



## 2012 NY Legislature Candidate Survey on Transportation

**Candidate Name:** Peter A. LaVenía

**District:** NYS Senate, 44th District

**Party:** G

**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 absolutely support finding new revenues to repair roads and bridges, as well as investing and expanding transit systems. I call for using the stock transfer tax on the books (but rebated since the early 1980s) to help close the budget gap and raise an additional \$15 billion a year. Returning levels of income taxation to their pre-1980 levels would raise an additional \$8-\$10 billion. With this we could create a long-term plan to invest in mass transit around New York and a plan to shift from automobiles to light rail, inter-city trains and rapid bus service, and high-speed trains from Buffalo to New York.

**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?**

Yes       No

**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?**

Yes       No

**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 not support repeal of the Payroll Mobility Tax.

**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.*