

2012 NY Legislature Candidate Survey on Transportation

Candidate Name: Steven H. Cymbrowitz

District: NYS Assembly, 45th District

Party: D, WF

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 understand the importance of our total transportation system - roads, bridges, tunnels and highways as well as mass transit - and the need to provide adequate funding. The current State budget allocated \$4.5 billion to fund highway, road and bridge projects and to maintain, operate and repair New York State's transportation infrastructure. Much of this infrastructure is aging and requires attention. We must explore innovative funding sources to accomplish this, but remain cognizant of not over burdening either individuals or businesses.

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: It is unfortunate that a NYS Supreme Court decision declared the Payroll Mobility Tax unconstitutional. It is imperative that we properly fund the MTA to provide motorists with a viable transportation alternative to their vehicles, while at the same time maintaining an affordable fare. The Payroll Mobility Tax provided over \$1 billion for the MTA.

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 transfer 50% of the fund to pay for roads and bridges.

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.*