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