
MEMORANDUM

TO: William J. Mulrow, Secretary to the Governor
FROM: Rep. Sean Patrick Maloney
DATE: May 8, 2015
RE: NY-18 Priority Projects

Exit 131/Woodbury I-87 Interchange:

Exit 131 sits at the intersection of SR 17 (Future I-86) and SR 32, and is adjacent to the Harriman Toll Barrier to the New York State Thruway System. According to the NYSDOT Route 17 Transportation Corridor Study, Exit 131 experiences the heaviest traffic volume along Route 17, and Woodbury Common expansion plans are expected to further increase this volume.

The proposed renovation of Woodbury Common includes the construction of an additional 60,000 square feet of retail space, and is expected to generate 300 to 500 construction jobs, create 400 new retail jobs, generate approximately \$5.5 million in additional sales tax, and an additional \$700,000 in property tax. This expansion is vital for the economic development of Orange County, but without significant restructuring the expansion will drastically exacerbate the already untenable traffic issues at Exit 131.

NYSDOT has indicated that the project will need to be done with a combination of funding sources from all stakeholders, and that P3 legislation is needed at the state level. In reality Orange County, Woodbury, and a private developer together would not be capable of contributing a majority of the funding for this project. The Exit 131 project is currently listed on the 2011-2015 Orange County Transportation Council Transportation Improvement Program (TIP), and was submitted by NYSDOT Region 8 for consideration under the Strategic Transportation Enhancements Program (STEP). Phase 1 of the total project is \$40M.

The Exit 131 interchange improvement is the most critical transportation project in the Hudson Valley. The state has pushed back the start date to 2018. This project is already long overdue. Progress must be made, and alerting my office to any efforts in this regard would be greatly appreciated.

I-684 Resurfacing:

I-684 handles significant daily commuter volume and is the main north/south connection between I-84 and I-287 east of the Hudson River. It carries average daily traffic volumes of approximately 65,000 to 70,000 vehicles. These sections of road are original surface and are roughly 40 years old. The first segments of I-684 were built in 1968 and the road was completed in its current form by the end of 1974. The roadway is in desperate need of repair, but NYSDOT continues to insist that they do not have funds to complete all of the existing transportation projects and must focus on "priority roads". The condition of I-684 is the most frequently cited infrastructure request of our Westchester and Putnam County residents. Your efforts to continue to repave the entire section of original roadway and alerting my office to any efforts in this regard would be greatly appreciated.