



2011 Candidate Questionnaire: Transportation and Land Use Policy

Organizational Overview:

The Tri-State Transportation Campaign is a non-profit organization working toward a more efficient, transit-friendly and equitable transportation system in New York, New Jersey and Connecticut. Since the mid-nineties, the Campaign has played a critical watchdog role in the field of transportation policy, helping state transportation agencies reform their approach to solving transportation problems. Our work has increased funding for infrastructure maintenance and repair, created more effective road projects and led to millions of dollars in new funding for walking, cycling and mass transit projects.

Purpose and Process:

Transportation policies directly impact Long Island's citizens in a variety of ways. Elected officials influence the development of these policies and how certain transportation systems are funded and built, thereby impacting constituents' daily lives. This short questionnaire will be used to inform the public on the incumbents' or candidates' positions in key areas of transportation policy. The questionnaire will provide you with an opportunity to present your views and vision on how to address the transportation issues facing Long Islanders at the state and local levels. Please be as detailed as possible when describing your positions. **The Tri-State Transportation Campaign is a non-partisan organization that neither supports nor opposes any political party or candidate for office.**

Questionnaire responses, however, will be posted on our blog at blog.tstc.org and in our newsletter, *Mobilizing the Region*.

In order for ample time to distribute the results of the questionnaire to the voting public, please return the completed questionnaire to Ryan Lynch, rlynch@tstc.org, or 350 West 31st Street, Suite 802, NY, NY 10001, no later than October 7, 2011.

Candidate/Elected Official's Name: Darlene Tangney

District Represented: Legislative District 4

**Contact Information: Committee to Elect Darlene Tangney
1 Old Country Road, Suite 430
Carle Place, NY 11501
516-426-0137**

Primary Contact and Title: Sagar Mehta – Campaign Manager

1. Please provide a brief overview of transportation initiatives that you have undertaken, or will undertake, as a Nassau County Legislator. If applicable, please list specific legislation, policies, or programs:

As a candidate, I have been opposed to the privatization of the Long Island Bus system from the beginning. This affects a substantial amount of people in Nassau County in a lot of fundamental ways. People rely on the bus system to get to work, school, and to access their healthcare. Further, privatizing a public service such as this one to an out of state company like Veolia will result in harm to our residents and County as a whole. A company whose primary interests will be the bottom line and cost-cutting measures will be sure to lay off workers, cut services, and hike up prices. They will not care about the residents and will not be responsible to them either. The public will have no say in how their bus system will be run.

2. Public transportation service is an integral component of Nassau County's economic strength and environmental well being. According to *Newsday*' reports and the MTAⁱⁱ, ridership on the Long Island Rail Road has increased by approximately .02% from 2005 to 2010, although ridership over 2009 is down as a result of the weak economy. According to the LI Indexⁱⁱⁱ, ridership on LI Bus increased by approximately 3.5% from 2000-2009, although ridership is down 6% over 2008 numbers because of the lagging economy. **Given these trends, how would you address increased ridership on public transportation across Long Island?**

To refer back to my previous answer, addressing increased ridership on public transportation means keeping down the cost of Long Island Bus. Given the weakened state of the economy and rising taxes on Long Island, people are struggling to make ends meet. Any significant increase in cost would just be an additional burden on the residents of this county. It seems to me that the answer to the increased contribution required from MTA is NOT to outsource transportation to a private entity but to cut costs in other areas and department and keep LI Bus under county control.

3. The economic costs of traffic congestion in the New York metropolitan region was nearly \$11 million in 2009, and the cost to auto drivers was almost a \$1,000 per person over the same time period^{iv}. **What measures and/or projects would you promote to reduce congestion on Nassau County's roadways?**

Traffic congestion is a huge problem here in Nassau County. The ways to reduce congestion are simple if not necessarily popular – they require people to utilize more public transportation whether it is the bus or the train. We are lucky enough in this county to have access to both and for both to be pretty reliable means of transportation. Further, there should be more programs encouraging individuals to car-pool. Programs that would promote the utilization of public transportation and/or sharing cars to go to work would not only reduce congestion but obviously yield great environmental benefits.

4. According to the Fatality Analysis Reporting System^v, which is maintained by the National Highway Traffic Safety Administration, 86 pedestrians were killed in Nassau County from 2007-2009. In addition, a Tri-State analysis found that 11 cyclists were killed over this same time period, the second highest

number of fatalities outside of NYC. **In light of these statistics, what measures would you propose to reduce these preventable fatalities on Nassau County roads?**

I would propose utilizing more police officers for traffic enforcement of reckless drivers and cyclists. Further, the addition of more bike lanes and pedestrian crossings as well as stiffer punishment for those breaking traffic laws would go a long way towards reducing a lot of these preventable fatalities on Nassau County roads.

5. Do you support development near transit stations or in the downtown area of your town or village? Why or why not?

I do support development near transit stations or in the downtown area because too often, these areas are left dilapidated and the result is increased crime. Development of such local areas would greatly benefit economic development and might provide affordable housing for young people in Nassau County as well as provide jobs in this faltering economy.

6. Finally, please tell us whether you support or oppose the following transportation projects or policies:

Privatization of Long Island Bus

- Support**
- Oppose – I would oppose the privatization of Long Island Bus.**
- Don't Know**

Additional comments: Refer to my previous answers.

LIRR East Side Access connection to Grand Central Terminal

- Support – I support this endeavor.**
- Oppose**
- Don't Know**

Additional comments: This would benefit a lot of Long Islanders who commute to Manhattan for work as well as provide more employment opportunities by providing greater access to the city.

Third Track on the LIRR Main Line

- Support**
- Oppose**
- Don't Know**

Additional comments:

Intermodal Truck to Rail center at Pilgrim State Hospital site

- Support - I support this.**
- Oppose**
- Don't Know**

Additional comments:

Mixed-Use Development Project at the Nassau HUB

- Support – I support this.**
- Oppose**
- Don't Know**

Additional comments: Mixed-Use Development of the HUB is necessary because although creating a sports entertainment center is important; it is equally important to develop that area in order to create industry and perhaps housing for seniors and/or young professionals seeking to stay in Nassau County.

ⁱ "Ridership Drops in Weak Economy," *Newsday*, 1/27/2010, Alfonso Castillo.

ⁱⁱ "Metropolitan Transportation Authority Annual Report Narrative 2010," page 5, Operations Section, MTA.

ⁱⁱⁱ Long Island Index, Transportation Indicators, <http://www.longislandindex.org/Transit-Ridership.693.0.html>

^{iv} 2010 Urban Mobility Report, Texas Transportation Institute, http://mobility.tamu.edu/ums/congestion_data/tables/newyo.pdf

^v Fatality Analysis Reporting System, National Highway Traffic Safety Administration, <http://www-fars.nhtsa.dot.gov/States/StatesPedestrians.aspx>

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