
Pascack Valley Line Hudson Line

Investments and Capacity Constraints



Pascack Valley Line

- The Pascack Valley Line is a single track line (with recently added passing sidings) jointly operated and controlled by New Jersey Transit with Metro-North
- Since the late '90s, Metro-North has invested over \$300 million in infrastructure and service improvements
- Investments:
 - Rolling Stock – purchased 65 new coaches, rehabilitated locomotives
 - Secaucus Junction Station – connection to Penn Station NY, Newark
 - Signal System – cab signal system for increased capacity and reliability
 - Passing Sidings – 3 additional sidings added
 - Woodbine Yard Expansion – expansion of storage that supported additional service
- Service Improvements
 - Service on the line has expanded from 85 weekly trains to 232 weekly trains (173% growth) since 2003
 - Bus and ferry service for Rockland residents traveling to Westchester, New York City and other destinations has been expanded



Pascack Valley Line

- While these investments have reaped great benefits the Pascack Valley Line is once again at capacity
 - Woodbine Yard - at full capacity; cannot add peak period service on the line, particularly in the morning with service to Secaucus and Hoboken
 - Limited number of passing sidings and length constrains the amount of off-peak and weekend service that can be added
 - Additional sidings and double tracking previously studied and dismissed – costs and continued community opposition
 - Limited speeds due to significant number of grade crossings on the line



Hudson Line

- The Hudson Line originates in Grand Central Terminal and serves the river communities of the Bronx, Westchester, Putnam and Dutchess Counties
- It is mainly a four track railroad from GCT to Croton-Harmon (34 miles north), then three tracks for five miles and two tracks for its last 35 miles to Poughkeepsie, New York
- Recent investments have focused on maintaining the infrastructure in a State of Good Repair and replacing or rehabilitating all stations from the Bronx to Croton-Harmon
- Service growth can be accommodated. However, major service expansions would require investment in select areas:
 - Grand Central Terminal, its approaches (viaduct and tunnel) and Mott Haven Junction
 - Tarrytown/CP 25 Interlocking and Switches
 - Upper Hudson Signal System and Poughkeepsie Yard

