

2012 NY Legislature Candidate Survey on Transportation

Candidate Name: David Buchwald

District: NYS Assembly, 93rd District

Party: D, WF, I

Q: Roads, bridges, and transit systems are in a state of disrepair across the state. Would you support finding new revenues to help maintain and repair our existing road and bridge infrastructure and invest in our transit systems? If so, please suggest ideas.

A: I believe infrastructure investments are a core government responsibility, and I would support enhanced efforts to repair, rebuild, and maintain our entire transportation system. There are two primary ways to leverage additional funding to make this goal a reality. The first of these is public-private partnerships. I believe that there is significant untapped potential to have government work with the private sector to fund transportation investments that will benefit all parties - especially the public - for decades to come. I also believe the Sam Schwarz "Fair Plan," while certainly not without its problems, is worthy of study in many ways. I believe that many of the principles in this plan can serve as the basis for finding a long term solution to regional transportation needs without unfairly burdening any local population centers.

Q: The FYE 2013 New York State budget distributed the "long lines tax" according to population which helped support operations for over 130 transit providers across the state and provided an additional \$29.6 million for non-MTA transit systems. Do you believe this tax should be permanently redistributed across the state? **No response**

Q: Few projects symbolize the state's funding challenges better than the replacement of the Tappan Zee Bridge, the development of the I-287 corridor, and the struggle over whether or not to include transit in the project. Do you support finding ways to improve bus service in the corridor? **No response**

Q: There have been three MTA fare hikes since 2007, and another is slated for 2013. During this period, many subway and bus lines were reduced. The State contributes about 40% of the MTA's revenue through dedicated taxes, but those taxes will not generate enough revenue for the agency in 2013. Would you support a proposal for new transit funding to relieve strain on the farebox or do you think fares should be raised?

- I support a proposal for new transit funding.*
- I support a fare hike.*
- I support a mix of new revenues and higher fares and tolls.*

Q: Do you support the repeal of the Payroll Mobility Tax, which generates \$1.3 billion in revenues for the MTA? If you support repealing the tax, how would you address the ensuing budget gap?

A: I do support repeal of the MTA Payroll Tax, and have spoken out against it in the past. As the Chairman of the Metro-North Railroad Commuter Council, I know that mass transit is a great benefit to our region and an economic driver for the entire Hudson Valley. However, the MTA payroll fundamentally undermines public support for mass transit in general in the suburbs. We need to replace the payroll tax so that we can focus on actually improving mass transit options. As I mentioned above, I believe that we should be exploring ways to take the concepts of Sam Schwarz Fair Plan and enact them legislatively. I also believe that the State should provide more dedicated aid to the MTA. Right now, Metro-North riders pay a higher percentage of the railroad's operating cost than in any other suburban rail system in America. That has to change, and the only ways to do it are to increase state aid and develop an alternative regional toll plan.

Q: The new federal transportation law, MAP-21, consolidated a number of programs that pay for projects to make biking and walking safer into the new Transportation Alternatives fund. The law also gives states the authority to transfer up to 50% of this funding to other transportation projects, such as roads and bridges. Do you think the state should transfer 50% of the money in this fund to pay for roads and bridges, or keep it in the fund to pay for biking and walking infrastructure? A: I believe the state should keep the funds for biking and walking infrastructure

Q: Across the country, red light and speeding camera enforcement technologies have been used to help police control driver behavior. Authorization for using these cameras in our communities is up to Albany legislators. Do you support the use of red light cameras? Do you support the use of speed cameras?

- I support the use of red light cameras.*
- I support the use of speed cameras.*
- I support the use of both red light and speed cameras.*
- I do not support the use of red light or speed cameras.*