

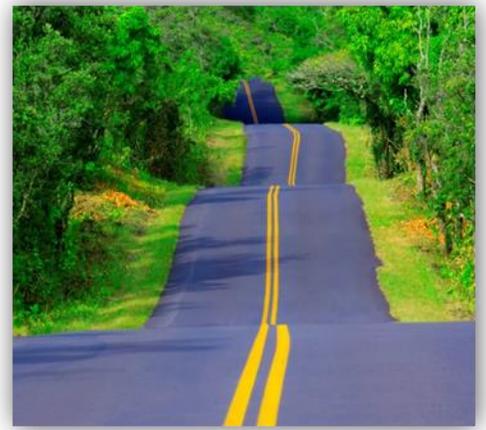
# 2014 HUDSON VALLEY TRANSPORTATION AND INFRASTRUCTURE REPORT

Findings, Figures and Policy Recommendations  
to Invest in Hudson Valley Roads, Bridges,  
Railways and Runways



Prepared By The Office Of Representative Sean Patrick Maloney

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# Introduction:

As a member of the Transportation and Infrastructure Committee, Representative Sean Patrick Maloney supports smart investments in infrastructure that lead to economic growth throughout the Hudson Valley, create an immediate boom of construction jobs, and rebuild the American roads, bridges and mass transit systems that have been falling apart and become unsafe over the past decade.

Specifically, the damage caused by recent storms Irene, Lee, and Sandy and harsh winter weather have wreaked havoc on our Hudson Valley transportation infrastructure leaving our highways, roadways, railways and bridges even more vulnerable. To address some of these urgent needs, Rep. Maloney has helped secure:

- \$1.6 billion to build the new Tappan Zee Bridge
- \$6 million to improve pedestrian crossings at 235 locations in the Hudson Valley
- \$2 million to improve driver safety along Route 302 in Crawford
- \$611,029 for pedestrian safety improvements in the Town of Crawford
- \$2 million to realign the intersection of State Routes 172 and 117 in Mount Kisco
- Nearly \$2 million for Stewart International Airport
- \$2.9 million for Orange County Airport
- \$1 million for Dutchess County Airport
- \$6.7 million dollars for 6 bicycle, pedestrian and multi-use path transportation enhancement projects in Wallkill, Crawford, Walden, Port Jervis, Pound Ridge and Putnam County
- \$2.2 million to resurface a segment of the asphalt pavement on State Route 121 from Route 22 to Route 35 in the Town of Bedford
- \$2.4 million to resurface State Route 138 from Interstate 684 to Route 121 in the Town of Lewisboro
- \$2.1 million to resurface State Route 133 from Route 120 to the Village of Mount Kisco

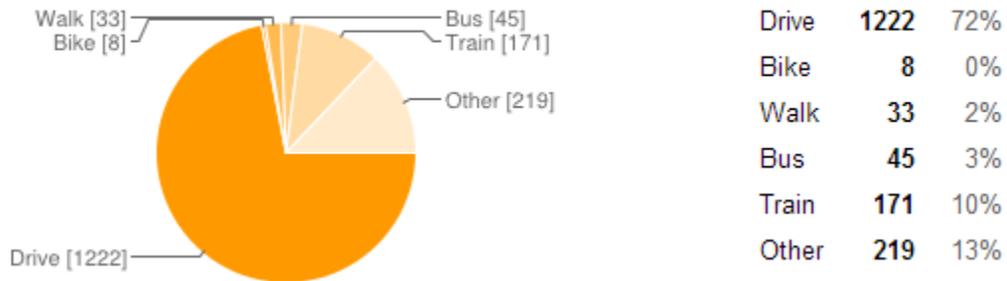
Recently, Rep. Maloney supported bipartisan legislation to prevent the bankruptcy of the Highway Trust Fund and allow continued investments in thousands of New York projects. According to a new report by the National Economic Council, 48,389 New York jobs would be jeopardized and 6,402 active highway and transit projects would be slowed or stopped if Congress failed to act on replenishing the highway trust fund.

In order to hear firsthand from those who know the challenges of our crumbling infrastructure and transportation systems, Rep. Maloney encouraged folks in the Hudson Valley to participate in his 2014 Hudson Valley Transportation and Infrastructure Survey. Nearly 1,800 people responded with specific concerns and recommendations. The following report contains ideas, facts, and figures gathered from the survey and policy recommendations to address the concerns. In addition, Rep. Maloney will be notifying the New York Department of Transportation of specific transportation concerns raised by residents.

# Results:

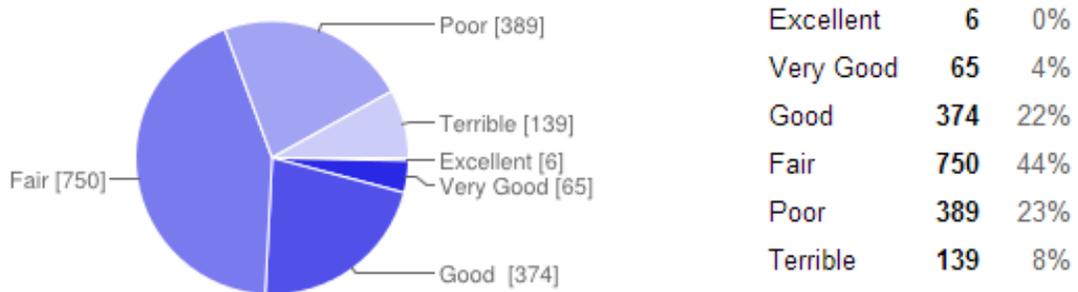
**Hudson Valley Residents Drive to Work.** In order to gain an understanding of how Hudson Valley residents commute, Rep. Maloney asked residents about their daily transportation. 72% of Hudson Valley residents who completed our survey drive to work every day. 10% of respondents take the train, and only 3% use the bus system to get to work. Out of all Hudson Valley residents surveyed, 60% responded that they only have one option for getting to work.

**How do you generally commute to work?**



**Highways and Roadways Need Improvement.** 79% of respondents answered that roadway and highway maintenance and improvements should be the main transportation priority for the Hudson Valley. The condition of Hudson Valley roads also rated poor or terrible by 31% of survey respondents.

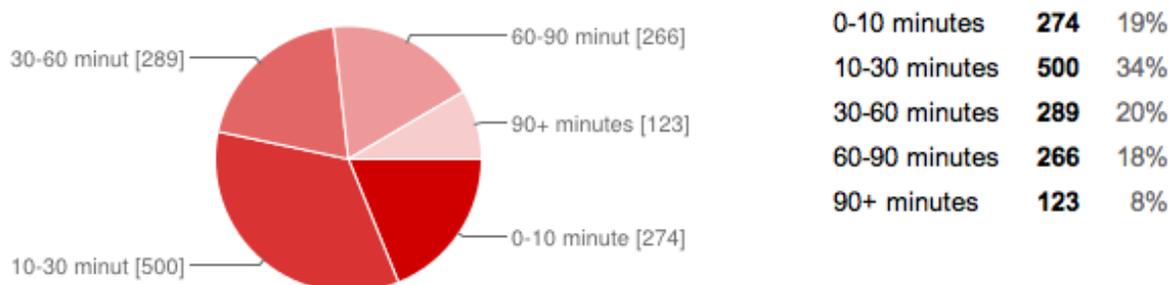
**How would you rate the condition of the roads in the Hudson Valley?**



**Nearly Half of Hudson Valley Commuters Have More Than a 30-Minute Commute One Way.**

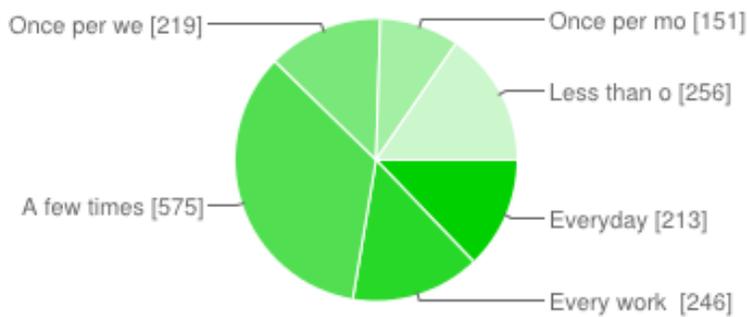
Although a majority of residents have a commute less than 30 minutes, 46% commute more than 30 minutes – 8% that commute more than 90 minutes and 26% commute more than 60 minutes each way.

**How long on average is your (one way) commute?**



**Hudson Valley Residents Face “Heavy” Traffic At Least a Few Times a Week.** With most Hudson Valley residents driving to work, 63% of Hudson Valley residents face “heavy” traffic at least a few times a week.

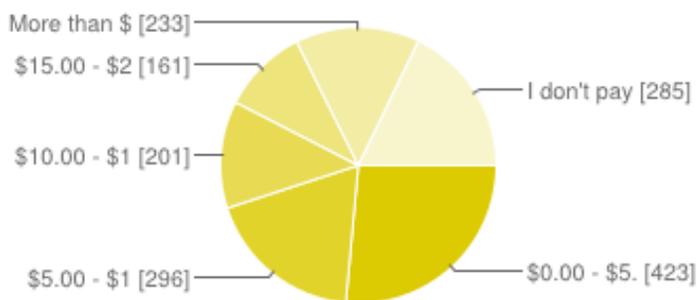
**How often do you find yourself driving in "heavy" traffic?**



Everyday	<b>213</b>	13%
Every work day	<b>246</b>	15%
A few times per week	<b>575</b>	35%
Once per week	<b>219</b>	13%
Once per month	<b>151</b>	9%
Less than once per month	<b>256</b>	15%

**Hudson Valley Residents Face Significant Expenses for Commute.** 56% of residents pay more than \$5 a day for their commute and 38% pay more than \$10.

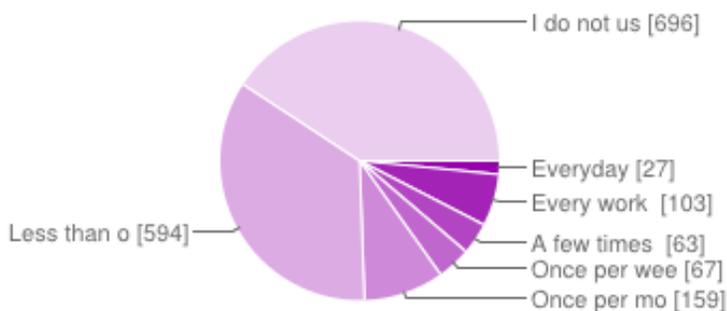
**How much do you typically pay each day for your commute?**



\$0.00 - \$5.00	<b>423</b>	26%
\$5.00 - \$10.00	<b>296</b>	19%
\$10.00 - \$15.00	<b>201</b>	13%
\$15.00 - \$20.00	<b>161</b>	10%
More than \$20	<b>233</b>	15%
I don't pay for my commute	<b>285</b>	18%

**16% of Hudson Valley Residents Utilize Metro North Once a Week.** Although Metro-North is not the primary mode of transportation, one in six residents use Metro-North at least once a week including 8% who use it every work day or everyday.

**How often do you ride Metro-North?**



Everyday	<b>27</b>	2%
Every work day	<b>103</b>	6%
A few times per week	<b>63</b>	4%
Once per week	<b>67</b>	4%
Once per month	<b>159</b>	9%
Less than once per month	<b>594</b>	35%
I do not use Metro-North	<b>696</b>	41%

# Policy Priorities:

In addition to his focus on fighting for specific transportation investments, Rep. Maloney will continue fighting for strategic policy objectives that invest in 21<sup>st</sup> century infrastructure, rebuild safer and stronger transportation systems, and grow our economy by creating good paying local jobs.

## MAKING TRANSPORTATION SAFER

**Commuter Rail Passenger Safety Act.** Rep. Maloney introduced legislation to allow commuter rail systems to apply for loans and loan guarantees to invest in positive train control (PTC) systems for their existing lines through the Federal Railroad Administration's Railroad Rehabilitation & Improvement Financing (RRIF) Program. PTC has been cited as a valuable tool to prevent train derailments. The National Transportation Safety Board (NTSB) has confirmed that Positive Train Control (PTC) would have prevented the Metro-North crash, and year after year, the NTSB has named PTC as one of its "most-wanted" initiatives for national transportation safety.

## MAKING TRANSPORTATION MORE AFFORDABLE

**Commuter Parity Act.** Rep. Maloney is a co-sponsor of the Commuter Parity Act to extend the commuter tax credits enjoyed by hundreds of thousands of New Yorkers, which expired in December 2013. This legislation would allow drivers and those using public transit to receive equal tax free transit benefits from their employer.

## INVESTING IN 21<sup>ST</sup> CENTURY INFRASTRUCTURE

**New NY Bridge.** Since joining Congress, one of Rep. Maloney's top priorities has been securing the investment for the New NY Bridge. In October 2013, Rep. Maloney announced a \$1.6 billion federal TIFIA loan to build the new Tappan Zee Bridge, the largest loan of its kind ever issued by the federal government. Rep. Maloney has also pushed legislation to invest billions of dollars in New York's unsafe and deficient bridges.

**Highway Trust Fund.** In July 2014, Rep. Maloney supported bipartisan legislation to prevent the bankruptcy of the Highway Trust Fund. This legislation helped prevent thousands of road-improvement and transit projects from grinding to a halt and allowed for the continued investment of billions of dollars in New York infrastructure. Rep. Maloney is also working on long-term highway and transit improvement bill to invest billions in New York infrastructure and enhance transportation safety.

**Task Force on Public Private Partnerships.** In his first term in Congress, Rep. Maloney was named to an exclusive panel focused on the use of and opportunities for public-private partnerships (P3s) and to encourage collaboration between private companies, state, and local governments to leverage private capital across all modes of transportation, economic development, public buildings, water, and maritime infrastructure and equipment.

# **What local transportation improvement would you like to see?**

**“Extend Bus Routes”**

**“Connect bike and pedestrian paths to the Heritage Trail”**

**“Add exit off I-87 into Woodbury Commons”**

**“Fix potholes”**

**“I would like Putnam County to have a Loop system like Dutchess County has”**

**“Reopen Forge Hill Road”**

**“Add more sidewalks to major roads like 9D and Rt. 9 in Dutchess for pedestrian safety”**

**“Implement high speed commuter trains on Metro North”**

**“Create more transportation options for youth”**

**“Widen Route 9W from Highland to Newburgh to 4 lanes”**

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If you ever need assistance with a transportation or infrastructure concern, from potholes to runways, please contact my office at (845) 561-1259 or check out my website at [www.seanmaloney.house.gov](http://www.seanmaloney.house.gov).