



DRAFT

Village of Croton-on-Hudson

Legislative, Program and Project Priorities

2026

March 2026

**Stanley H. Kellerhouse Municipal Building
One Van Wyck Street
Croton-on-Hudson, NY 10520-2501
www.crotononhudson-ny.gov**



Stanley H. Kellerhouse Municipal Building
One Van Wyck Street
Croton-on-Hudson, NY 10520-2501
www.crotononhudson-ny.gov

March 2026

Dear Colleagues:

The pages which follow summarize the legislative, program and project priorities for the Village of Croton on Hudson for 2026.

These priorities were approved via resolution by a majority of the Board on **[date]**. They represent the Village's objectives at the state and federal levels in a number of key areas including housing, sustainability, public safety, transportation and economic development.

We look forward to working with you this year towards achieving progress in each of the important subject areas discussed in this document. Please contact me at bhealy@crotononhudson-ny.gov or 914-271-4848 with any questions or suggestions.

Thank you on behalf of all of Croton's residents for your help as we continue to strengthen Croton for the promising years ahead. Please let us know if we can assist you in any way.

Sincerely,

Bryan Healy
Village Manager

Contents

I. STATE BUDGET PRIORITIES

- A. AIM and TMA Programs
- B. Transportation Assistance for Village Mobility
- C. Pro-Housing Communities
- D. Law Enforcement Technology Funding
- E. Volunteer Fire Infrastructure and Response Equipment
- F. Water and Sewer Infrastructure Funding
- G. Fixing Tier 6
- H. State Route 129

II. LEGISLATION JOINTLY SUPPORTING WITH NYCOM

- A. Waste Reduction Initiatives
- B. Address Water Contamination and Protection
- C. Reform the Civil Service Appointment Process
- D. Increase the Public Employee Retiree Salary Cap

III. LEGISLATION JOINTLY SUPPORTING WITH WESTCHESTER COUNTY

- A. Amend the State Transportation Operating Assistance Formula
- B. Limiting Utility Costs for Ratepayers
- C. Design Build for Flooding Projects
- D. Illegal DIY Machine Guns and 3-D Printed Ghost Guns
- E. Municipal Bonding for Solar Projects
- F. Provide Peer to Peer Mental Health Support to First Responders
- G. Packaging Reduction and Recycling Infrastructure Act
- H. Parkland Exemption for Renewable Projects

IV. LEGISLATION JOINT SUPPORTING WITH WMOA

- A. SEQRA Reform
- B. General Ambulance Service as an Essential Service and State EMS Funding
- C. Renew the Clean Energy Communities Program
- D. Exclude Capital Costs from Tax Cap
- E. Fees for Services on Tax Exempt Property and MTA Maintenance Fee

- V. LEGISLATION JOINTLY SUPPORTING WITH FIREFIGHTERS ASSOCIATION OF NEW YORK**
 - A. Sales Tax Exemption for Home Life Safety Products
 - B. Amend Mental Hygiene Law / First Responder Peer Support Program Act
 - C. Increase Income Tax Credit for Volunteer Firefighters & Ambulance Workers

- VI. LEGISLATION SUPPORTED BY THE VILLAGE OF CROTON-ON-HUDSON**
 - A. New York for All Act
 - B. New York Health Act
 - C. Accelerate Solar for Affordable Power
 - D. Zero Emission Transportation

- VII. PROPOSED HOME RULE LEGISLATION**
 - A. Home Rule Legislation for Consideration of Speed Camera
 - B. Real Property Tax Exemptions for ADUs Occupied by Seniors & the Disabled
 - C. Residential Parking Authorization for Brook Street

- VIII. LOCAL PROJECTS REQUIRING STATE SUPPORT**
 - A. New York Forward
 - B. Cleveland Drive Sidewalks for Safety
 - C. Croton All-Electric Microtransit
 - D. Gouveia Park
 - E. Harmon Fire House New Roof
 - F. Local Waterfront Revitalization Program (LWRP) Implementation
 - G. Collaboration with MTA

- IX. LOCAL PROJECTS REQUIRING FEDERAL SUPPORT**

- X. NEXT STEPS**

STATE BUDGET PRIORITIES

A. AIM and TMA Programs. The state Aid and Incentives for Municipalities (AIM) program has been of great benefit to Croton, returning local dollars from Albany for widespread Village uses. After 15 years of not increasing the program, the 2024-2025 state budget continued to keep AIM flat, but also added \$50 million for a new Temporary Municipal Assistance (TMA) program to supplement AIM funding. This arrangement was continued in the 2025-2026 budget. The Governor initially proposed to continue TMA at that level in 2026, but on February 19th proposed to add an additional \$100 million to the TMA level.

Croton-on-Hudson supports continued funding for TMA, thanks the Governor for the total proposed funding of \$150 million and urges its adoption by the legislature. Because this increase remains temporary, it is essential that this program be made permanent going forward – ensuring stable, predictable support that strengthens our communities and eases the property tax burden on residents. Croton also believes that AIM itself should be increased to make up for the years in which it has been eroded by inflation.

B. Transportation Assistance for Village Mobility. The Governor’s proposed budget maintains funding at current year levels of \$648 million for the Consolidated Local Street and Highway Improvement Program (CHIPS), despite the considerable inflation in recent years which have strained local infrastructure spending.

Croton-on-Hudson supports a higher level of funding for CHIPS to help address rising needs and costs and the local level and the effects of inflation.

C. Pro-Housing Communities. In February 2024 Croton was very pleased to be designated as one of the state’s first 20 Pro-Housing Communities, a program established by the Governor to recognize and reward municipalities actively working to add to their housing supply. Only Pro-Housing Communities can apply for certain state assistance programs, such as: (1) Downtown Revitalization Initiative; (2) NY Forward; (3) Regional Council Capital Fund; (4) New York Main Street; (5) Market New York capital grants; and (6) Mid-Hudson Momentum Fund.

Croton-on Hudson urges full funding for these programs in 2026. Croton intends to apply or reapply for several of these in the future, which are supported in the Governor’s budget and we urge their inclusion in the budgets adopted by the Assembly and Senate. Croton also supports the funding allocated to the Regional Economic Development Councils for regional priority projects.

D. Law Enforcement Technology Funding . The Governor’s budget includes \$50 million for the Law Enforcement Technology (LETECH) grants, supporting policing agencies in the state in acquiring critical technologies and equipment to enhance crime prevention and

community engagement. Qualifying purchases would include license plate readers, body-worn and vehicle equipment, and cameras to combat crime.

Croton-on-Hudson supports this funding, has been a recipient of grants from it in past years and looks forward to the opportunity to apply for it again if it is contained in the final budget.

E. Volunteer Fire Infrastructure and Response Equipment – The Governor’s proposed budget maintains funding for volunteer fire departments, including \$25 million dedicated to capital infrastructure and equipment. This aligns with recent initiatives aimed at supporting first responders, upgrading facilities, and improving emergency response capabilities. In addition to the infrastructure and equipment, proposals include specialized training and peer-to-peer programs, and support programs designed to aid recruitment and retention, such as the volunteer firefighter training stipend program and tax credit incentives.

Croton-on-Hudson supports additional funding for local fire departments as outlined in the Governor’s budget, has been a recipient of this funding in past years and would look forward to applying for additional project funding.

F. Water and Sewer Infrastructure Funding. The Executive Budget includes a new \$750 million (\$3.75 billion over 5 years) for drinking water and wastewater infrastructure. The majority of this funding (\$500 million) will go into the Water Infrastructure Improvement Grant Program. This investment also includes a new Smart Growth Water Grant Program (\$200 million) that will focus on sewer and water projects that directly enable the preservation and construction of new housing units and the creation of permanent jobs.

Croton-on-Hudson supports additional funding for water and sewer infrastructure and believes the new water infrastructure program dedicated to housing would be beneficial. Croton also supports NYCOM’s advocacy of a dedicated funding stream for cities and villages with municipal water and/or sewer systems.

G. Fixing Tier 6. Public sector salaries cannot keep pace with the private sector. The most cost-effective, universal way to positively impact public sector hiring and retention is to improve the Tier 6 pension plan. The Tier 6 pension plan, enacted in 2012, significantly increases contributions and reduces benefits for all public employees in New York hired since then. The pension plan has a higher minimum age of 63 for public sector workers to receive full retirement benefits. This is particularly unfair for those that work in physically demanding jobs.

Croton-on-Hudson supports a fiscally responsible fix to Tier 6 that will enable the public sector to compete effectively with private firms for talent and better serve residents.

H. State Route 129 . NY State Route 129 in Westchester County, particularly the stretch between Ossining and the Taconic State Parkway in Yorktown/Mount Pleasant, is frequently cited as having poor conditions, characterized by severe potholes and crumbling asphalt which present significant safety concerns. Temporary fixes, such as filling potholes with blacktop, are common, but these often fail after winter, creating hazardous driving conditions. In late 2025, Route 129 was closed for a period in both directions at Mount Airy Road East due to a downed pole and wires.

Croton on Hudson has urged NY DOT to urgently address the problems of Route 129. In response they have indicated that they do not have any upcoming plans to address the poor conditions of the road. The Village urges that the legislature include funding and language in the budget to provide a speedy remedy to the problems associated with Route 129.

LEGISLATION JOINTLY SUPPORTING WITH NYCOM

A. Waste Reduction Initiatives. Municipal solid waste programs in the United States handle more refuse than any other country. In New York State, General Municipal Law § 120-aa requires all local governments to adopt laws for source separation and the segregation of recyclable materials from solid waste. Historically, the collection of recyclables could offset program costs, as material recovery facilities (MRFs) sold recovered materials and shared a portion of the proceeds with municipalities. However, shifts in global recycling markets have made many materials unprofitable, particularly for states like New York that must export recyclables due to limited local manufacturing markets. This creates a challenge for cities and villages in balancing policy-driven recycling requirements with market realities. As a result, NYCOM supports the following legislative proposals including the Packaging Reduction and Recycling Infrastructure Act and expansion of bottle recycling to include diversifying the types of beverage containers requiring a deposit, which will help keep glass and other materials and products out of the waste stream to ensure that the integrity of the remaining materials is preserved and will help recyclable materials and glass be more easily directed to the appropriate markets. NYCOM also supports increasing the deposit as a mechanism to boost the return of beverage containers and discourage New Yorkers from disposing of such containers in the municipal waste stream.

B. Address Water Contamination and Protection. NYCOM supports the state assisting local governments in developing resources and programs to keep drinking water sources free from contamination. Additional mandates must be predicated on state funding made available to help cover the expense of both the testing and installation of required remedial systems, including costs associated with pending or future federal regulations. Priorities include: (1) Lead Service Line Replacement Assistance; (2) PFAS Monitoring, Treatment, and Biosolids Management (3) Microplastics Prevention and Treatment; and (4) Prevent and Respond to Harmful Algal Blooms (HABs)

C. Reform the Civil Service Appointment Process. Municipalities are always looking for innovative ways and additional tools to manage their workforce more effectively and efficiently. Unfortunately, in many instances, they are restricted by arcane civil service rules. The Civil Service Law should be amended to expand the list of titles eligible for appointment without examination for professional, scientific, technical, information technology or other professions with specialized skills, such as water and wastewater operators and engineers. Many of these positions already require licensing or certifications approved by the State. Therefore, requiring them to take a second civil service exam is unnecessary.

D. Increase the Public Employee Retiree Salary Cap. Under current law, a New York State retiree receiving a public pension is prohibited from earning more than \$35,000 per year in public employment while under the age of 65 without incurring a potential reduction of their pension benefits. The \$35,000 cap makes it difficult for some municipalities to find qualified and experienced public sector retirees who are willing to accept additional employment at that salary level. Increasing the cap to \$50,000 would give local governments the ability to potentially hire additional public sector retirees without the added expense of costly fringe benefits that are frequently associated with non-retiree employment positions ([A.8720-A/S.6956-B](#)).

LEGISLATION JOINTLY SUPPORTING WITH WESTCHESTER COUNTY

Croton-on-Hudson is pleased to join County Executive Ken Jenkins and the County Board of Legislators in supporting these important legislative initiatives at the state level, each of which will benefit our County and the Village:

A. Amend the State Transportation Operating Assistance Formula. Westchester County's Bee Line Bus Service has a larger ridership than Nassau County, but receives less in State Transportation Operating Assistance (STOA). The STOA formula currently prioritizes the distance of a transportation system rather than its ridership. This favors counties like Nassau and provides Westchester with a more limited allocation despite its higher ridership and significant transportation issues. 51% of Westchester's riders are transit-dependent, meaning they rely on the Bee Line and do not have a car for their use. Westchester's Bee Line needs more investment over the next decade, and the structural disadvantage of the STOA formula actively denies funding which Westchester would use to improve its routes, to provide a variety of climate friendly transportation routes, and to improve the conditions of its drivers. As such, Westchester requests that the STOA formula be amended to prioritize the ridership of a system, not the distance which it travels, or that Westchester receives parity with Nassau County's STOA funding.

B. Limiting Utility Costs for Ratepayers. Over the last several years, the Public Service Commission (PSC) has approved multiple significant rate increases for public utilities which have stretched many ratepayers to the limit. To alleviate this burden on

families, Westchester County supports the following items of legislation: (a) S1896 (Mayer) / A1028 (Barrett) - *Reduce Rate of Return on Equity for Utilities* - require regulated utilities to adopt the rate of return on equity and common equity ratio as promulgated by the Public Service Commission by using an updated generic financing methodology when setting final utility rates, which will provide the lowest possible delivery rates for ratepayers; (b) S3734A (Mayer) - *Limit Expenses Utilities Recover from Ratepayers* - limit the expenses utility companies can recover at cost from ratepayers, specifically those related to their participation in rate cases and excess employee and executive salaries; (c) S7693 (Mayer) / A8150 (Barrett) - *Ratepayers Receive all Excess Earnings* -require gas and electric utilities to return all revenues earned in excess of their authorized rate of return on equity to ratepayers; (d) S5593 (Mayer) - *Rate Compression* - address and mitigate the financial burdens placed on consumers due to escalating utility rates and the effects of retroactive rate adjustments (known as "make whole provisions") that occur when rate cases run longer than allowed by statute.

C. Design Build for Flooding Projects. In 2019, seven New York City agencies received authorization to utilize Design-Build project delivery (as opposed to Design-Bid-Build) through the Public Works Investment Act (PWIA). Design-Build consolidates projects into one point of responsibility, where design and construction are unified, allowing one team to deliver the best project at the best value. In 2025, Westchester County secured Design-Build project delivery authorization for four expensive capital projects, providing significant cost savings. Many municipalities in Westchester face serious challenges related to flooding. The federal government has cut funding for FEMA, eliminated grant programs funding flood mitigation efforts, and shut down existing programs. In order to allow Westchester County to continue our work on flood mitigation – a challenge that gets more severe the longer it remains unaddressed – the County asks for authorization to utilize Design/Build for flooding-related projects. The cost savings realized by this authorization will allow the County to undertake mitigation work despite increased fiscal pressures from a hostile federal government.

D. Illegal DIY Machine Guns and 3-D Printed Ghost Guns. DIY machine guns are a growing threat to public safety. They are illegal to possess under both federal and state law, but can easily be purchased illegally for as little as \$25 or 3D-printed at home, and can be trafficked easily because they are so small. Three-dimensional printing is a rapidly growing manufacturing method for people who want to get around New York's strong gun safety laws and illegally make ghost guns and deadly firearm accessories like switches. The Governor's budget proposal would make New York the first state in the nation to expand its approach to ghost guns by focusing on preventing 3D printers from creating them in the first place. The bill would require manufacturers of 3D printers to equip their products with software that will block the execution of any file designed to make guns, gun components, or illegal gun accessories such as switches and other rapid-

fire devices. The proposal would also outlaw the distribution and use of these digital files to or by anyone who is not a state and federally licensed gunsmith.

E. Municipal Bonding for Solar Projects. This proposed legislation extends the period municipalities can bond for solar projects from 5 to 25 years to improve financing option. (S4126 A7640)

F. Provide Peer to Peer Mental Health Support to First Responders. Westchester's first responders frequently face dangerous, stressful, and occasionally life threatening situations. First responders are known to conduct their work while facing an increased risk for mental illnesses such as depression and posttraumatic stress disorder. Peer support programs are known to be particularly effective for those dealing with the uniquely challenging emotional situations that first responders routinely encounter. These programs have a strong track record in identifying risk factors for behavioral and mental health problems, reducing stigma and allowing clients to work through personal trauma, and connecting clients with outside support when necessary. S5407A/A7285A would establish a First Responder Peer Support Program establishing State-level standards, modeled off of the highly successful Joseph P. Dwyer Veterans Peer to Peer Support Program, jumpstarted by implementation a State-level grant program

G. Packaging Reduction and Recycling Infrastructure Act (S.1464/A.1749). As the tipping fees required to dispose of solid waste rise and the amount of packaging proliferates, taxpayers are paying more and more to dispose of garbage. This legislation requires companies with a net annual income of over \$1 million selling, offering for sale, or distributing covered packaging materials and products to reduce consumer packaging and improve recycling and recycling infrastructure. The bill includes supporting reusable and refill infrastructure, financially supporting municipal recycling programs, reducing toxins in packaging and requiring producers of products to take responsibility for end-of-life solutions to product packaging. It is estimated to save taxpayers in New York State over \$200 million each year and would reduce Village recycling costs.

H. Parkland Exemption for Renewable Projects (S270 / A10058). This bill would allow solar energy projects under 2 megawatts, located over parking lots in parks to bypass the procedure of requesting an act from the Legislature for the alienation of parkland. This would result in certain solar projects being implemented more efficiently, saving time, and reducing the carbon footprint. Carport solar arrays have proven to be a source of municipal revenue in addition to clean energy. Making more parking lots eligible for such solar arrays is in the interest of taxpayers and the environment

LEGISLATION JOINTLY SUPPORTING WITH WMOA

Croton is pleased to join with the Westchester Municipal Officials Association to support these policy initiatives which would benefit municipalities throughout the County including Croton-on-Hudson.

A. SEQRA Reform. We support efforts to streamline SEQRA that preserve its worthy environmental goals while simplifying the process. In some cases, the SEQRA process makes building risky, expensive, and slow. We commend Gov. Hochul’s preliminary proposals for SEQRA reform, and we look forward to working with the legislators on this priority project. We continue to oppose State overrides of local zoning, which complicates our ability to pursue the housing growth we need.

B. General Ambulance Service as an Essential Service and State Funding for EMS. Once the Comprehensive Emergency Medical Plans are completed in 2026 by the counties, the State should declare general ambulance service as essential and create a sustainable funding stream to support it. Emergency medical providers are in a dire situation: recruitment and retention problems, rising mutual aid requests, longer travel and wait times, inconsistent training opportunities, and insufficient Medicaid reimbursement.

C. Renew the Clean Energy Communities Program. The CEC program provided important grant assistance for communities striving to invest in clean-energy solutions. The program should be renewed.

D. Exclude Capital Costs from Tax Cap. WMOA seeks an exclusion from the cap for expenditures on public infrastructure—an exclusion already granted to schools and used by the state itself. The tax cap rules discourage capital investment at a time when such investment is critically needed.

E. Fees for Services on Tax Exempt Property and MTA Maintenance Fee. WMOA supports legislation that provides a local option to charge tax-exempt properties for the cost of services such as police protection, fire protection, street and highway construction, maintenance and lighting, sanitation and water. WMOA also supports legislation to review the annual \$19 million tax levy for station maintenance collected by the county to determine whether the taxes raised exceed the likely cost of the services communities receive.

**LEGISLATION JOINTLY SUPPORTED WITH
FIREFIGHTERS ASSOCIATION OF NEW YORK STATE**

A. Sales Tax Exemption for Home Life Safety Products .Provides a sales tax exemption for home life safety products purchased in New York during Fire Safety Awareness Month (October) to encourage residents to equip their homes with essential safety tools ([S5468/A6816](#)).

B. Amend Mental Hygiene Law / First Responder Peer Support Program Act. To address the risk of depression, PTSD, and suicide among first responders, this legislation would establish an anonymous peer support program with no reporting requirements to protect the privacy of those seeking help. Also supported by Westchester County ([S5407/A7285](#)).

C. Increase Income Tax Credit for Volunteer Firefighters & Ambulance Workers. This priority aims to increase the volunteer firefighter/ambulance worker income tax credit to \$800 to help recruit and retain volunteer first responders ([S6233/A6790](#)).

LEGISLATION SUPPORTED BY THE VILLAGE OF CROTON-ON-HUDSON

As the 2026 legislative session in Albany continues, Croton-on-Hudson has a strong interest in the consideration of certain measures, as described below.

A. New York for All Act (S.2235 / A.3506). The Village of Croton-on-Hudson supports the New York for All Act to ensure that local resources are not diverted to assist in federal immigration enforcement, thereby protecting our immigrant residents. By prohibiting local law enforcement and agencies from sharing sensitive information with federal authorities, this legislation fosters the trust necessary for all residents to report crimes and access essential services without fear. This measure enhances public safety by ensuring that all community members feel safe engaging with local government, which strengthens the overall well-being of the entire Village. Upholding these local values aligns with our commitment to inclusivity and the protection of our most vulnerable neighbors from unnecessary federal overreach. Ultimately, the Act provides a clear framework that ensures constitutional civil rights protections for all New Yorkers, regardless of their immigration status.

B. New York Health Act (S.3425/A.1466). The Legislature continues to consider the New York Health Act (NYHA) which would create a state-sponsored single-payer health program called New York Health that would provide coverage to all residents of the state including all benefits covered by Medicare, Medicaid, Child Health Plus, and those mandated under the Affordable Care Act. According to a study by the Rand Corporation, New York could expand coverage without substantial increases in overall health care

spending. Although the legislature has deliberated versions of this bill for several years, this year the bill faces renewed interest because of changes to the Affordable Care Act subsidies and Medicaid brought about by federal legislation enacted in 2025.

C. Accelerate Solar for Affordable Power (ASAP) Act (S.6570A/A.8758AA). This legislation would raise New York’s distributed solar target from 10 gigawatts (GW) to 20 GW by 2035 and implement common-sense reforms to lower costs and streamline deployment. It also advances critical interconnection reforms that will reduce costs, shorten project timelines, and allow for proactive grid investments to accommodate more solar capacity efficiently. The ASAP Act also supports clean energy job growth and helps lower electricity costs for consumers by reducing reliance on fossil fuels.

D. Zero Emission Transportation (A1331/S1456). Legislation currently being considered in Albany, would require certain watercraft, aircrafts, and trains to use clean energy, including ensuring such vehicles are zero-emissions. It would also require the use of zero- emission passenger trains along the Metro-North and Long Island Railroads in New York, and zero-emission work trains within the New York City subway system by 2035. It would also require NYSERDA to study zero-emission commercial vehicles, the use of renewable energy in publicly funded airports, and the use of sustainable aviation fuel. This would have a beneficial impact on both transportation and environmental quality. As a Metron-North host community, Croton-on-Hudson supports this legislation and urges its enactment.

PROPOSED HOME RULE LEGISLATION

Prior authorization by state law is required for a wide range of municipal government actions. Croton has made these “Home Rule” requests periodically and is grateful our legislative delegation has championed them for us including most recently residential parking programs, red light cameras and reforming residency requirements for certain department heads. We request the introduction of the following bills:

A. Home Rule Legislation for Consideration of Speed Cameras. Speeding in the Village has been identified as one of our most significant public safety problems. Automated speed enforcement consistently reduces vehicle speeds and collisions, particularly in high-risk areas like school zones and work sites. By providing a continuous deterrent without requiring constant police presence, these systems enhance pedestrian safety and reallocate law enforcement resources to other community needs. Therefore, Croton-on-Hudson requests the authority to establish speed camera zones in the vicinity of the Elementary, Middle and High Schools.

B. Permanent Real Property Tax Exemptions for ADU’s Occupied by Senior Citizens and Individuals with Disabilities. In light of the increasing need for diverse and affordable housing options for our most vulnerable residents, the Village should be

empowered to adopt a tax exemption for Accessory Dwelling Units (ADUs) modeled after Cortlandt’s Chapter 275, Article V. This assessment relief would allow homeowners to create accessible housing for seniors and residents with disabilities without increasing their property tax assessment. Such a measure supports aging in place and expands local housing options while preserving our neighborhood character and demonstrating a commitment to economic diversity.

C. Authorization for a Residential Parking Program for Brook Street Residents. The Village of Croton-on-Hudson supports home rule legislation to establish a residential parking permit program for Brook Street to ensure that residents have reliable access to parking in an area that abuts a major commercial district. By prohibiting non-resident and commercial vehicles from utilizing limited street space and the adjacent lot, this system would directly address the year-round congestion and displacement reported by local homeowners. Implementing such a program would significantly enhance the quality of life for residents by reducing the daily burden of searching for available spaces near their homes. Furthermore, because residents have expressed a willingness to support a fee-based model, the program could be sustainably managed to discourage non-resident use without requiring the additional attribution of Village funds.

LOCAL PROJECTS REQUIRING STATE SUPPORT

In the year ahead, as Croton works to advance its economic development, sustainability and public safety objectives, it is seeking the assistance of the Village’s state delegation on a number of key priorities. We are extraordinarily grateful to Senator Pete Harckham and Assemblywoman Dana Levenberg for their previous work in securing state funding to aid our municipality and deeply appreciate their efforts in assisting Croton on these pending priorities which currently or later in the year will include:

A. New York Forward. Governor Hochul created the NY Forward program to invigorate downtowns in New York’s smaller communities such as Villages like Croton. Croton’s designation as a “Pro-Housing Community” meant that it was eligible to apply for NY Forward in 2024. The Village submitted “Croton-on-the-Move” as its NY Forward - Round 3 application. It contained a number of transformative projects designed to bring about greater transportation safety in our business districts as well as help develop future housing opportunities. While the Village was disappointed that its application was not funded in this round, we learned much about the process during this experience and are determined to work with the Mid-Hudson Regional Economic Council to bolster our application, including adding both more private sector development and housing opportunities, for the next round and will seek the assistance of our state delegation in getting it over the finish line on the second try.

B. Cleveland Drive Sidewalks for Safety. To improve pedestrian safety, particularly for young people walking to school or visiting the Croton Free Library, the Village of

Croton-on-Hudson is looking to construct new sidewalks along Cleveland Drive, extending from the five-way intersection at Old Post Road South to the intersection of Cleveland Drive and Jacoby Street. The funding targeted for this effort is the state Transportation Alternative Program (TAP). As of this writing, the cost estimate for the Project is currently under development and will be finalized as part of the full application submission to NYDOT shortly.

C. Croton All-Electric Microtransit. Croton has a pending application with the NY State Department of Transportation (NYSDOT) for operation of an all-electric microtransit system. The Village has partnered directly with a turnkey service provider, Circuit, to handle day-to-day operations of the system with control and oversight from the Village. The program would feature on-demand on-service and accessibility. Implementation would lead to reduced carbon emissions, improved mobility and access, economic empowerment and reduced parking congestion. Requested Total Funding over 5 Years is \$3,277,120, including Operating Expenses of \$2,937,480 and capital expenses: \$339,640 .

D. Gouveia Park. A stunning 15-acre public park with lush greenspace and scenic views of the Hudson River, Gouveia Park has for years remained deprived of the necessary rehabilitation to ensure its future accessibility for all members of the public. The estate of Laurel Gouveia generously donated the property along with a one-million-dollar endowment, which will cover property improvements such as the sewer connection, lighting, drainage, and paving of access roads. The Village is seeking \$750,000 in state funding to facilitate improvements to the main house building located on the property, which will be used to house Croton's Recreation Department and the Recreation, Event, Arts and Learning (REAL) Space.

E. Harmon Fire House New Roof. The Harmon Fire House, a building central to the Village's volunteer fire operations and Croton Emergency Medical Services, currently operates with a roof that has neared its intended operable lifespan. The building houses a total of two of the Village's Fire Companies and the entirety of the Croton's EMS Department. The village is currently seeking to secure \$500,000 in state funding to replace the roof of this facility as well as to repair ceiling tiles damaged by past leaks.

F. Local Waterfront Revitalization Program (LWRP) Implementation. The Village of Croton-on-Hudson seeks continued state support and grant funding to implement the specific projects and policies outlined in its recently updated [Local Waterfront Revitalization Program \(LWRP\)](#). As a coastal community with extensive Hudson River and Croton River shorelines, the Village relies on this partnership to advance critical goals including expanded public waterfront access, the protection of sensitive ecological habitats, and the mitigation of localized flooding. State assistance is essential for the design and construction of resilient infrastructure that can withstand increasing storm surges while simultaneously fostering sustainable economic development along the waterfront. By prioritizing these LWRP initiatives, the State will help ensure that

Croton's unique coastal resources remain a vibrant, accessible, and protected asset for both residents and visitors for generations to come.

G. Collaboration with MTA. There are a number of issues the Village would like to discuss with the Metropolitan Transportation Authority including operations, fire and EMS presence, real estate issues, and possible extension of the bike path beyond the 9/11 Memorial. Croton has communicated with the MTA in writing on a number of these and will seek the assistance of its Assembly and Senate members in convening a meeting of high-level Metro-North officials to meet with Croton to focus on Village-Railroad collaboration.

LOCAL PROJECTS REQUIRING FEDERAL SUPPORT

Direct federal funding to Croton can be made available in a number of ways, including through Community Project Funding (CPF), and through various other congressional appropriation and authorization measures. After a 10-year suspension, Congress resumed the practice in 2021 of including funding for community projects in its annual appropriations bills. Through the leadership of Rep. Mondaire Jones in 2022, Croton received \$1.5 million for reconstruction of the Half Moon Bay Bridge under the CPF category of funding. The CPF process for this year is just getting underway now. The Village has submitted projects to Senator Kirsten Gillibrand and Rep. Mike Lawler on funding for priority projects most in the infrastructure and public safety realms. respectively. We appreciate the opportunity to work with them in these areas.

NEXT STEPS

The Village of Croton on Hudson is grateful for the opportunity to present these legislative, program and project priorities and thank you for your time in reviewing them. We look forward to working with you to achieve progress on all of these areas in the year ahead. Please contact Village Manager Bryan Healy at bhealy@crotononhudson-ny.gov or 914-271-4848 with any questions or suggestions.