex, NJ	Open House Comment Sheet	For project-I support the cut-off project. Please keep up the great job. NJ needs mass transit.	For project
140		Leona Pallman	Resident-Clarks Summit, PA	Open House Comment Sheet	I would like to see passenger rail service restored thru Clarks Summit, PA. In the 1940s I rode the train to Binghamton, NY each weekend while working in 2 different defense plants at the same time.	For project; Additional infrastructure
141		Richard Kugel	Resident-North Haledon, NJ	Open House Comment Sheet	I am strongly in favor of restoring the Lackawanna cut-off. Rt. 80 is horrible and things can only get worse as development continues. While it is true that most ridership will be from PA, NJ will still indirectly benefit by having fewer cars on our roads. I am also in favor of freight trains; they can help pay for the cost and take hundreds of trucks off the highway. Please put this project on the front burner.	For project
142	1/22/2007	Fred W. Heilich III	CEO, Blairstown Railway Company		Duplicate Comment (Comment #60)	N/A
143	1/25/2007	Paul R. Hart	Past President, Keystone Ass'n. of Railroad Passengers, Inc.	letter	For project - The proposed Intermodal Transportation Center in Scranton currently is sited to serve bus passengers extremely well but is not oriented toward rail passengers. Please act now to ensure better siting of terminal building.	For project; Stations
144	12/13/2006		Morris County Board of Chosen Freeholders	Resolution of Support	For project.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
145	2/6/2007	David Peter Alan	Chairman, Lackawanna Coalition	Statement of Support	For project. Concerned about over-dependence on Park-and-Ride stations--wishes more frequent station stops. Also asking for Off-Peak rail service in addition to peak hour service. Hopes in the future will extend to Binghamton.	For project; Stations; Rail Operations; Additional Infrastructure
146	2/8/2007	Peter Palmer	Chairman, Raritan Valley Rail Coalition	Resolution of Support	For project.	For project
147	2/10/2007	Vic Capo	Resident- Lafayette, NJ	email	The Andover Station should be moved east on Forest Lakes Drive. Adjacent properties could be developed Transit Villages style to help Andover meet its COAH obligation.	Stations
148	1/12/2007		Morris County Board of Transportation	Resolution of Support	For project.	For project
149	1/13/2007		Morris County Board of Chosen Freeholders	Resolution of Support	Duplicate Comment (Comment #144)	N/A
150	9/13/2006		Sussex County Board of Chosen Freeholders	Resolution of Support	For project.	For project
151	6/15/2006		New Jersey State Senate	Resolution of Support	For project.	For project
152	10/19/2006		City of Summit	Resolution of Opposition	Against project. Freight concerns, air, noise.	Against project
153	2/6/2007	Chris Ariemma	Resident- Hackettstown, NJ	Letter	For project. Cites increasing traffic congestion on Route 80 and large number of PA license plates on cars. Says NJ provides highway services (incl. emergency response) to these PA drivers already, so no concern about NJ's share of cutoff cost. Hopes the project would provide services to NJ business campuses.	For project; Additional infrastructure
154		Keith Smollin	Resident- Maywood, NJ	Petition	75 Signatures in Support of Rail Service between Hoboken/NYC and Scranton, PA.	For project
155	2/4/2007	Kathleen W. Kemmer	Resident- Blairstown, NJ	Letter	Against project. Increased traffic, and development in Blairstown and NE Penna. Seems unreasonable for a financially strapped NJ to spend 500 million on this project. Use of cutoff for freight would be inevitable.	Against project; Development; Cost; Freight
156	1/30/2007	Donald A. Banks	Resident-Exeter, PA	Letter	For project. Feels people would choose rail over bus.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
157		Christopher Kuhn	Resident-Blairstown, NJ	Open House Comment Sheet	Against project. Unnecessary expense for few riders. Also rail service will accelerate and exacerbate development in the sensitive Highlands region.	Against project - Development; Cost
158		Stanley H. Greer	Resident-Blairstown, NJ	Open House Comment Sheet	For project.	For project
159	1/29/2007	Glenn T. Joe Fahner	Resident-Wayne, NJ Resident-Lawrenceville, NJ	Letter	For project. Requested a copy of report.	For project
160	1/25/2007	Robert Foster	Resident-Tobyhanna, PA	Stenographer Comment	For project - The real estate market will go up and people will move to Northeast Pennsylvania.	For project
161	1/25/2007	Al Smeraldo	President-Pocono Mountains Chapter of National Railway Historical Society Resident-Stroudsburg, PA	Stenographer Comment	For project - The travel time is too long. The other problem might be parking. They've designated nine spaces for us, but if you've seen the commuter lots, you know what they look like. Those nine spots will disappear quickly. May not need both Tobyhanna and Pocono Mountain Stations.	For project; Rail Operations; Stations
162	1/25/2007	Michael Pal	Resident-Scranton, PA	Stenographer Comment	Concerned about NJ TRANSIT's ability to get the majority of passengers into Hoboken by 9:00 AM...Only four trains would arrive at Hoboken before 9:00 AM, when most people need to be at work. With a train capacity of 480, 1,920 of the 3,250 riders would be arriving by 9:00.	Rail Operations
163	1/25/2007	Marty Davey	Resident-East Stroudsburg, PA	Stenographer Comment	Concerned about the parking at the East Stroudsburg station - size may not be big enough. Recommends shuttle bus from Stroud Mall.	Stations; Additional infrastructure
164	1/25/2007	Susan Cooper	Resident-Delaware Water Gap, PA	Stenographer Comment	For project. Please get it done as fast as possible. This is something we desperately need.	For project
165	1/25/2007	Merlin Clark	Resident	Stenographer Comment	Thinks we are using 19th-century technology. Also concerned about traffic in East Stroudsburg due to grade crossings of trains, specifically Washington Street	Traffic; Rail operations

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
166	1/29/2007	Robert Belz	Resident-Denville, NJ	Stenographer Comment	I think that \$551 million is way too much, and it seems like it's pork barrel. If they truly want to solve the problem of commuter traffic, they could build a huge park and ride right at the end of NJ, at the 80 bridge, and have all the Pennsylvania commuters cross the bridge, and get on the train and go to NY or wherever they are going. The idea of this whole thing is to connect with Scranton so they can run excursion trains down to Hoboken.	Cost; Stations
167	1/29/2007	Albert Papp, Jr.	NJ Assoc. of RR Passengers and National Assoc. of RR Passengers	Stenographer Comment	We are here to endorse and support the restoration of rail passenger service between Scranton, PA, and Hoboken, NJ in as expeditious a fashion as possible. Economic growth and new train service are not incompatible. Quicker travel times and a reduction of congestion on Interstate Route 80 will permit job growth and expand in both NJ and northeastern PA.	For project
168	1/29/2007	Tim Stuy	Resident-Allamuchy, NJ	Stenographer Comment	For project-I support the cut-off project because I travel regularly to both NYC and Scranton. I find the current traffic condition on Interstate 80 in both directions to be very difficult, and I would use the service several times every week if it existed.	For project
169	1/29/2007	Ronald Farber	Resident-Columbia, NJ	Stenographer Comment	For project-The cut-off goes through my farm. I'm in favor of it even though its in my backyard, because environmentally I think we'd be better off in the long run if we were using mass transit rather than relying on the automobiles. Believe growth came on 78 & 80 with the highways - after the trains stopped running. Freight wouldn't bother me, either. They used to haul it on this line. We travel with trucks on 80 & 78 which carry freight. I'm against making it a walking trail. It's a free-for-all now -- the motorcycles and ATV's make more noise than the train would.	For project
170	1/29/2007	Jim Crawford	Resident-Frelinghuysen Township	Stenographer Comment	I live 750 feet from the railroad tracks. And I'm concerned about the noise and how it will affect my property values. So what does the Lackawanna RR do for my property value decrease? Am I stuck with that or are they going to reimburse me when I sell the house for what the actual value would be and that's my biggest concern.	Noise

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
171	1/29/2007	Alfred Carrazzone	Resident- Hardwick, NJ	Stenographer Comment	For project-I noticed that there was a shortfall of 12.6 million in revenue in the operating portion of the project. And I was wondering whether or not PA would be subsidizing a portion of that shortfall or would that all be responsibility of NJ. My other concern is parking, do they plan to have metered parking or a fee for parking or are they going to be free? Are they planning on getting funds from the Historic Trust Fund for refurbishing the historic structures?	For project; Cost; Parking
172	1/29/2007	Frank Mull	Resident	Stenographer Comment	My suggestion is the question of funding and the fact that there's limited funding and a lot of competition for it. I would request that somebody seriously investigate the possibility of selling bonds to the public directly.	Cost
173	1/29/2007	Raymond Synder	Resident- Blairstown, NJ	Stenographer Comment	One of my concerns is trash hauling and garbage that will eventually be going on this thing. Think about the train full of garbage trucks sitting four miles east or west of there, wherever that is, sitting and rotting on a 90 degree day.	Freight
174	1/29/2007	Dennis Koppinger	Resident- Blairstown, NJ	Stenographer Comment	I'd like to know if NJ Transit or somebody else is going to pay for the maintenance of the rapidly deteriorating roads that the people are going to use in Warren County to get to and from the train. If people complain they want less traffic, it doesn't mean they want a railroad.	Additional infrastructure
175	1/29/2007	Albert Papp, Jr.	NJ Association of RR Passengers	Stenographer Comment	For project-I would like to support this project from the environmental congestion and energy independence of America in the 21st century.	For project
176	1/29/2007	Wilma Frey	NJ Highlands Coalition	Stenographer Comment	The impacts could be much more widespread than simply what happens along the corridor. This project, especially in the areas like Andover and Blairstown, where there is a station, transit-oriented development is being encouraged. So this is a mechanism that will increase development along itself, not just carry existing people. One of the kinds of impacts that have not been addressed or discussed is the impact of additional people that would be generated by the fact that this line exists.	Development

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
177	1/29/2007	Rosalie Murary		Stenographer Comment	For project - I would ask that NJ Transit not consider just a platform in Blairstown, but help to restore that building so that it becomes part of our cultural heritage. Traffic - the same people who use the roads to get to 80 are going to use the roads for a shorter distance to get to the station. Development is inevitable, but you can control it with zoning and Master Plan.	For project; Cultural Resources
178	1/29/2007	Robert Castellucki		Stenographer Comment	They are saying that the cut-off is going to take pressure off of I-80 what they are not saying is that its going to become a freight line.	Freight
179	1/29/2007	Stephen Lance		Stenographer Comment	My first concern is the EA report as it mentions the Highlands Act. Nowhere in the report does it say that Blairstown is excluded from the preservation and planning area. Blairstown is currently experiencing development pressure and it will only get worse. Another concern is that of a taxpayer. A half-a-billion dollar project, the capital cost. And this is losing money. The report says that the annual expense are about 26 million to operate the line, and only about 13 million in revenue is coming in. What concerns me is who is going to make up this revenue shortfall. Report is misleading about Blairstown police coverage, which is actually a combination of NJ State Police and Blairstown. We will need to have more patrolmen to keep the station safe. Also concerned about the location of noise impacts, and the influx of gangs.	Development; Cost; Noise, Safety
180	1/29/2007	Tom Hatton		Stenographer Comment	What is the impact of Davis-Bacon laws and project labor agreements on the cost analysis? The second question, Is there a public referendum where the public in Blairstown can accept or refuse the train station?	Stations
181	1/29/2007	Tracey Allen		Stenographer Comment	What's Pennsylvania's role in developing the railroad? I feel that this is a problem that PA has created by not putting limits on their development, not curbing their development, and now it's spilling over to NJ and now we need to do something about it because they haven't addressed the issues.	N/A
182	1/29/2007	Art Lee	Resident,Scranton, PA	Stenographer Comment	Against project-Calculated total subsidy per rider, based on 3,200 riders, as \$14,174.00. Trains were originally built to haul freight; the passengers just went along for the ride. No economic justification for this project.	Against project



Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
183	1/29/2007	James Raleigh		Stenographer Comment	The assumption that the maintenance facility should be in Scranton is a reasonable thing. I think it's absolutely wrong, considering the limited number of passengers that will be served by the Scranton Station. Doesn't agree with conclusions of the EA. Thinks the EA should have been shared with commuters in Newark, New York, and Trenton.	Stations; Public Outreach
184	1/29/2007	Richard Vohden		Stenographer Comment	I think that the train station in Green Township should be in Green Township, not Andover Borough. I believe there's not enough parking spaces because the problem with the train to NY throughout Morris County is that ridership is down because they have to wait in line for parking spaces.	Stations; Parking
185	1/29/2007	James Chirip		Stenographer Comment	Request for List of the public and private properties that are impacted by the reactivation of the rail line. Secondly, I live in the area known as Greendell. The Greendell station is not being proposed to be used. My question is, Why not? Concerned about the grade crossing at Wolf's Corner Road and the associated noise impact.	For project; Stations; Noise
186	1/29/2007	John DiMaio		Stenographer Comment	I think we should all keep an open mind. I like to think when we plan for transit issues it's not for today or ten years from now, but for 30 to 40 years from now, and what's going to happen to our children's grandchildren having the ability to get to the workplace.	N/A
187	1/29/2007	Grover Cribb		Stenographer Comment	For project. Heard people want horse trail - doesn't think it's suited for that, due to the height.	For project
188	1/29/2007	Susan Imbraile		Stenographer Comment	For project-It will relieve the congestion on Route 80, not only on weekdays during the height of traffic, but on weekends when individuals are trying to get up to the Poconos, to PA. Additionally since Poconos has legalized gambling, it will assist with getting some of that congestion off the roads by allowing people to travel there with mass transit.	For project
189	1/29/2007	Kevin Duffy		Stenographer Comment	My concerns are the financial realities of this. For the \$12 million operating deficit--who is subsidizing that? The real money is in the freight hauling and trash hauling.	Cost; Freight

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
190	1/29/2007	Mary Flynn		Stenographer Comment	My question is on air quality. You're talking about 250 cars in Blairstown; riders would have no place to go in and keep warm on mornings like this, and they'd be sitting in their cars for 20 minutes to half an hour idling, and that does not cause pollution? Similar with A/C in the summer. Would like the state to implement legislation that says no idling cars for more than 5 minutes.	Air quality
191	1/12/2007	Morris County Board of Transportation		Resolution of Support	Duplicate Comment (Comment #148)	N/A
192	2/8/2007	Peter S. Palmer	Raritan Valley Rail Coalition	Written Resolution	Duplicate Comment (Comment #146)	N/A
193	2/6/2007	Robert M. Zito, Joseph O'Boyle, James H. Frutchey, Jr., Robert B. Hutchins, Lynn Kelly	Coolbaugh Township Board of Supervisors	Letter	Develop Pocono Mtn. Station to accommodate all Twp.'s commuters and don't stop at Tobyhanna--preserve its small town atmosphere.	Stations
194		Debra Naryzak	Resident-Johnsonburg, NJ	Open House Comment Sheet and page from Audubon Soc. Field Guide	EA does not address unique flora along a specific location, "Johnsonburg Limestone Cliffs," along the ROW: Purple cliff brake, wall rue, and Scott's spleenwort, as well as fragile fern. Also there are two caves in the vicinity of the Johnsonburg station which are not listed in the EA report.	Ecology
195		Roger J. Salerno	Resident-West Pittston, PA	Open House Comment Sheet	For project. Please send more info.	For project
196		James S. Phillips	East Stroudsburg Borough Manager	Open House Comment Sheet	For project. Interested in developing parking on Rail Authority property at proposed E. Stroudsburg station site. Contact him with any further info. regarding same.	For project
197	2/8/2007	Gordon S. Wilson		email	For project-Extend to Wilkes-Barre	For project - Additional Infrastructure
198		John G. Hemmings	Resident-Long Valley, NJ	Open House Comment Sheet	For project-NJ Legislators should tack on a 5-cent gas tax for rail transportation.	For project; Cost

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
199	2/19/2007	Christine Wilson	Resident- Stanhope, NJ	email	Against project-Backyard backs up to ROW and is a haven for wildlife. All this would be destroyed by rail. In addition, the \$551 million price tag and \$12.3 million annual shortfall do not justify the project. Spend the money on highways that benefit everyone, not just rail riders.	Against project
200	2/22/2007	Robert G. Niepert	Resident- Tobyhanna, PA	email	Develop Tobyhanna Station as well as Pocono Mtn.	Stations
201	2/5/2007	Gregory Poff, Township Manager	Township of Byram, Sussex County, New Jersey	letter and resolution	Against project, For Trail-EA does not provide sufficient information or mapping of the homes impacted by noise, air, or dust. Also impacts of idling trains on surrounding neighborhoods. Disagrees with statement that development is not anticipated to occur in vicinity of station sites. Errors in stating Highlands Preservation classifications. Insufficient information regarding floodplains, wetlands, threatened & endangered species habitat, and archaeological resources. Prefer a trail instead.	Against project; Development; Noise; Air Quality
202	1/23/2007	Jim Buell	Mount Olive Township Council Member	Spoken comments to stenographer	For project-To reduce traffic on I-80 and U.S. 206. Also asking for Midtown Direct and electrification all the way out to Hackettstown.	For project; Additional infrastructure
203	1/23/2007	Manny Goldberg	Mayor of Sparta Twp.	Spoken comments at meeting	For project-Andover Station in particular. Good for Sussex County, Seniors, and Home Values.	For project
204	1/23/2007	David Troast		Spoken comments at meeting	For project-Need to address getting people to stations without negatively impacting local traffic.	For project; Additional infrastructure
205	1/23/2007	Thomas Kelcec		Spoken comments at meeting	For project-Don't skimp-double-track the entire length.	For project; Rail Operations
206	1/23/2007	Frank Macedonio	Retired Railroad Conductor	Spoken comments at meeting	For project-The sooner the better	For project
207	1/23/2007	Susan Zellman	Freeholder, Sussex County Board of Chosen Freeholders Also First Vice Chair, NJTPA	Spoken comments at meeting	For project	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
208	1/23/2007	Cliff Sobel	Deputy Executive Director, North Jersey Transportation Planning Authority (MPO)	Spoken comments at meeting	For project-Especially for its potential to divert auto traffic off the highway network.	For project
209	1/23/2007	Rick Antero	Resident-Sussex County, NJ	Spoken comments at meeting	Against project-Concerned that people in PA will drive to Sussex to park and ride. Also Concerned about Garbage and haz waste on trains. Doesn't want Blairstown and Andover to turn into Dover, Boonton, and Morristown.	Against project; Freight
210	1/23/2007	Senator Robert E. Littell	Senator, 24th District	Spoken comments at meeting	For project-Move ahead quickly before cost continues to rise.	For project
211	1/23/2007	Tammie Horsfield	Sussex County Chamber of Commerce and Sussex County Economic Development Partnership	Spoken comments at meeting	For project. The County needs transportation options.	For project
212	1/23/2007	Stuart Weiss	Chairman, Inman Railroad Community, Edison, New Jersey	Spoken comments at meeting	Concerned about trains being used for freight, specifically hazardous materials such as propane and chlorine gas. Concerned about NJT subsidizing PA residents.	Freight; Cost
213	1/23/2007	Bruce Replogle	Resident-Byram Township, NJ	Spoken comments at meeting	For project. Positives are the historical significance and getting kids off the Right-of-Way	For project
214	1/23/2007	John Drennan	Resident-Bloomfield, NJ	Spoken comments at meeting	For project - Would use service to go to Stroudsburg.	For project
215	1/23/2007	Peter S. Palmer	Raritan Valley Rail Coalition	Spoken comments at meeting	For project	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
216	1/23/2007	Robert Stephens		Spoken comments at meeting	Recounted the story of how rails were pulled up--ironic today.	N/A
217	1/23/2007	Robert Bodenstein	Resident-Bernardsville, NJ	Spoken comments at meeting	For project-His property abuts the Gladstone Branch and he isn't bothered by the train at all. Runs from 6am to 2am and it doesn't bother him one bit.	For project
218	1/23/2007	Stephen Zydon, Jr.		Spoken comments at meeting	For project	For project
219	1/23/2007	Steven Oroho	Freeholder, Sussex County Board of Chosen Freeholders	Spoken comments at meeting	For project	For project
220	1/23/2007	Glen Vetrano	Freeholder, Sussex County Board of Chosen Freeholders	Spoken comments at meeting	For project	For project
221	1/23/2007	Ben Gottfried		Spoken comments at meeting	For project-Hoping for support for eventual connection to Binghamton and eventually even Syracuse	For project; Additional Infrastructure
222	1/23/2007	Keith Smollin	Resident-Maywood, NJ	Spoken comments at meeting	For project - Traffic on Rt. 80 is a disaster. Would use it to travel to Scranton.	For project
223	1/23/2007	Allen Alloco	Resident-Fair Lawn, NJ	Spoken comments at meeting	For project - Fewer cars on Rt. 80, more jobs for the railroad.	For project
224	1/23/2007	Steve Pelletiere		Spoken comments at meeting	For project - Provides alternative transportation to Scranton.	For project
225	1/23/2007	Paula M. Scripsick		Spoken comments at meeting	For project - Takes cars off the road.	For project
226	1/23/2007	Frank Reinbold		Spoken comments at meeting	Against project-Too costly, nobody rides even from Hackettstown so no more trains needed, no more development due to Highlands and Skylands Acts, and you're taking away our rail trail.	Against project; Cost

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
227	1/23/2007	John W. Willever	Secretary, Lackawanna Chapter, Railway & Locomotive Historical Society, Inc.	Spoken comments at meeting	For project	For project
228	1/23/2007	Holly B. Kunzman	On behalf of Representative Rodney Frelihghuysen	Spoken comments at meeting	For project - Alternative source of transportation.	For project
229	1/23/2007	Warren Blakeney		Spoken comments at meeting	For project - Add mail back onto the Northeast Corridor and from Scranton to New York. It would take more trucks off the road.	For project
230	1/23/2007	Ann Miller		Spoken comments at meeting	For project	For project
231	1/23/2007	Norman Ressler	Penn Jersey Rail Coalition	Spoken comments at meeting	For project - Will reduce traffic, improve air quality, ridership will be higher with recreational users.	For project
232	1/23/2007	John Hastie	Resident-Sparta, NJ	Spoken comments at meeting	For project - Should alleviate traffic.	For project
233	1/17/2007	Charles Carstens	Resident-Scranton, PA	Spoken comments at meeting	For project - Would get many tourists that aren't included in ridership projections.	For project
234	1/17/2007	Andy Wallace	U.S. Senator Arlen Specter's Office	Spoken comments at meeting	For project - Quality of life improvements, economic benefits, better access to colleges. Look into technology to decrease commute time.	For project; Rail operations
235	1/17/2007	John Blake	Director, Northeast Region, Pennsylvania Governor Ed Rendell's Office	Spoken comments at meeting	For project - Taking traffic off the roads and offering an alternate choice.	For project

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
236	1/17/2007	Larry Malski	Pennsylvania Northeast Regional Railroad Authority	Spoken comments at meeting	For project	For project
237	1/17/2007	Ed Urbanski		Spoken comments at meeting	For project-Any negative impact is certainly outweighed by the benefits.	For project
238	1/17/2007	Charles Carstens		Spoken comments at meeting	For project	For project
239	1/17/2007	Arlen Specter	U.S. Senator from Pennsylvania	Spoken comments at meeting (via speaker phone)	For project	For project
240	1/17/2007	Karl Pfeiffenberger	Greater Scranton Chamber of Commerce	Spoken comments at meeting	For project - The No Build alternative is unacceptable. Believe the utilization of service will far exceed ridership estimates. Welcomes the Yard.	For project; Stations
241	1/17/2007	Patrick O'Malley	Resident-Scranton, PA	Spoken comments at meeting	For project-just have transit police on hand to keep derelicts from bringing crime into our community. Can provide jobs and opportunity.	For project, Safety
242	1/17/2007	Michael Mrozinski		Spoken comments at meeting	For project- Already exceeded projected population numbers from PA DEP Water Resources Division. More development proposed in Lehman Twp., Pike County, PA.	For project
243	1/17/2007	Robert Piecuch	Southern Tier Coordinator, Empire State Passengers Association	Spoken comments at meeting	For project-Extend to Binghamton	For project; Additional Infrastructure
244	1/17/2007	Jeff Fleming		Spoken comments at meeting	Asked for clarification regarding the Ridership Forecasting model (his questions were addressed at the meeting)	For project
245	1/17/2007	Joe Hart	Resident-Scranton, PA	Spoken comments at meeting	Why isn't train service being proposed between Scranton and NYC?	Rail Operations

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
246	1/17/2007	John Vail	Resident-Scranton, PA	Spoken comments at meeting	For project - Asked questions regarding historic resources that were answered at meeting. High speed trains should be used.	For project; Rail Operations
247	1/29/2007	Karen Bartlett Lance	Resident-Blairstown, NJ	Letter	EA erroneously states Blairstown protected by Highlands Preservation. It is outside of the Highlands boundary. Also compared to 2003 station plans, 2006 proposed plans are for a much larger development with less stormwater management. Also questions projected vehicular traffic impacts, particularly anticipated reduction in Route 94 traffic. Also the absence of detailed noise data. Too much money for too few people.	Development; Parking; Traffic; Noise
248	2/21/2007	Joel J. and Clair A. Balbi	Resident-Blairstown, NJ	Letter	Opposed to the proposed use of the Blairstown Railroad Station site, which they own. This action would require acquisition of their property, effectively putting them out of business. Recommend adjacent site.	Stations
249	2/4/2007	Kathleen W. Kemmer	Resident-Blairstown, NJ		Duplicate Comment (Comment #155)	N/A
250		Bill Booth	Resident-Hamburg, NJ	Open House Comment Sheet (mailed)	For project-I believe that any project concerning public transportation is long overdue in NW NJ. Hopes for supporting infrastructure (bus service to stations). Also hopes for NYS&W reactivation for Route 206 traffic problems.	For project; Additional Infrastructure
251	2/20/2007		Raritan Valley Rail Coalition	Resolution of Support	Duplicate Comment (Comment #146)	N/A
252	2/15/2007	William T. Fidurski	Director, Office of Technical Information, Coalition to Stop the Freight Train		Duplicate Comment (Comment #115)	N/A
253	2/26/2007	Daryl Eppley	Resident, Planning Administrator and Zoning Official, Stroud Township, PA	Letter	Clarified open space statistics, requests more data be included in the description of feasibility studies, operations data technical costs. The environmental impacts of tilting trains vs. non-tilting trains should be assessed. Suggests using tilting trains in the project.	Rail Operations



Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
254	2/27/2007	Ken Metcalf	Chairman, Knowlton Township Environmental Commission, Warren County, NJ	Letter	Against project-induced development will change farmland to residential, generate vehicle traffic (including on I-80), and encourage sprawl. Northern Warren County is NOT protected under Highlands Act.	Against project; Development
255	2/27/2007	Chuck Walsh	President, North Jersey Rail Commuter Association	email	For project	For project
256	2/27/2007	Alan P. Curley	Resident-Rockaway, NJ	email	For project-effort needed to attract ridership	For project
257	2/23/2007	Thomas W. Sweeney	Chairman, Keystone Association of Railroad Passengers	Letter	For project - New travel opportunities could benefit Tobyhanna Army Depot & E. Stroudsburg University as well as tourism.	For project
258	10/31/2006	Randall C. Kotuby	Resident-Rahway, NJ	Letter	For project - It's critical to act now.	For project
259	2/28/2007	Larry Joyce	Keystone Association of Railroad Passengers	Letter	For project and rebuts objections. Supports transit-oriented development. Project will reduce traffic and improve the environment.	For project
260	3/1/2007	Joseph B. Matarazzo, PE	Resident-Tobyhanna, PA	email	Believes project is not in the best interest of Monroe County residents. Travel time is much longer than bus; strange to believe people would prefer an hour-longer train ride. Why weren't surveys conducted? Even in 2030 train is less appealing.	Against project
261	3/1/2007	Frank Barry	Board of Directors, National Association of Railroad Passengers	email	For project - Hope service can be extended to Binghamton	For project; Additional Infrastructure

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
262	2/28/2007	Elaine Barbour	Resident-Johnsonburg, NJ	email	Against project. They have a bat, whose habitat would be destroyed by a passing siding. Two trains at once with the siding there would increase noise and air pollution. Also lack of funding would leave line vulnerable to freight, garbage, flammables, etc.	Against project; Air Quality; Noise; Freight; Ecology
263	3/2/2007	Wilma E. Frey	Project Director, NJ Highlands Coalition	Letter	EA is inaccurate and incomplete. Assessing only 1/4 to 1/2 mile within alignment does not capture the true environmental impacts. Impact of rail vs. trail is tremendous and should be disclosed in this document. Highlands information is inaccurate. NJ's Highlands and Warren County will suffer the land use, visual, and natural resource impacts. Bus alternative should be explored.	Development; Ecology
264	2/28/2007	Thomas Drabic	Principal Transportation Planner, County of Sussex, Department of Engineering and Planning	letter and resolution	For project-Copy of resolution from Sussex County Board of Chosen Freeholders (same as Comment # 150) in addition to Resolution from the Six-County Coalition. The project has been identified as the highest priority transit project in the Six County Northwest New Jersey Region.	For project
265	3/5/2007	Shawa Habrial	Resident-Easton, PA	Open House Comment Sheet (mailed)	Restore the rail service.	For project
266	2/26/2007	Thomas D. Shore	Resident-Hillsborough, NJ; Volunteer Docent, Steamtown NHS	Letter	Takes issue with impacts on Steamtown-related train activity. NPS should also be consulted re: significant impacts to Steamtown NHS. Three hour and 20 minute trip constitutes intercity rail and should have special (more comfortable) coaches to attract motorists to use the train. Use dual service locomotives to provide some Midtown Direct service. Proposed Tobyhanna station small in light of nearby Army depot. Cresco/Barrett Twp. station should be considered; these people would have to drive west to the Pocono Mtn. Station to travel east on the train--a turn-off to train use. 26 miles between Scranton and Tobyhanna is bereft of stations. Consider using Moscow station or establishing one in the vicinity. These people would have to drive west to downtown Scranton to board. Consider westbound AM ridership from Cresco and Moscow into Scranton as well. Believes National Park Service owns the Right-of-Way at the proposed Scranton Station.	Cultural Resources; Stations; Parking; Rail Operations

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
267	2/27/2007	Gary McGowan	Blairstown Historical Commission	email	Concerned that cultural resources in Blairstown were determined to be only historic. Consideration should be given to the possibility, however remote, of pre-contact archaeological resources.	Cultural Resources
268	3/1/2007	David K. Dech	Director, Planning Department, County of Warren	Letter	For project. Blairstown freight station location is incorrect in appendix parking plan. Plan shows 243 spaces while report states 230 spaces. Incorrectly states that Blairstown is in the Highlands Preservation Area. Use 2030 population projections adopted by NJTPA. Question: Do Scranton to Hoboken and Andover to Penn Station operating plans run concurrently or sequentially? EA is unclear.	For project; Parking; Rail Operations; Development; Socioeconomics
269	3/7/2007	Orrin Getz	Resident-New City, NY	Open House Comment Sheet	For project. Suggests use of dual-mode locomotives to get trains from the cut-off directly into New York Penn Station.	For project
270	3/2/2007	John Filippelli	Chief, Strategic Planning and Multi-Media Programs Branch, U.S. Environmental Protection Agency	Letter	USEPA Comments: Generally in favor of project; however, 1) Requires project-level Air Quality conformity determination. Mesoscale analysis is not appropriate for conformity purposes. Determine if a PM2.5 hot-spot analysis is required. Suggests numerous air quality enhancement measures. 2) Unable to evaluate Wetlands impacts until a JD is made. 3) NJ portion is over the protected NW NJ 15 Basin Sole Source Aquifer. As such, potential effect and mitigation need to be discussed. 4) Analyze extent to which project affects area No Build growth, or additional growth beyond No Build. Also assess local regulatory mechanisms to address growth-related impacts associated with the project.	For project; Air quality, Water quality; Ecology; Development
271	3/8/2007	Jeff Tittel	Director, New Jersey Sierra Club	Letter	Believes that the intent of this project is to promote sprawl and overdevelopment in environmentally sensitive and rural areas. High cost, excessive commute times, low ridership, and certain development. Claims that transit service will attract people to new homes who won't take rail. EA doesn't look at relation to Highlands Protection Act. Would be a better rail trail project.	Against project; Cost; Development
272	3/15/2007	Mike Reilly	President, Local 60, NJ TRANSIT Conductors	email	Delaware Water Gap Station is shown on the south (eastbound) side of I-80. That means commuters would need to walk very far to the train, limiting ridership. Must be more convenient for the passengers. Also, would cab signals without wayside signals be more cost effective?	Stations; Cost

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
273	1/26/2007	Patrick D. Mullally	Proprietor/The Dansbury Depot	email	I recommend moving the proposed East Stroudsburg Station closer to the Dansbury Depot on the original platform area that can still be seen there. It would be much more accessible, blend in aesthetically and historically and open more area up for parking as I believe your anticipated usage numbers for this station to be low.	For project; Stations
274	1/26/2007	James A. Butz	Resident-Stroudsburg, PA	email	For project-The service could be used by students, low income individuals, commuters, the elderly, general leisure trips and for the handicapped.	For project
275	1/26/2007	Laurie Ryan		email	Against Project-The project is talking about how the intent is to alleviate Route 80 traffic. Since that seems to be the big motivator of this project, I would like to know how that conclusion was reached. I would be interested in the results that concluded this project was the best use of our tax dollars. Why can't you spend the money on bus services to corporate centers? I am, in writing, protesting the time of this meeting. The people that travel Rt. 80 and the tax-paying citizens of this community are at work during the scheduled meeting time.	Against project; Cost; Public Outreach
276	1/30/2007	Christine Widgren	Resident-Phillipsburg, NJ	email	For Project - I am in strong support of going forward with the Lackawanna cut-off project for the following reasons: removal of vehicle congestion from our roads; cut our use of gasoline and petroleum products; stop pollution from vehicles' exhaust; reducing the amount of commuter automobile traffic; improve the area's economic development; better serve our rural poor population who cannot afford to buy an automobile/insurance and maintenance costs.	For project
277	1/27/2007	Pete Harrington	Resident-Andover, NJ	email	For Project-I think this project is vital to the area and has taken too long to begin. My concerns are: consideration of historic buildings preservation; Greendell passenger station and tower; Johnsonburg passenger station, What becomes of these historic landmarks? Full barriers and crossing gates at road crossings are a good idea; but the time-honored method of Horn or Whistle blowing should continue. I think creating quiet zones would be doing a disservice to pedestrians and vehicles in areas around grade crossings.	For project; Cultural Resources; Noise

Table 7-1 (continued)

ID #	Date	Name	Affiliation	Comment Form	Summary of Comment	Subject Area
278	1/23/2007	Alison Littell McHose	Assemblywoman 24th District	Spoken Comments at Meeting	For project	For project
279	3/10/2007	Jack Strollo		letter	For project	For project
280		James Rollo	Resident- Andover, NJ	email	We need the Lackawanna Cutoff rail project to relieve the massive traffic jams on I-80.	For project
281		Mark Duggan	Resident-Oak Ridge, NJ	email	We need rail service to NYC/Jersey City area up here in NW New Jersey. Buses and carpools don't help, nobody wants to sit in the car with a stranger, and most people don't work a set schedule.	For project
282	4/24/2007	Robert Koska/ Richard Bartello	NJT Local Programs SCDRTAP Citizens Advisory Committee	letter/resolution	For project. Would provide access to transit-dependent persons.	For project

**Table 7-2 Response to Comments**

Category/Comment No.	Comment Summary	Response
<b>General</b>		
1-18, 20-24, 26-32, 35, 37-43, 46, 49, 51, 53, 54, 60, 62-65, 67, 68, 70, 72, 74, 76-79, 81, 82, 85-87, 89, 93, 95-99, 101-104, 106, 108-114, 116-119, 122-127, 130, 132, 137-141, 143-146, 148, 150, 151, 153, 154, 156, 158-161, 164, 167-169, 171, 175, 177, 185, 187, 188, 195-198, 202-208, 210, 211, 213-215, 217-225, 227-244, 246, 250, 255-259, 261, 264, 265, 268, 269, 270, 273, 274, 276-282	For the project	Thank you for your comment.
55-57, 69, 107, 115, 120, 129, 152, 155, 157, 182, 199, 201, 209, 226, 254, 260, 262, 271, 275	Against the project	Thank you for your comment.
<b>Stations</b>		
2, 7, 8, 13, 15, 17, 18, 27, 32, 114, 240	In favor of Station/Yard in Scranton	Thank you for your comment.
37 & 38	In favor of the Blairstown Station	Thank you for your comment.
83	Consider moving proposed Andover Station <sup>3</sup> / <sub>4</sub> miles east, near Lackawanna Road.	The Lackawanna Drive location has physical constraints that preclude consideration as a station location.
116	In favor of the proposed location for the Andover Station	Thank you for your comment.
121	Will stations have ticket vending machines?	The amenities to be provided at each station will be established during the engineering phase of the project.

**Table 7-2 (continued)**

Category/Comment No.	Comment Summary	Response
121, 266	A station in Cresco/Barrett Twp. should be considered. Passengers from here would have to drive west to Pocono Mountain to go east. There are no stations for 26 miles between Scranton and Tobyhanna. A station in Moscow or somewhere in the vicinity should also be considered. Passengers from here would have to drive west into downtown Scranton—and vie for scarce parking spaces—to board an eastbound train. Were stations considered at Moscow, Gouldsboro, Columbia, or Greendell?	A feasibility study and a Major Investment study were previously performed for this project. A major work task in both of those study efforts was station site selection. The potential station sites mentioned as well as several others were considered, but were screened out due to ridership, accessibility, and operational considerations.
123, 184, 185	The station in Green Township should be in Green Township (Greendell), not Andover Borough. Why not use the Greendell Station? It would be wonderful if NJT could restore the stations at Greendell and Johnsonburg.	The density of land uses in the vicinity of the Andover station site lend themselves to a transit station more than in the Greendell or Johnsonburg vicinity. The Andover station site also has greater access from throughout Sussex County via Route 206. Having a station at multiple locations in Green Township would increase travel time with little to no increase in ridership.
135, 166	Suggested building a station off I-80 on the New Jersey side of the Delaware River--plenty of people and room for parking there.	The surrounding land in the vicinity of I-80 is considerably below track level and would require elevators, to access the platforms in accordance with the American with Disabilities Act. Although feasible, constructing a multi-story station with an entrance adjacent to parking on the ground floor with the platform level on the second floor would add significant costs to this project, both for capital construction cost and for on-going maintenance of the type of elaborate structure that would be required.
143	Proposed Intermodal Transportation Center in Scranton should be sited to better serve the needs of rail passengers.	The Intermodal Center is being developed by COLTS, and the Lackawanna Rail project will be coordinated with that effort during the design phase.
145	Wishes for more frequent station stops.	Adding more station stops would increase travel time with little to no increase in ridership
147	The Andover Station should be moved to Forest Lakes Drive. Adjacent properties could be developed Transit Village style to help Andover meet its COAH obligation	The Forest Lakes Drive location would route commuters through the residential Forest Lakes Drive. To minimize impacts to this community the Roseville Road access was chosen. Additional development is outside the scope of this project.
161, 193, 200	May not need both Tobyhanna and Pocono Mountain Stations. Other commenters suggested developing both stations.	We're considering the need for both stations.

**Table 7-2 (continued)**

Category/ Comment No.	Comment Summary	Response
163, 273	Recommends moving the proposed East Stroudsburg Station closer to the Dansbury Depot – more accessible, blend in aesthetically, and open up the parking area. Concerned about the parking at the East Stroudsburg Station – size may not be big enough.	The site plan for the East Stroudsburg station location was prepared based on the footprint of contiguous land in ownership by the Railroad Authority which will be available for use as station parking and platform areas. Authority property was pursued in order to avoid taking municipal parking which could negatively impact downtown businesses. The platform has been located to maximize access to downtown businesses and well as for convenience for patrons to park vehicles.
180, 248	Is there a public referendum where the public in Blirstown can accept or refuse the train station? Request moving Blirstown Station to adjacent property	Opinions on station locations should be communicated to local elected officials. Local municipal governments may communicate a collective resolution supporting or opposing the project. Proposed station locations, including Blirstown, were selected based on a number of factors to serve the local community and improve regional mobility.
183	The assumption that the maintenance facility should be in Scranton . . . is absolutely wrong, considering the limited number of passengers that will be served by the Scranton Station.	The location of the proposed maintenance facility in downtown Scranton was determined by many site selection criteria. Operational and scheduling efficiencies and constraints are primary factors which drive the necessity of siting the yard beyond the western terminus of the rail service.
272	Delaware Water Gap Station is located on the far side of I-80 from the tracks. Commuters would need to walk very far to the train, limiting the number of passengers.	The station location was designed around the improvements to the Visitors’ Center. Pedestrian access time from the parking area to the platform was factored into the ridership demand model.
<b>Parking</b>		
91	Concerned about Park-and-Riders at Andover station utilizing Forest Lake Drive to park (due to limited size of proposed Roseville lot).	The station parking was determined based on an FTA accepted ridership demand model and has been determined to be sufficient.



171	Will parking be metered or a fee charged, or is it going to be free?	Parking at rail stations typically requires a fee. The parking fee structure is usually determined by the owner of the parking lot, which varies. In New Jersey, many municipalities choose to own and operate rail parking facilities and set their own fee structure for residents and non-residents. Ownership of the parking lots will be determined in the design phase of the project through discussions with local officials. For the purposes of project planning and the EA, in Section 2.2.2.5, Demand Estimation (p. 29), parking costs were assumed to be \$1.00 per day or less at stations for the purposes of the ridership modeling process. This represents a typical fee in New Jersey and Pennsylvania for rail station parking.
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**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
184	Ridership is down at Andover because people have to wait for parking spaces.	There is adequate space in Andover to meet all of the parking demand.
247	Compared Blirstown station plans from 2003 and 2006 – questions ability to add so many more parking spaces, will stormwater management be affected.	Ridership estimates were updated between the 2003 and 2006 plans, increasing the amount of parking required at the proposed Blirstown Station. To accommodate this increase in parking – the majority of the available land was allocated for parking and the stormwater management ponds were moved adjacent to the parking area, onto the right-of-way. The parking area will be designed to ensure that runoff from the parking area will go to the stormwater management ponds.
266	The proposed Tobyhanna Station is small considering the Army depot is nearby. Station should be larger.	The station parking was determined based on an FTA accepted ridership demand model and has been determined to be sufficient.
268	Blirstown freight building location is incorrect in appendix parking plan. Plan in appendix shows 243 spaces while report states 230 spaces.	The aerial photograph overlaid on the plan indicates that the building locations on the plan correspond to the existing condition. The parking summary on the plan indicates 235 spaces plus 8 barrier-free spaces, for a total of 243. Page 30 in the EA will be corrected to reflect this.

<b>Additional Infrastructure</b>		
5, 6, 14, 29, 30, 140, 145, 197, 221, 243, 250, 261	Extend Service to Wilkes-Barre / Clarks Summit / Binghamton	Under the scope of the current project, passenger service will terminate at Scranton. Service to points west is beyond the scope and do not meet the goals and objectives of this NJ TRANSIT project.
46, 47, 153, 163, 204	Support should be given to infrastructure in urban areas (Morristown, Dover, etc.) so passengers have access to jobs & areas fed by this project). Are any provisions going to be made for picking up passengers who want to go to NYC for shopping trips, theater, attendance and visits to museum, etc.? Recommends shuttle bus from Stroud Mall to East Stroudsburg Station. Suggestions for shuttles/bus to stations.	These suggested services are beyond the scope and do not meet of the goals and objectives of this NJ TRANSIT project.
55	Develop a line from Allentown to Manhattan.	Suggested service is beyond the scope and does not meet the goals and objectives of this NJ TRANSIT project.
81	I would also like to see service out of Sparta via Rt. 23 on the existing rail there.	Suggested service is beyond the scope and does not meet the goals and objectives of this NJ TRANSIT project. This comment refers to the New York Susquehanna & Western line, which is being examined in a separate study being conducted by NJ TRANSIT.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
122, 202	Request Midtown Direct Service from Mt. Olive and Hackettstown	This suggested service is beyond the scope and does not meet the goals and objectives of the NJ TRANSIT project.
131	Suggests using existing freight lines in NJ for passenger service.	Suggested service is beyond the scope and does not meet the goals and objectives of this NJ TRANSIT project.
174	I'd like to know if NJ Transit or somebody else is going to pay for the maintenance of the rapidly deteriorating roads that the people are going to use in Warren County to get to and from the train. If people complain they want less traffic, it doesn't mean they want a railroad.	These suggested services are beyond the scope and do not meet the goals and objectives of this NJ TRANSIT project. The responsibility for road maintenance lies either with the municipality, the county, or the state, depending on the road.

<b>Rail Operations</b>		
44, 58	EA must consider the impacts of additional rail cars, noise, wear and tear when extension connects to existing service. How will you fit additional trains into existing time slots once they're on the Morris & Essex mainline?	The proposed trains are extensions of existing and planned NJ TRANSIT trains and will therefore not impact other NJ TRANSIT rail services.
65, 165, 234, 246	Run high-speed trains. Look into technology to decrease commute time. Consider using biofuels. Consider tilt-trains	A variety of equipment technology options were explored in the planning and major investment study phases of the project. The project has balanced equipment needs with the realities of capital costs, maintenance/operational costs and the limits of available funding. The project that is being advanced is the most cost-effective alternative to address the goals and objectives established for the project.
108, 109, 245, 266	Run Midtown Direct trains on the line.	The locomotives proposed to be used on trains running from Scranton to Hoboken are diesel, and cannot operate in the Hudson River tunnel. Dual mode locomotives can only cover 75 miles on non-electrified rail before stopping to refuel. Dual mode locomotives are proposed to run from Andover to New York Penn Station.
116	Run Midtown Direct trains from Andover	As stated on p. 26 of the Draft EA, there will be 10 eastbound and 11 westbound trains running daily between Andover and New York Penn Station.
132, 145	Run more frequent service as well as off-peak service	As stated on pp. 25-26 of the Draft EA, trains from Scranton to Hoboken will operate on approximately 45-minute headways during peak periods and 2-3-hour headways during off-peak periods. Trains from Andover to New York Penn Station will operate on approximately 30-minute headways during peak periods and two-hour headways during off-peak periods. The service schedule is a balance between ridership demand and costs.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
161	Trip time takes too long—should be shorter	Travel time is a function of many factors, including maximum attainable track speeds, equipment and acceleration/deceleration for station stops. The travel time presented is the best attainable time given these considerations.
162	Capacity of trains does not seem to be sufficient to allow a significant number of riders to reach Hoboken before 9:00 AM.	NJ TRANSIT has performed detailed and iterative demand forecasting and operations planning analyses for the proposed services. These analyses have balanced the ridership demand and equipment needs to provide the necessary equipment to support projected ridership.
205	Don't skimp-double-track the entire length.	The project has balanced infrastructure needs with the realities of capital costs and limits of available funding. The project that is being advanced is the most cost-effective alternative to address the goals and objectives established for the project.
266	The three hour and 20 minute trip from Scranton to Hoboken constitutes intercity rail and should therefore have special, more comfortable coaches to attract motorists to the train.	Specific equipment for the service has not yet been selected, but will be thoroughly evaluated during the procurement process during the engineering phase of project development.
268	Do Scranton to Hoboken and Andover to Penn Station operating plans run concurrently or sequentially? The EA is unclear.	Both operating plans will run concurrently, with service provided both to Hoboken and Penn Station.

<b>Ridership</b>		
32, 34, 112, 121	The estimated 40 passengers daily from Scranton cannot be accurate. Today there are 400 daily commuters to NYC on the buses. General ridership projections are too low.	Weekday ridership was estimated using the North Jersey Transit Demand Model, as detailed on page 29 of the Draft Environmental Assessment. The model incorporates many factors, including ridership on existing bus routes.

<b>Cost</b>		
33	You should consider different ways to raise revenue. Scranton cannot afford more taxes or debt. Our city would absolutely need more revenue to handle extra expenses.	A funding plan for the project has not yet been developed, but will be jointly prepared by NJ TRANSIT and PennDOT.
44, 88, 171, 179, 189, 212	Who is going to make up the annual operating deficit? Why should NJ pay for PA developers and Steamtown? Concerned about NJ TRANSIT subsidizing PA residents.	A funding plan for the project has not yet been developed, but will be jointly prepared by NJ TRANSIT and PennDOT. An agreement on a formula will be required to determine each state's share of the operating subsidy.
45	What possible logic is there in making it easy - in fact subsidizing a person's decision to travel from Scranton to Hoboken on a daily basis? How can traveling 260 miles a day be environmentally responsible?	The project was crafted to address a broad range of goals and objectives in the study area, as explained in Chapter 1, Purpose and Need, of the EA.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
65	How about the rise of fuel cost. I think it's a great idea if it doesn't cost \$20 for fare by the time it is up and running.	A fare structure has not yet been determined, but will likely be an extension of the NJ TRANSIT zone structure.
83, 275	What is the economics, i.e., bus/train comparison, economics of investments and tradeoffs to widening Rt. 80?	The Build Alternative was compared to the No Build in this Draft EA. The widening of the interstate highway was not advanced as an alternative for comparison.
105, 107, 120, 155, 157, 166, 226	Costs are enormous in exchange for minimal ridership. Costs outweigh benefits.	The cost versus benefits will be a consideration for officials in determining how the project advances.
172	Investigate selling bonds to the public for funding	A funding plan for the project has not yet been developed, but will be jointly prepared by NJ TRANSIT and PennDOT.
198	NJ Legislators should tack on a 5-cent gas tax for transportation projects	A funding plan for the project has not yet been developed, but will be jointly prepared by NJ TRANSIT and PennDOT. An agreement on a formula will be required to determine each state's share of the operating subsidy. Mechanism for providing such funding will also be determined at that time.
271	The cost of this project, more than \$550 million, could be better spent building new projects within the urban core areas of New Jersey. To spend this amount of money on a railroad that will undermine good transit and land use planning makes no sense, especially when there are so many other areas in the state and more worthy projects where this could be better spent.	The project was crafted to address a broad range of goals and objectives in a combined PA and NJ study area, as explain in Chapter 1 of the Draft EA. The EA does not make judgments on the relative merits of the wide range of projects under consideration throughout the region. The purpose of the EA is to disclose the potential for impacts of this specific project.
272	Would cab signals without wayside signals be a more cost effective system to build?	The project is planning to use cab signals.
<b>Freight</b>		
57, 90, 105, 120, 155, 173, 178, 189, 209, 212, 262	EA should address the possible use of the railroad for freight and garbage. Use of cutoff for freight is inevitable. Lack of funding would leave the line vulnerable to freight, garbage, flammables, etc.	Use of the Cut-Off for trains carrying freight and municipal solid waste is not planned for the future.
88	Give a 200-year promise not to transport freight, garbage, or nuclear waste.	Use of the Cut-Off for trains carrying freight and municipal solid waste is not planned for the future.

Table 7-2 (continued)

Category/Comment No.	Comment Summary	Response
<b>Development</b>		
48, 52, 55-57, 66, 105, 115, 120, 155, 157, 176, 201, 271	While this project may seem to benefit some they are not the ones living in the impacted area. Most of us moved here (northern New Jersey) for peace and quiet, we are not looking forward to our community being overrun. It should only be built if it guarantees no further development to occur. EA should address additional residential development. Trains will increase development.	The proposed service is being offered as an alternative commuting method for those residents that are already located near the stations. Warren and Sussex Counties experienced growth rates of 12% and 10%, respectively between 1990 and 2000. This growth is expected to continue, with NJTPA forecasting a 30% and 32% growth, respectively for Warren and Sussex Counties. Local municipalities have jurisdiction over specific land use development issues. To guide development to cause the least impacts, local municipalities have zoning and master plans. NJ TRANSIT has no control over individual town/municipality land use issues.
179, 247, 254, 263, 268, 271	EA does not state that Blairstown is excluded from the Highlands Preservation and Planning areas. Northern Warren County is not protected under the Highlands Act.	The EA will be clarified to state that Blairstown Township is excluded from the Highlands Preservation and Planning area.
263	Assessing only ¼ to ½ mile along the alignment does not capture the true environmental impacts.	The direct impacts within a ½ mile radius of the existing alignment were assessed with regard to environmental sensitivity. This is a typical size for a study area for environmental review purposes.
270	Analyze extent to which project affects area No Build growth, or additional growth beyond No Build. Also assess local regulatory mechanisms to address growth-related environmental impacts associated with the project.	Zoning and master plans of each station community were analyzed and discussed in Appendix A, Land Use Technical Report. All station communities have local regulatory mechanisms in place to guide development. The project will not cause additional growth over the No Build growth; however, growth may be focused more near the proposed station areas and/or may come sooner to these areas than it would have otherwise. The growth figures forecasted by the NJTPA, 30% in Warren County and 32% in Sussex County between 2000 and 2030 sufficiently projects both the No Build and Build population projections.
<b>Socioeconomics</b>		
86	Once tracks are replaced will NJ TRANSIT be paying (property) taxes once again? If so, how much?	NJ TRANSIT is a public agency and does not pay property taxes.
268	Use the 2030 population projections adopted by the NJTPA.	Final Forecast figures for New Jersey counties approved by NJTPA on March 14, 2005 will be incorporated into the Population and Household Growth tables 1.7-1 and 1.7-2.

**Table 7-2 (continued)**

Category/Comment No.	Comment Summary	Response
<b>Parks</b>		
121	Visitation at Delaware Water Gap and Steamtown would increase as a result of the project.	The proposed project will provide an alternative method to access these parks; however, the project itself will not cause such an increase that the parks will be negatively impacted.
136	If rail service were restored on the line in Pennsylvania, the cost of equipping private Steam Locomotives running tourist trains with cab signals would put the tourist trains and Steamtown out of business.	Wayside signals already exist between Scranton and Slateford Junction. NJ TRANSIT is considering allowing the use of these signals instead of requiring cab signals for all private locomotives.
<b>Cultural Resources</b>		
19	Steamtown NHS has major archives concern all DL&W properties; should be consulted for background info.	Steamtown NHS has been contacted. In addition, Steamtown NHS Park Superintendent is on the Consulting Parties List for review/consultation with cultural resources.
59	Expand APE in East Stroudsburg to include homes on Braeside Ave. that overlook the tracks and proposed station	The Area of Potential Effect (APE) in East Stroudsburg was determined in consultation with the Pennsylvania State Historic Preservation Office.
86	What will be done to the existing Johnsonburg Station and Sealtest Creamery site?	Structural integrity will be maintained, if necessary.
123, 277	Restore current stations at Greendell and Johnsonburg and leave the landmark Greendell tower standing.	The proposed project does not include station stops in Johnsonburg or Greendell based on ridership demand. The project does not include any construction at the former Johnsonburg station site. The station building at Johnsonburg was demolished in 2007. The former Greendell station site will be restored and used as a maintenance of way facility. Any impacts from the proposed project on the tower in Greendell will be mitigated. Any work on the existing historic railroad structures in Greendell will be coordinated with the NJ State Historic Preservation Office.
133	In the CD, Pages 174 through 229 are repeated. Disagrees with some specifics about the Blairstown Railway discussed in the Technical Appendices.	File will be corrected to ensure that in future CDs the Environmental Assessment Appendix does not have this duplication of pages. Thank you for your research and clarifications about the Blairstown Railway.
177	I would ask that NJ Transit not consider just a platform at Blairstown, but help to restore that building so that it becomes part of our cultural heritage.	As noted in Section 3.4, Historic, the former Blairstown Station will be acquired by NJ TRANSIT and utilized for railroad operations or will be marketed for an adaptive reuse that will be compatible to the railroad use.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
266	Concerned that project will impact Steamtown-related train activity and will significantly impact the Steamtown National Historic Site.	The project utilizes track owned and operated by the Northeast Pennsylvania Railroad Authority and should therefore not impact the Steamtown tracks or their operations. The restoration of rail service in the vicinity of Steamtown is likely to have an indirect benefit to Steamtown by delivering visitors to the site via rail and further enhancing the railroad character of the City of Scranton.
267	Concerned that cultural resources in Blirstown were determined to be only historic. Consideration should be given to the possibility, however remote, of pre-contact archaeological resources.	As indicated in Table 3.5-1 on Page 71 of the EA, the Blirstown Station site is built on imported fill soil. Any archaeological features would be buried beneath this fill, and are not likely to be disturbed by parking lot construction. However, an Archaeological Phase 1B Field Test will be conducted during engineering to determine the presence or absence of resources prior to construction on the site.

<b>Traffic</b>		
59, 165	Concerned about traffic in East Stroudsburg due to grade crossings of trains – specifically Washington Street. Concerned about circulation of people accessing the Station.	The traffic analysis is based on actual traffic count and turning movement data collected in East Stroudsburg.
100	Wolf’s Corner Road crossing the right-of-way in Green Township needs to be grade-separated, like it was in the past when the railroad was active.	The volume of traffic on Wolf’s Corner Road does not justify the cost and environmental impacts for items such as property takings and retaining walls that would be required to elevate this roadway crossing above the railroad. The impacts of grade separating Wolf’s Corner Road would be greater than the impacts of periodic trains crossing the road at this location.
247	Questions projected vehicular traffic in Blirstown, particularly the anticipated reduction in Route 94 traffic.	The traffic analysis is based on actual traffic count and turning movement data collected in Blirstown. Due to intersection improvements proposed as part of the project, the level of service of the intersection will improve.

<b>Air Quality</b>		
25	Address benefits of less traffic with regard to air quality	The Draft EA acknowledges in the Section 3.8, Air Quality, that this project does not improve air quality for all pollutants. The project was crafted to address a broad range of goals and objectives in the study area, as explain in Chapter 1 of the EA.
190	Every morning about 250 cars in Blirstown would be idling for 20 minutes to half an hour idling (to keep warm in winter and cool in summer). That does not cause pollution?	Commuters will likely arrive at the station less than 20-30 minutes before a scheduled train. The typical commuter times arrival with the schedule for the train, therefore this will not be a common occurrence or impact.



**Table 7-2 (continued)**

Category/Comment No.	Comment Summary	Response
201, 262	With the proposed passing siding at the rear of our property, there would be excessive air pollution with two trains there at the same time. The impact of idling trains in and around stations has not been addressed.	The same number of trains will travel past any given point along the alignment; the use of the passing siding will not create additional impacts. Trains will not idle for more time than necessary to allow passengers to board and alight the train. The schedule has been designed to minimize idle time.
270	Project-level conformity determination is required. Mesoscale analysis is not appropriate for conformity purposes. Suggests numerous air quality enhancement measures.	The mesoscale analysis performed for this project using MOBILE6.2 and project VMT estimates is equivalent to the project-level conformity determination. A Build/No Build test was performed, resulting in reduced highway emissions. The project will be analyzed in the State Implementation Plan due out this summer. The Construction chapter includes the air quality mitigation measures suggested in the comment.

<b>Noise</b>		
50 & 94	Request ringing bell at station rather than blowing horn.	Current NJ TRANSIT practice is to sound the horn during the day to provide an audible warning at the platform. Ringing the bell at stations is not the current standard followed by train conductors.
92 & 185	Noise reduction at Brooklyn Road should be a condition of project approval. Concerned about noise associated with grade crossing at Wolf's Corner Road.	Quiet zones are proposed for seven locations along the alignment, including Brooklyn Road and Wolf's Corner Road to mitigate the noise impacts of the project. The mitigation measures will be included as a required mitigation measure in the Finding of No Significant Impact.
170	Noise from tracks 750 feet away will affect property values. When I sell, will the railroad reimburse me for the shortfall?	FTA's divides impact into two categories – moderate impact and severe impact. Moderate impact is defined as a noticeable change to most people, but may not be sufficient enough to cause adverse community reactions. Severe impact is defined as a high percentage of people that will be highly annoyed by the noise levels. Based upon these definitions, it could be assumed that residences within the severe impact area may observe an effect on their property value. However, for this project, mitigation measures have been proposed for all severely impacted areas. Therefore, property values should not be negatively impacted by the project. On the contrary, depending upon the distance to the station, property values may be positively affected due to increased access.
179, 201, 247	Concerned about location of noise impacts.	A figure identifying approximate locations of residences impacted or severely impacted by the noise associated with the project is included in the Final EA.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
262	With the proposed passing siding at the rear of our property, there would be excessive noise with two trains there at the same time.	The same number of trains will travel past any given point along the alignment; the use of the passing siding will not create additional impacts.
277	Full barriers and crossing gates at road crossings are a good idea; but the timeless method of horn or whistle blowing should continue. Believes quiet zones would be a disservice to pedestrians and vehicles in areas around grade crossings.	To minimize impacts to residences in the vicinity of the grade crossings, quiet zones are proposed. Requirements associated with the quiet zones will provide a similar level of safety as the traditional horn warning.
<b>Vibration</b>		
92	Potential vibration just north of Brooklyn Road in rock cut needs to be looked at in terms of safety, especially if the line is used for freight.	Use of the Cut-Off for trains carrying freight and municipal solid waste is not planned for the future.
<b>Energy</b>		
25, 80, 134	The environmental and economic cost of lumber for railroad ties, and manufacture of steel for rails to reconstruct the railroad, in addition to the fuel to transport these materials to the project site, is greater than the cost of leaving all the traffic on I-80. Project should be tied to a national and regional energy program.	While this analysis has merit, it assumes perhaps that the project is being advanced as an energy-saving measure. The Draft EA acknowledges in the Section 3.10, Energy, that this project does not save energy. The project was crafted to address a broad range of goals and objectives in the study area, as explain in Chapter 1 of the EA.
<b>Water Quality</b>		
56, 57, 82	Will well water be affected by potentially large increases in demand due to additional development associated with restoration of passenger service? Will shallow wells run dry as a result of this? Do you have alternative sources of fresh water for us if they do?	The local municipality has jurisdiction over specific land use development issues. NJ TRANSIT has no control over individual town/municipality land use issues. Well water should not be affected by the restoration of passenger rail service.
82, 270	The New Jersey portion of the project would be built over the Northwest New Jersey 15 Basin Sole Source Aquifer. Accordingly, any additional environmental documentation prepared for the project should specifically discuss potential impacts to the aquifer and any mitigation necessary.	An analysis of the impact to the aquifer is included in the Final EA.

**Table 7-2 (continued)**

Category/Comment No.	Comment Summary	Response
91	Stream adjacent to proposed Roseville Park-and-Ride lot feeds a lake which is environmentally sensitive. Don't want parking lot running off into stream.	Kymer Brook, the stream adjacent to the proposed Andover Station, feeds Hemlock Lake. NJ TRANSIT is required to comply with State Water Quality Standards. The water from the parking lot at Andover Station will be collected into a stormwater management basin; it will not drain into Kymer Brook. Stormwater management basins prevent most of the surface water runoff from leaving the site. They encourage groundwater infiltration, filtering of contaminants, trash collection, and reduce downstream flooding.
121	The alignment crosses several lakes in PA, are they not discussed in the EA because the rail line is an existing use?	Since an existing alignment will be used, the EA focused on the areas that will require new construction – stations, yard, and the maintenance of way facility. No impacts will occur to adjacent surface waters that the existing right-of-way transects. Therefore, the lakes adjacent to the existing alignment were not discussed in the EA.
121	The old Delaware Water Gap station has been flooded several times in the past.	The proposed Delaware Water Gap station will be constructed to be above the flood zone.
<b>Ecology</b>		
36	Will there be an impact on wildlife in the area of the Right of Way? Will fencing prohibit the free movement of wildlife?	NJ TRANSIT does not plan to fence the project right-of-way. NJ TRANSIT does not typically fence their rights-of-way, as fencing actually poses a safety issue with regard to entrapment. Persons or wildlife encroaching on the right-of-way in an unfenced area might move into a fenced area and then not have egress from the alignment in the event of an oncoming train. A barrier fence may deter some animals from crossing onto the right-of-way; however, deer, bears, raccoons and other animals can jump or climb over fencing.
88 & 90	Need for Completed Threatened and Endangered Species Study before Publishing the EA.	The project team has been consulting with the U.S. Department of the Interior, Fish and Wildlife Service. They have noted that due to the timing of the project planning and development, they agree with NJ TRANSIT performing the threatened and endangered species surveys during the engineering phase of the project at the appropriate time of the year. NJ TRANSIT will continue to coordinate with the Service throughout the project development.

**Table 7-2 (continued)**

<b>Category/Comment No.</b>	<b>Comment Summary</b>	<b>Response</b>
194	EA does not address unique flora along a specific location, "Johnsonburg Limestone Cliffs," along the ROW: Purple cliff brake, wall rue, and Scott's spleenwort, as well as fragile fern. Also there are two caves in the vicinity of the Johnsonburg station which are not listed in the EA report.	The area described appears to be within a NJ Natural Heritage site. No new construction outside of the existing right-of-way is planned. There will be no impacts in this or the surrounding area to flora or surrounding geological features.
270	EPA will be in a better position to evaluate the wetlands impacts associated with the project after a formal jurisdictional determination (JD) has been made by the NJDEP and the U.S. Army Corps of Engineers.	A formal wetland delineation, letter of interpretation (LOI) will be submitted to NJDEP and the U.S. Army Corps of Engineers during the engineering phase of the project. NJ TRANSIT will continue to coordinate with the USEPA on these matters as the project advances.
262	A bat lives on our property and its habitat would be destroyed by construction of the proposed passing siding there.	The percentage of habitat that will be impacted by construction of a siding on a former dual-rail alignment will not affect the habitability of the area by bats. Habitat surveys and surveys for individual threatened and endangered species will be performed during the engineering phase of the project.
263	Habitat reduction impact of restoring rail in the ROW vs. creating trail is tremendous, and should be disclosed in this document.	Potential impacts were assessed compared to existing and no build conditions, neither of which include a trail. The former railroad right-of-way under consideration for this project will not have any unmitigated impact on habitats.
<b>Safety</b>		
69, 179, 241	Concerned about safety at stations. Feels Blairstown will need to add more officers to patrol the new station. Recommend having NJ TRANSIT police on hand to keep derelicts from bringing crime into the communities.	NJ TRANSIT police currently perform random patrols at all stations and along all rights-of-way in the NJ TRANSIT rail system. This practice will continue. NJ TRANSIT will work closely with municipal police departments to ensure that security needs are met.
71	Fencing requested along corridor where homes are located and yards back up to the railroad.	NJ TRANSIT does not usually fence the right-of-way, as fencing actually poses a safety issue with regard to entrapment. Persons or wildlife encroaching on the right-of-way in an unfenced area might move into a fenced area and then not have egress from the alignment in the event of an oncoming train.

**Table 7-2 (continued)**

Category/Comment No.	Comment Summary	Response
<p><b>Public Outreach</b></p> <p>183</p>	<p>Thinks the EA should have been shared with commuters in Newark, NY, and Trenton</p>	<p>Notice of the Draft EA was made through several local and regional newspapers and NJ TRANSIT’s website. Sufficient notice was made to provide the opportunity for review by all interested parties, as evidenced by the 20 comments from persons residing in central and northeastern New Jersey.</p>
<p>275</p>	<p>Protesting time of public meetings – the people that travel Route 80 are at work during the scheduled meeting time.</p>	<p>The meeting times extended from 4:00 P.M. to 8:00 P.M. The timing of the meetings was set to allow for commuters to attend the meetings. For people who were not able to attend the meetings information was made available on NJ TRANSIT’s website for review, and copies of the document were distributed as requested.</p>

## **8.0 PROGRAMMATIC AGREEMENT**

A Programmatic Agreement has been developed among the FTA, PA SHPO, NJ SHPO and NJ TRANSIT documenting the analyses, stipulations and mitigation measures required to maintain no adverse effect on the historic and archaeological resources noted in Section 3.4 and 3.5, respectively. A copy of the Programmatic Agreement can be found on the following pages.

**Draft 6.27.08**  
**PROGRAMMATIC AGREEMENT**  
**AMONG**  
**THE FEDERAL TRANSIT ADMINISTRATION (FTA),**  
**THE PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION (PA SHPO),**  
**THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICE (NJ SHPO)**  
**AND THE NEW JERSEY TRANSIT CORPORATION (NJ TRANSIT)**  
**REGARDING THE IMPLEMENTATION OF**  
**THE NEW JERSEY– PENNSYLVANIA LACKAWANNA CUT-OFF**  
**PASSENGER RAIL SERVICE RESTORATION PROJECT**

**WHEREAS**, NJ TRANSIT is proposing to construct the New Jersey-Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project (the Project), a project that will improve commuter rail service between the states of New Jersey (NJ) and Pennsylvania (PA); and

**WHEREAS**, the Project consists of the restoration of railroad passenger service on 88 miles of the former Delaware, Lackawanna & Western (DL&W) Railroad (28 miles in NJ and 60 miles in PA) and the construction of two stations in NJ, six stations in PA, and a maintenance facility in NJ; and

**WHEREAS**, NJ TRANSIT, in consultation with NJ SHPO and PA SHPO and based upon projected construction and rehabilitation activities, does not envision the demolition or removal of any structures and anticipates that all rehabilitation work on historic structures will conform to the Secretary of the Interior’s standards, preserving the historic fabric and integrity of such resources and thus ensuring that the project will not result in an adverse effect (as further stipulated subsequently in this agreement); and

**WHEREAS**, NJ TRANSIT has identified independent utility for the implementation of a Minimal Operable Segment (MOS) of the Project from Port Morris, NJ to Andover, NJ (a distance of 7.3 miles) and intends to advance it first; and

**WHEREAS**, the MOS service will operate by extending some of NJ TRANSIT’s Morris & Essex or Montclair Boonton Line trains, and the MOS will involve provision of one new station in New Jersey in Andover Township; and

**WHEREAS**, FTA proposes to provide grant funds to NJ TRANSIT to implement a program of restoration, rehabilitation, repair and new construction on the historic DL&W Railroad Lackawanna Cut-Off in New Jersey and the historic DL&W Railroad in Pennsylvania as part of the Project; and

**WHEREAS**, funding is proposed at this time for the MOS only, and implementation of the project beyond the MOS is dependent on the future availability of funding; and

**WHEREAS**, FTA has determined that this Programmatic Agreement (Agreement) is appropriate for, and necessary to, implementing the Project and facilitating the advancement of the Environmental Assessment (EA) required for the documentation of the anticipated environmental impacts of this Project under the National Environmental Policy Act (NEPA); and

**WHEREAS**, the Area of Potential Effect (APE) is defined to include the 88 miles of railroad right-of-way, the proposed station sites, yard facilities, and other areas of construction activity, and historic properties that are both within line-of-sight of areas of construction activities and close enough to undergo changes in their character or use as a result of the Project (see Attachment 1 for APE boundary maps at station and other specific sites); and

**WHEREAS**, historic properties are defined as precontact and historic archaeological sites, buildings, structures, districts, objects, landscapes, and traditional cultural properties included in or eligible for listing in the National Register of Historic Places; and

**WHEREAS**, the entire railroad corridor that comprises the Project, consisting of the Lackawanna Cut-Off in New Jersey and the DL&W Railroad route from Scranton to Slateford Junction, Pennsylvania, has been found to be eligible for listing in the National Register of Historic Places; and

**WHEREAS**, the Project will utilize the existing rail corridor right-of-way for the reintroduction of railroad passenger service; and

**WHEREAS**, areas where new ground disturbance will occur from construction of stations, their associated parking lots, and maintenance facilities are also considered part of the APE; and

**WHEREAS**, although not explicitly noted as contributing elements to these historic resources in the opinions of eligibility, subsurface archaeological features associated with the railroad alignment may be eligible as contributing resources to portions of the alignment which are, or may in the future be determined eligible for listing in the National Register of Historic Places; and

**WHEREAS**, since the original landform within the railroad right-of-way has already been disturbed by construction of the railroad, and reuse of the right-of-way should not involve any ground disturbance in areas not previously modified, no previously undocumented archaeological sites, outside of features related to the railroad itself, should be present within the right-of-way portion of the APE; and

**WHEREAS**, FTA has completed the identification of historic architectural resources within the APE as delineated in the *Historic Architectural Resources Background Study, Volumes I and II*, prepared by Lynn Drobbin & Associates in May 2006; and

**WHEREAS**, FTA has initiated identification of archaeological properties within the APE as delineated in *Phase IA Archaeological Assessments* of the station and maintenance sites (separate reports prepared for NJ and PA) by Historical Perspectives, Inc. in September 2004; and

**WHEREAS**, FTA has determined, and the NJ SHPO and PA SHPO have concurred, that the Project will have no adverse effect, subject to the conditions listed in this Agreement, on the following historic architectural resource components of historic properties included in, or eligible for inclusion in, the National Register of Historic Places: in PA: Steamtown National Historic Site, Dansbury Depot, DL&W Railroad Route from Scranton to Slateford Junction, DL&W Railroad Bridge #60, DL&W Bridge #60 Interlocking Tower, Tobyhanna Station, Tobyhanna Interlocking Tower, East Stroudsburg Interlocking Tower, East Stroudsburg Water Station, Ridgeway Street Pony Truss Bridge, DL&W Railroad Viaduct over the Delaware River; and in NJ: DL&W Railroad Viaduct over the Delaware River, Old Main DL&W Railroad Historic District (including multiple contributing resources), Port Morris Yard, Port Morris Yard Boiler House, Port Morris Interlocking Tower, DL&W Railroad



Lackawanna Cut-Off Historic District (including multiple contributing resources), Coursen Fill, Pequest Fill, Roseville Tunnel, Paulins Kill Viaduct, Hope Road Bridge, Blairstown Railroad Station and Freight House, Greendell Interlocking Tower, Greendell Station, and the Greendell General Store; and

**WHEREAS**, the Johnsonburg Station was omitted from the historic resources survey and will not be used for any Project purpose and was recently demolished for safety concerns and agreement was reached between NJ TRANSIT and the NJ SHPO that the site will be evaluated and/or documented in a manner to be determined through further consultation; and

**WHEREAS**, NJ TRANSIT has participated in the consultation and has been invited to concur in this Agreement; and

**WHEREAS**, this Project is based on recommendations contained in the *Section 106 Effects Assessment for the New Jersey–Pennsylvania Lackawanna Cut-Off Passenger Rail Service Restoration Project* (Effects Assessment), *December 2006*; and

**WHEREAS**, the PA SHPO and the NJ SHPO have reviewed and commented on the recommendations contained in the Effects Assessment in correspondence dated respectively February 6, 2007 and April 30, 2007; and;

**WHEREAS**, this Agreement includes the scope of intended treatment and preservation philosophy to guide future work; and

**WHEREAS** NJ TRANSIT employs a Historic Preservation Specialist (HPS) meeting the Secretary of the Interior’s Professional Qualifications Standards for Architectural History (36 CFR Section 61, Appendix A);

**NOW, THEREFORE**, the FTA, PA SHPO, NJ SHPO and NJ TRANSIT agree that the Project shall be implemented in accordance with the following stipulations to satisfy the FTA’s Section 106 review requirements for all undertakings and aspects of the project that concern historic properties.

## **STIPULATIONS**

FTA and NJ TRANSIT, in consultation with the PA SHPO and NJ SHPO (hereafter the SHPOs), shall ensure that the following measures are carried out:

### **I. HISTORIC PROPERTIES**

#### **A. EFFECTS CONSULTATION**

1. Prior to the initiation of construction, NJ TRANSIT will conduct Phase IB archaeological field testing at all of the station, maintenance and parking sites except the Analomink station site. On those properties where the level of disturbance presently is unknown (the Scranton and East Stroudsburg station sites and the Scranton maintenance site), review of soil borings, if available in the future, might eliminate the need for a Phase IB testing program.

2. Based on the investigation described in Section I.A.a. of this Agreement and any subsequent overall design modifications, NJ TRANSIT shall apply as mutually agreed, the Criteria of Adverse Effect to these properties and consult with the SHPOs and other consulting parties in accordance with 36 CFR Section 800.5. In the case of “no adverse effect,” NJ TRANSIT shall specify the conditions and procedures that ensure “no adverse effect,” and develop an implementation plan for construction. After the SHPOs concur with the implementation plan, NJ TRANSIT shall ensure that the plan is implemented. In the case of "adverse effect," NJ TRANSIT shall document conditions and procedures that minimize or mitigate the "adverse effects." After the SHPOs concur with the mitigation plan, NJ TRANSIT shall ensure that the mitigation plan is implemented.

## **B. DESIGN**

NJ TRANSIT will make every effort to ensure that the design of system infrastructure is compatible with affected historic properties and conforms to the guidance contained in the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards). For those components of the system that may affect historic resources, NJ TRANSIT will develop design documents in consultation with the PA SHPO and the NJ SHPO. SHPO review of design documents (plans and specifications) will occur at the 30%, 60% and 90% design review phases and shall be limited to determining whether proposed designs are compatible with affected historic properties and in conformance with the Standards. Design documents shall include an explanation of how the proposed design conforms to the Standards. The SHPOs shall respond within 30 calendar days of receipt of documentation to any design submitted pursuant to this Agreement. Design and preservation issues identified by the SHPOs during the 60% design review will be resolved in consultation between the SHPOs and NJ TRANSIT prior to the submission of 90% design level documents.

The following efforts will be made to reduce the effect on historic properties as defined in 36 CFR Section 800.16(1):

1. All work to be conducted for the Project will be reviewed and approved by the PA and NJ SHPOs.
2. The Project will avoid the demolition or removal of historic properties. The Project will, to the greatest extent possible, stabilize, rehabilitate, and/or reuse historic buildings and bridges.
3. All existing historic structures that will be rehabilitated as part of the Project will be rehabilitated in accordance with the Standards.
4. The rehabilitation or stabilization of existing historic structures as part of the Project will be reviewed and approved by the SHPOs. The following historic structures will be rehabilitated and reused by the Project:
  - a. Blairstown Railroad Station
  - b. Greendell Station
5. The following historic structures will be stabilized and weatherproofed by the Project; if feasible, a reuse of these structures will be sought.
  - a. Blairstown Freight House
  - b. Greendell Interlocking Tower
  - c. Port Morris Interlocking Tower

6. NJ TRANSIT and the NJ SHPO shall consult on the appropriate disposition of the Johnsonburg Station Site.
7. All new construction that is scheduled to be built as part of the Project will be constructed in accordance with the Standards for compatible new construction.
8. All new construction on the former Lackawanna Cut-Off will be compatible in design and materials, colors and features to adjacent historic resources and to the significance, integrity and the character defining features of the Lackawanna Cut-Off Historic District.
9. The SHPOs shall review and approve the compatibility of design, materials, association, workmanship, massing, color, texture, scale, and other visual qualities and, within 30 calendar days of receipt of documentation, provide comments and/or concurrence .
10. NJ TRANSIT shall consult with the SHPOs to determine for which new design features the SHPOs would like to see more specific information on the features' exterior appearance. For those features for which the SHPOs request more information, NJ TRANSIT shall submit for the SHPOs' review and approval either color photographs, catalog documentation, or material samples.
11. The Project will provide for the sensitive rehabilitation of existing overhead and undergrade concrete bridges. All bridge rehabilitation projects will be undertaken in accordance with the Standards. All new concrete and concrete repairs will match the existing historic concrete. Masonry analyses will be conducted to ensure that new concrete will match the historic concrete in configuration and detail, finish, color, texture and profile.
12. All rehabilitation work proposed for the Roseville Tunnel will be conducted in accordance with the Standards. All plans and specifications for the Roseville Tunnel improvements will be reviewed and approved by the NJ SHPO. A masonry analysis will be conducted to ensure that the new concrete will be compatible with the existing historic stone of the tunnel. The exterior rock faces of the tunnel portals will remain intact and not be altered.
13. The Project will use architecturally detailed concrete and glazed ceramic roof tiles for stations, platforms, and station canopies.
14. All new construction that is scheduled to be built as part of the Project will be reviewed and approved by the SHPOs.
15. All parking areas that are to be constructed as part of the Project will have historically compatible landscape buffers and historic style lighting. Light shielding will be implemented where necessary.
16. The proposed work to be conducted for the Project in the Port Morris Rail Yard will have historically compatible landscape buffers and low profile lighting if and where required, due to adjacent historic resources, as well as where compatible with safety and operational requirements.
17. All design drawings prepared as part of the Project will be reviewed and approved by the SHPOs within 30 calendar days of receipt of documentation as noted above.
18. NJ TRANSIT shall submit all changes to project plans, including new project components, construction, alterations, or removals, and shop or contractor drawings, as appropriate, to the SHPOs for review and comment as to the effects to historic properties. Any proposed change that has the potential to affect a historic property, whether or not previously considered, shall be reviewed and approved by the SHPOs prior to the initiation of construction activity that may

affect the historic property. If the change to project plans alters effects to historic properties from those described in this Agreement, NJ TRANSIT and the SHPOs shall consult to address: 1) the effects of the proposed plan or design modification; 2) the actions needed to avoid, minimize, or mitigate adverse effects; and 3) a mitigation plan, if necessary.

## **II. CONSTRUCTION**

1. A construction monitoring and staging plan for the Project will be prepared by NJ TRANSIT and reviewed and approved by the PA SHPO and NJ SHPO.
2. As construction plans are finalized, any areas where new ground disturbance will occur, such as for bridge construction or reconstruction, temporary construction staging areas and lay-down areas, and areas that will be substantially cut and/or filled within the existing rights-of-way should be subjected to appropriate archaeological analysis.
3. To maintain the integrity of the rail line and other historic resources along the project corridor, protective measures will be included in the construction specifications to monitor noise, dust and vibration. The proposed Project will be planned, designed, scheduled and staged to minimize disruption to adjacent historic resources.

## **III. INFRASTRUCTURE ACTIVITIES**

1. NJ TRANSIT shall ensure that, for all construction activity required for the implementation of the Project, including but not limited to sewer and utility relocation, storm water management and drainage facility construction, and roadway improvements, appropriate reviews shall be conducted in accordance with Section 106 of the National Historic Preservation Act and the New Jersey Register of Historic Places Act. NJ TRANSIT shall ensure that prior to the initiation of any construction activity, NJ TRANSIT, or its designee, has completed Section 106 consultation in accordance with Sections 800.3 and 800.6a, and consultation under the New Jersey Register of Historic Places Act, that any mitigation is developed in conjunction with the SHPOs, and that, if a mitigation plan is developed, the plan is implemented.

## **IV. PUBLIC PARTICIPATION**

1. This Agreement will be available for public review and comment as Section 8.0 of the EA.
2. During the design of the Project, NJ TRANSIT will hold a public information meeting and will invite the general public and other individuals and organizations who are likely to have knowledge of, or concerns with, historic properties in the area, and who NJ TRANSIT identifies in consultation with the SHPOs. The purpose of the meeting will be to ensure that the design is compatible with the historic resources. Results of this information meeting will be summarized and any resultant actions will be mutually agreed upon, by the consulting parties, within 30 calendar days of receipt of documentation.

## V. ARCHAEOLOGICAL RESOURCES

1. NJ TRANSIT shall ensure that all archaeological work is conducted in accordance with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742), as well as the standards of the Pennsylvania Bureau for Historic Preservation (PA SHPO) (1991) and the New Jersey State Historic Preservation Office (NJ SHPO) (1996, 2000).
2. If design and/or construction plans change or new Project features or associated construction projects are planned as part of or expanded into areas where archaeological site potential has not been considered, then NJ TRANSIT shall conduct Phase IA Archaeological Assessments and subsequent Phase IB Archaeological field testing as warranted to make an adequate effort to identify Archaeological Historic Properties (AHPs) in those areas of new and/or additional project construction.
3. NJ TRANSIT shall, in consultation with the SHPOs, ensure that the adequacy of efforts to identify AHPs, the professional qualifications of archaeological personnel, and the standards for all submitted reports are in accordance with the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742), as well as the standards of the PA SHPO (1991) and the NJ SHPO (1996, 2000).
4. Where potential AHPs are identified, a NJ TRANSIT qualified professional will evaluate eligibility for listing in the National Register of Historic Places, using the Secretary of Interior's Standards and Guidelines for Evaluation (48 FR 44723-26, and National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation).
5. NJ TRANSIT shall make an assessment of the effects of planned ground disturbing construction activities on AHPs and shall request the SHPOs' comments on the assessment.
6. NJ TRANSIT shall request the SHPOs' comments on NJ TRANSIT's plans for treating AHPs that will be adversely affected by construction activities. If an adverse effect cannot be avoided, NJ TRANSIT shall develop a data recovery plan to be reviewed and approved by the SHPOs. The plan shall be consistent with the Secretary of Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37), the Council's Treatment of Archaeological Properties, and the standards of the PASHPO (1991) and the NJ SHPO (1996, 2000), as appropriate. The plan shall specify the exact location of data recovery; the identification of any property that will be destroyed or altered without data recovery; the research questions to be addressed by the data recovery, with an explanation of their relevance and importance; the methodology of analysis, management and dissemination of the data, including a schedule; the disposition and curation standards for recovered materials and records; the procedure for including the interested public; proposed methods for disseminating results of the work to the interested public; and a proposed schedule for submission of progress reports to the SHPOs. NJ TRANSIT shall ensure that the data recovery plan is implemented. If NJ TRANSIT and the SHPOs cannot agree on how to resolve an adverse effect, NJ TRANSIT shall resolve the disagreement in accordance with 36 CFR Section 800.6(b).
7. Discovery of human skeletal remains and associated grave goods shall be addressed, and may require consultation, under the separate regulations contained in the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (43 CFR Part 10, as amended).
8. All unanticipated discoveries shall be treated in accordance with the procedures outlined in 36 CFR 800.11 in consultation with all parties of this Agreement.

9. NJ TRANSIT shall ensure that artifacts recovered from archaeological investigations conducted under this Agreement will be curated according to PA and NJ State Guidelines. The Pennsylvania Historical and Museum Commission and the New Jersey State Museum shall be given the right of first refusal for all collections recovered under the agreement.
10. NJ TRANSIT shall reimburse institutions curating these collections for their costs.

## **VI. PROPERTY ACQUISITION AND MANAGEMENT**

1. NJ TRANSIT shall identify the street address and delineate on a tax parcel map the block(s) and lots(s) numbers of all historic properties that are acquired or utilized for the Project. Historic properties are defined in accordance with 36 CFR Section 800.16(1). NJ TRANSIT shall maintain historic properties in accordance with the Standards and shall establish for all acquired or utilized historic properties the restrictions or conditions that will ensure the preservation of significant historic features. NJ TRANSIT shall establish the resulting identification and delineation, along with the description of restrictions or conditions ensuring preservation of significant historic features. This information shall be submitted to the SHPOs for review and approval.

## **VII. PROCEDURES**

### **A. PROJECT MODIFICATIONS**

NJ TRANSIT is responsible for informing the FTA and the SHPOs of any changes to the Project, as described in the EA, that would alter effects to historic properties from those addressed under this Agreement, so that they may consider the need for amendment to this Agreement. NJ TRANSIT, at FTA's direction, will provide the SHPOs and all consulting parties copies of any reports developed pursuant to this Agreement. NJ TRANSIT will also provide these reports to interested parties upon request.

### **B. DISPUTE RESOLUTION**

Should the SHPOs object, within 30 days of receipt of applicable documentation, to any action proposed pursuant to this Agreement, FTA and NJ TRANSIT shall consult with the objecting party(ies) to resolve the objection. If FTA determines that the objection cannot be resolved, FTA shall forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (ACHP). Within 30 days after receipt of all pertinent documentation, the ACHP will either:

1. Provide FTA with recommendations, which FTA will take into account in reaching a final decision regarding the dispute; or
2. Notify FTA that it will comment pursuant to 36 CFR Section 800.7(c), and proceed to comment. Any ACHP comment provided in response to such a request will be taken into account by FTA in accordance with 36 CFR Section 800.7(c)(4) with reference to

the subject of the dispute.

Any recommendation or comment provided by the ACHP will be understood to pertain only to the subject of the dispute; FTA's responsibility to carry out all actions under this Agreement that are not the subject of the dispute will remain unchanged.

### **C. MONITORING**

The SHPOs may monitor activities carried out pursuant to this Agreement. The FTA and NJ TRANSIT will cooperate with the PA SHPO and NJ SHPO in carrying out their monitoring and review responsibilities.

### **D. AMENDMENTS**

Any signatory to this Agreement may request that it be amended whereupon the signatories will consult in accordance with 36 CFR Section 800.14(b) to consider such amendment. Any resulting amendments shall be developed and executed among the signatories in the same manner as the original Agreement. Any amendment of this Agreement will go into effect only upon written agreement of all signatories.

### **E. TERMINATION OF AGREEMENT**

If any signatory determines that the terms of the Agreement cannot be carried out or are not being carried out, then the signatory may consult to seek amendment in accordance with Section D of this Agreement. If the Agreement is not amended, any signatory may terminate it by providing 30 days notice to the other parties. In the event of termination, NJ TRANSIT will comply with 36 CFR Sections 800.3 through 800.7 with regard to individual undertakings covered by this Agreement.

### **F. DURATION**

1. This Agreement remains in effect for ten (10) years following execution. If within ten (10) years the Project is not completed or stipulations are not met, the signatories shall consult to determine if the Agreement shall be amended, extended, or terminated.
2. Execution of this Agreement and implementation of its terms evidence that FTA has afforded the ACHP a reasonable opportunity to comment on the Project and that FTA has taken into account the effects of the Project on historic properties.

Execution of this Agreement and implementation of its terms evidence that FTA has afforded the PA and NJ SHPOs an opportunity to comment on the New Jersey Pennsylvania Lackawanna Cut-Off Passenger Rail Restoration Project, and its effects on historic properties, and that FTA has taken into account the effects of the undertaking on historic properties.

FEDERAL TRANSIT ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Brigid Hynes-Cherin, Region II Administrator

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Jean A. Cutler, Deputy State Historic Preservation Officer

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Terry Karschner, Acting Deputy State Historic Preservation Officer

CONCUR:  
NEW JERSEY TRANSIT

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Richard R. Sarles, Executive Director

APPROVED AS TO FORM ONLY:

Anne Milgram  
Attorney General of New Jersey

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Deputy Attorney General



# **Programmatic Agreement**

## **Attachment 1**

### **Delineation of Boundaries of Areas of Potential Effects**

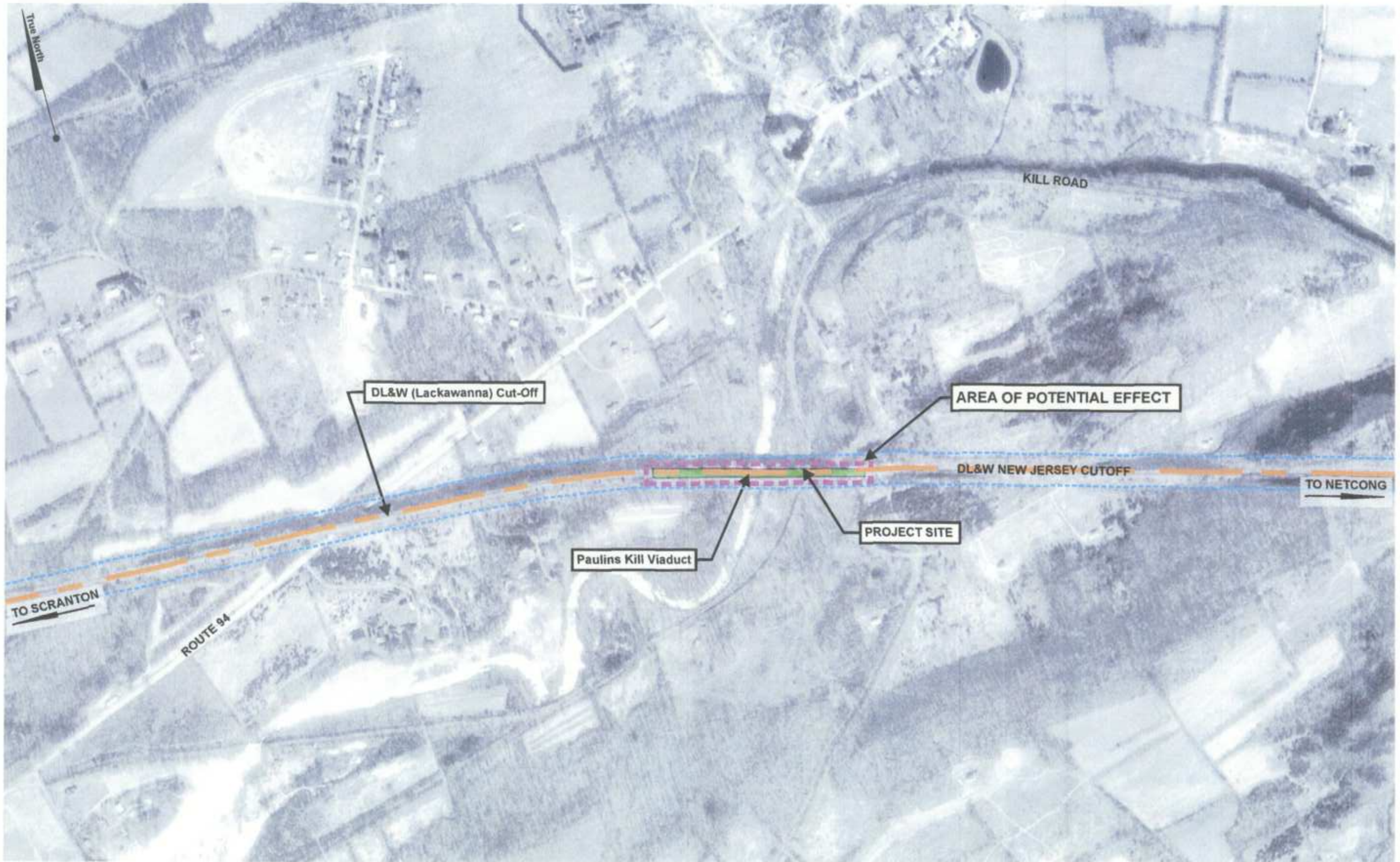


FIGURE 34:

PAULINS KILL VIADUCT - AREA OF POTENTIAL EFFECT

SCALE: 1" = 525'+/-

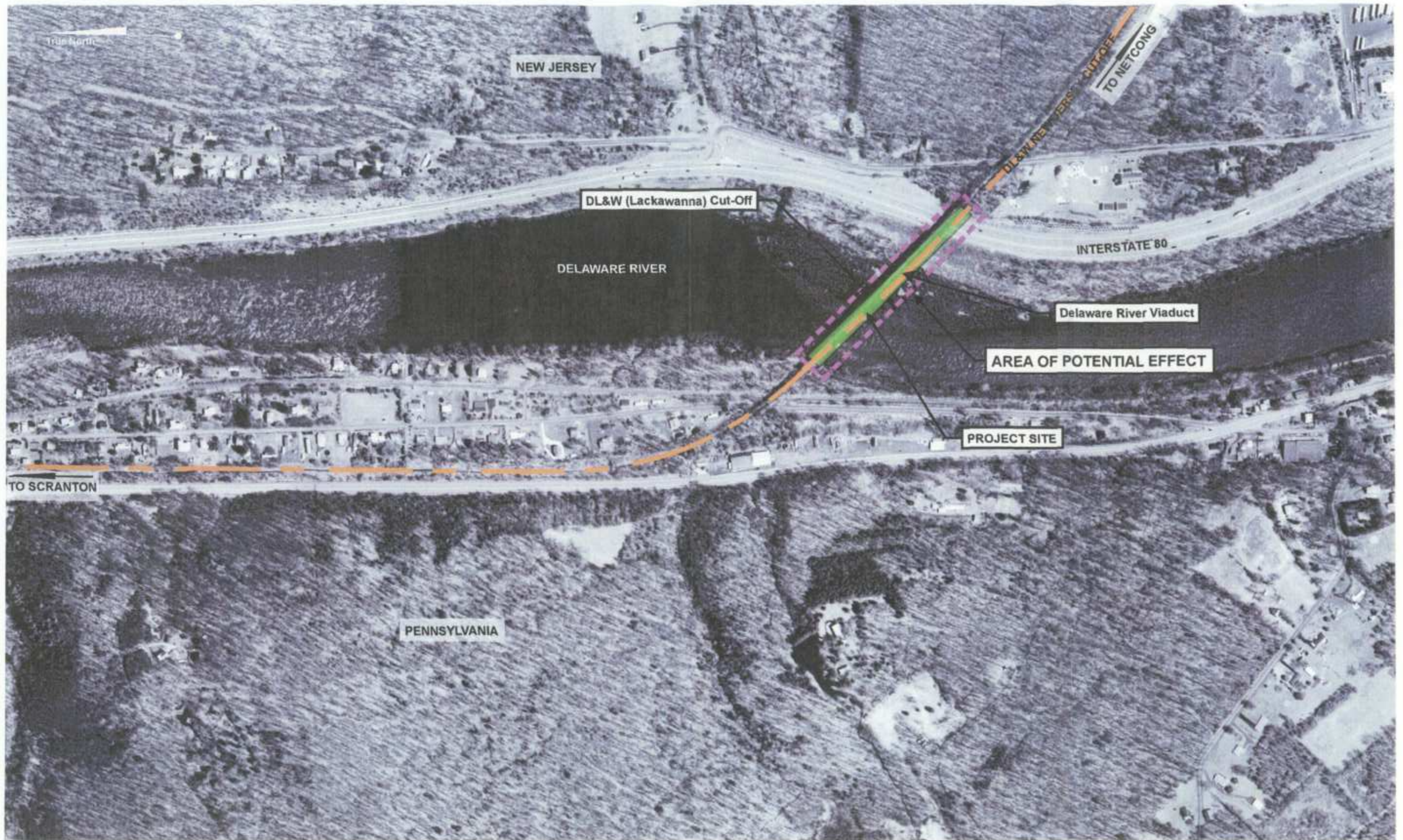


FIGURE 35:

DELAWARE RIVER VIADUCT - AREA OF POTENTIAL EFFECT

SCALE: 1" = 175'+/-



FIGURE 36:

SCRANTON STATION AND SCRANTON YARD FACILITY - AREA OF POTENTIAL EFFECTS

SCALE: 1" = 400' +/-



FIGURE 38:

TOBYHANNA STATION - AREA OF POTENTIAL EFFECT

SCALE: 1" = 300'+/-

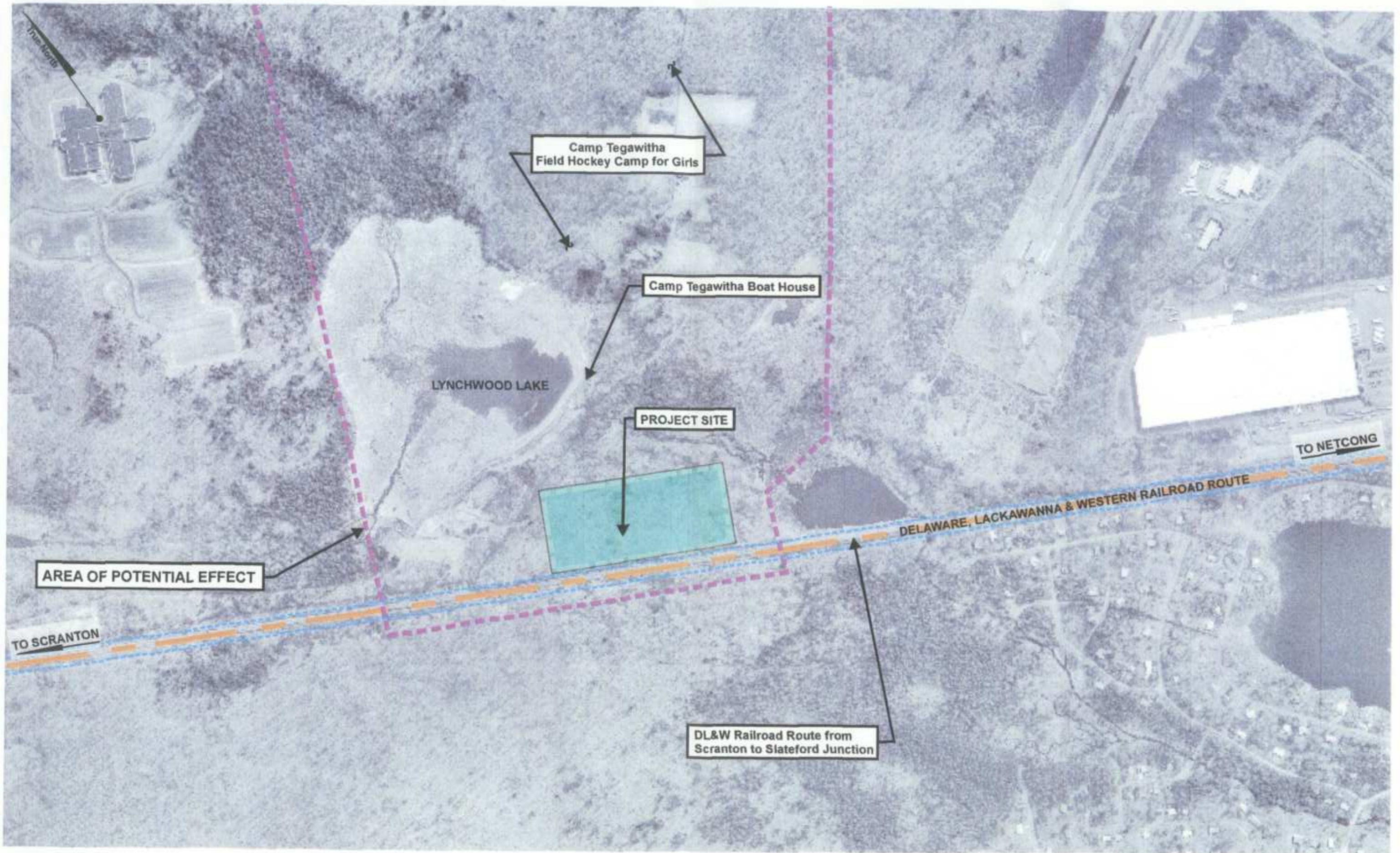


FIGURE 40:

POCONO MOUNTAIN STATION - AREA OF POTENTIAL EFFECT

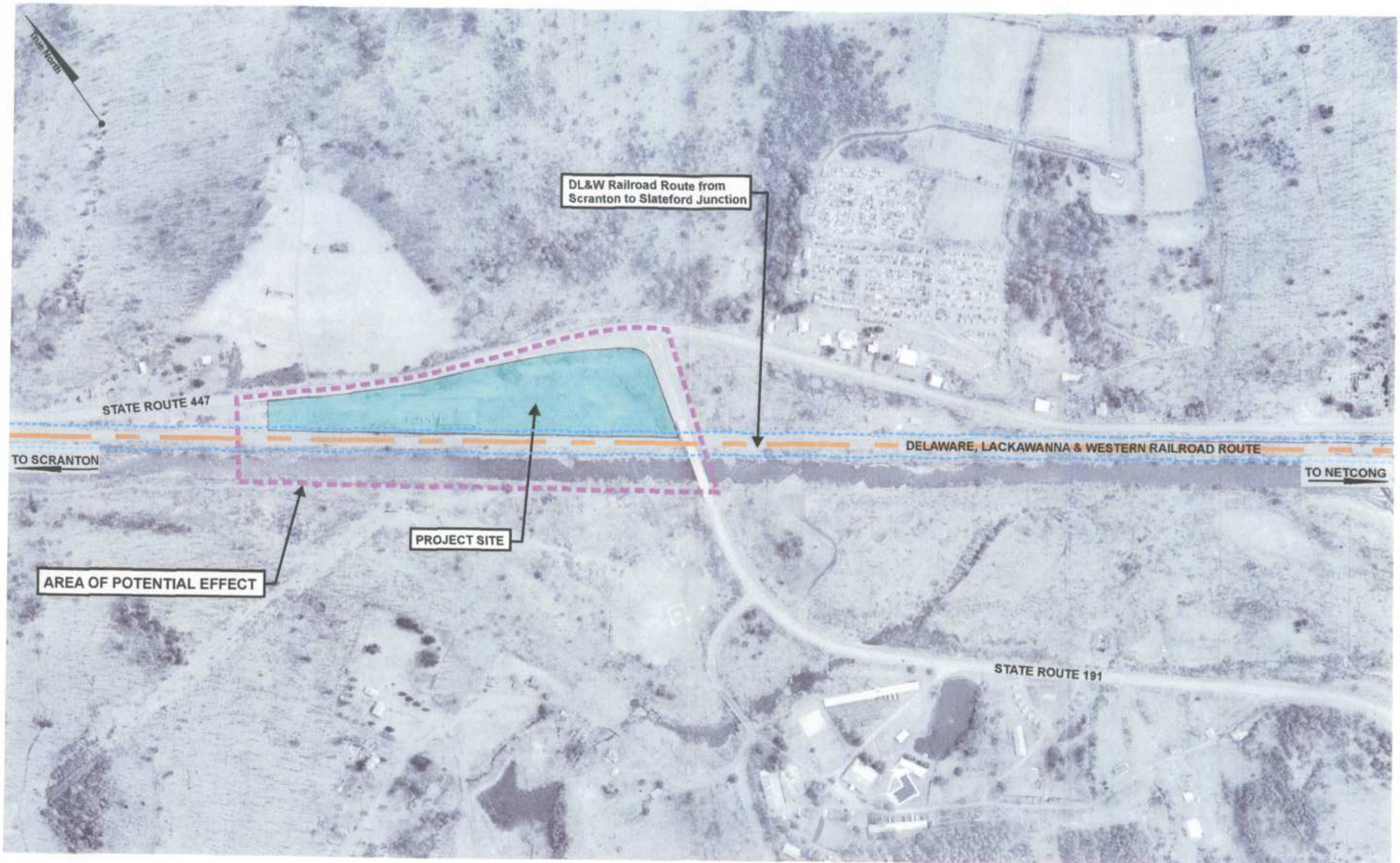


FIGURE 41:

ANALOMINK STATION - AREA OF POTENTIAL EFFECT

SCALE: 1" = 300'+/-

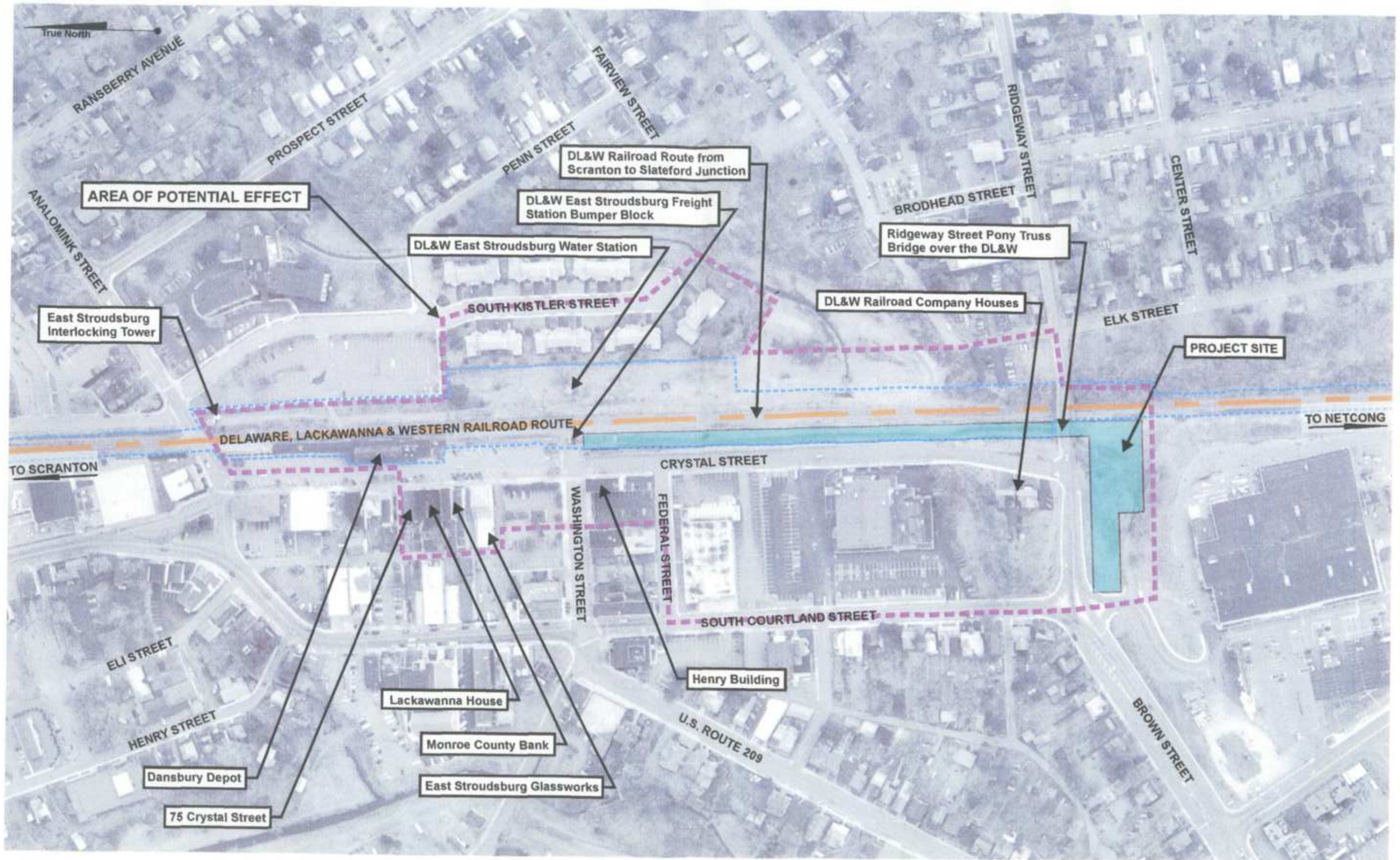


FIGURE 42:

EAST STROUDSBURG STATION - AREA OF POTENTIAL EFFECT

SCALE: 1" = 300'+/-



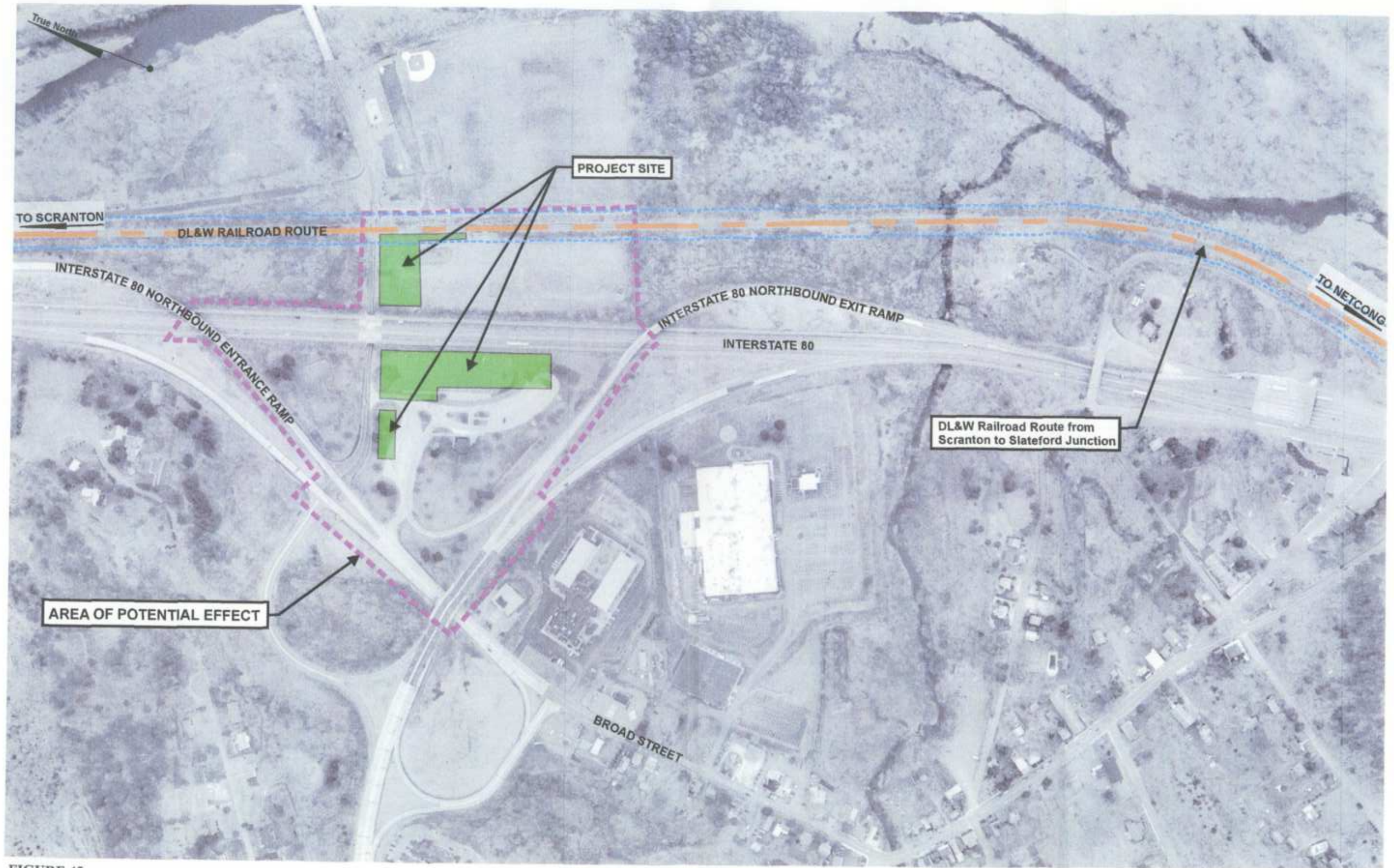


FIGURE 45:

DELAWARE WATER GAP STATION - AREA OF POTENTIAL EFFECT

SCALE: 1" = 300'+/-

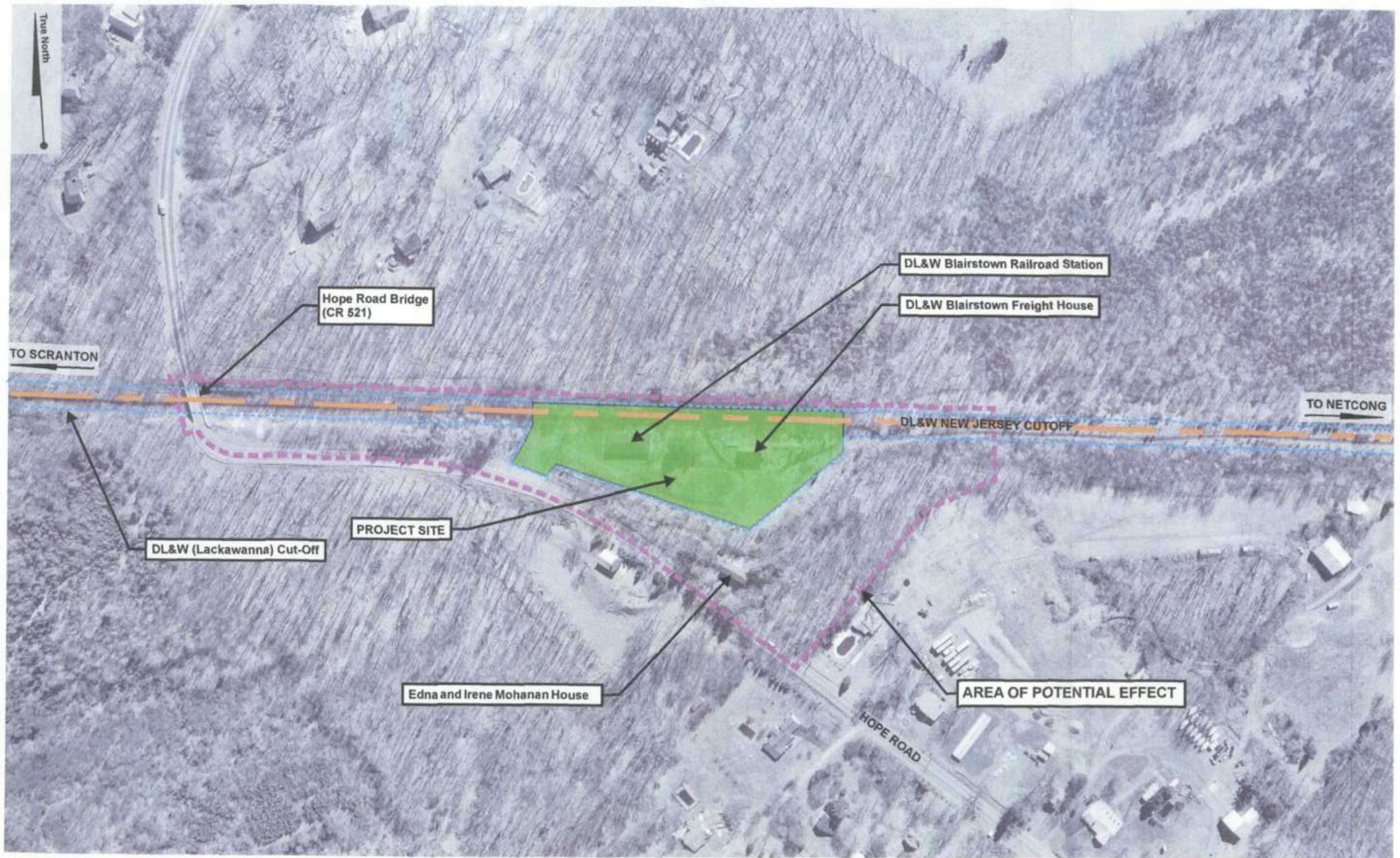


FIGURE 46:

BLAIRSTOWN STATION - AREA OF POTENTIAL EFFECT

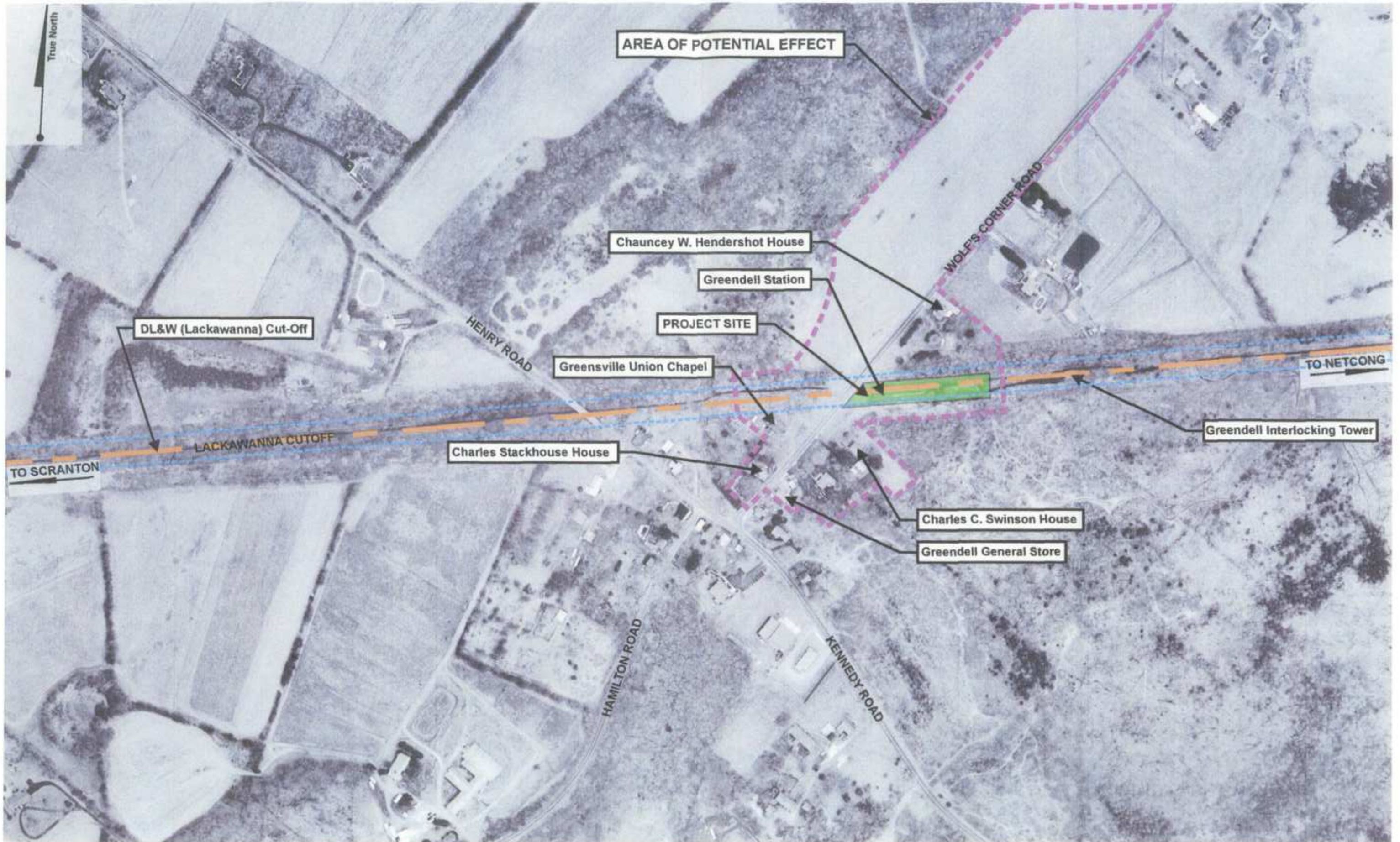


FIGURE 51:

GREENDELL MAINTENANCE-OF-WAY FACILITY - AREA OF POTENTIAL EFFECT

SCALE: 1" = 300'+/-

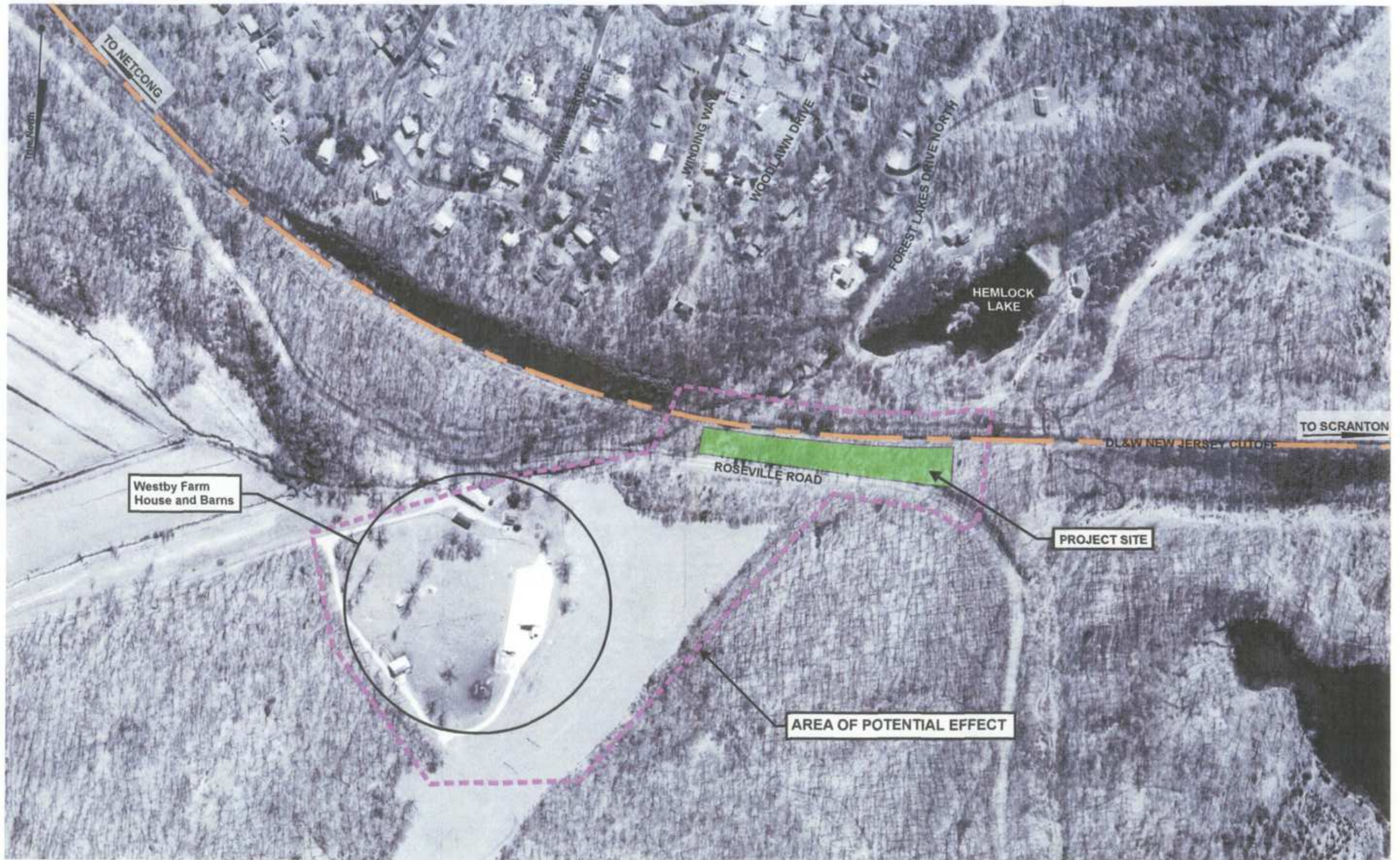
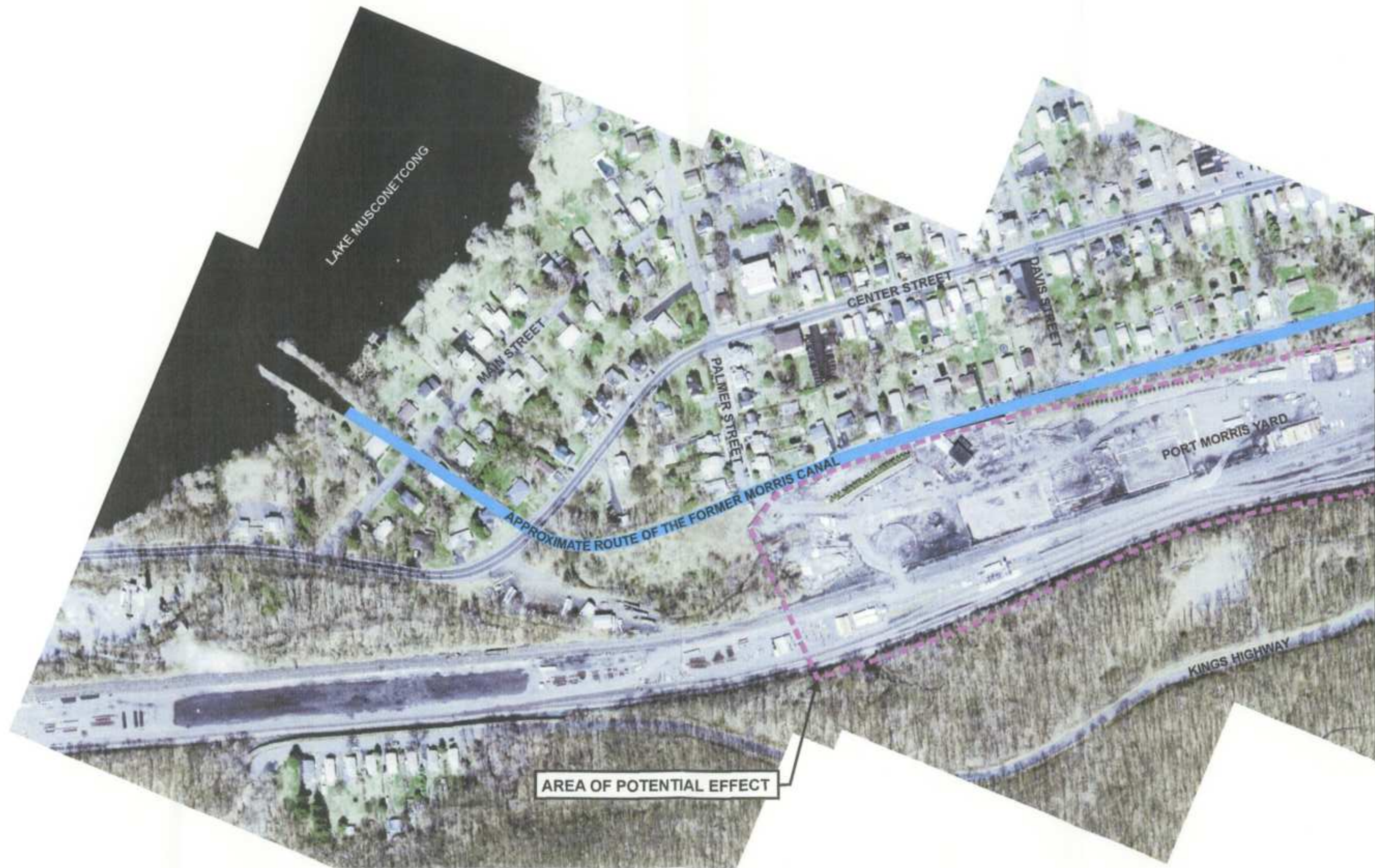


FIGURE 52:

ANDOVER STATION - AREA OF POTENTIAL EFFECT  
205

SCALE: 1" = 250' +/-



MATCH LINE - CONTINUES ON FIGURE 57

FIGURE 56:

PORT MORRIS YARD - AREA OF POTENTIAL EFFECT - 1

SCALE: 1" = 200'+/-