

NEW YORK STATE ASSEMBLY

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Committee On
Transportation

Carl E. Heastie • Speaker
William B. Magnarelli • Chairperson



ANNUAL REPORT



WILLIAM B. MAGNARELLI
Assemblyman 129th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Committee on Transportation

COMMITTEES
Economic Development
Education
Rules
Oversight, Analysis and Investigation
Steering

December 15, 2022

Honorable Carl Heastie
Speaker of the Assembly
Legislative Office Building, Room 932
Albany, NY 12248

Dear Speaker Heastie:

I am pleased to submit to you the 2022 Annual Report of the Assembly Standing Committee on Transportation.

The work accomplished by the Committee during the 2022 Legislative Session reflects our ongoing concern for the health, safety and welfare of the State's residents and the public when using transportation facilities across the State. New Yorkers depend upon safe, accessible, and efficient transportation infrastructure to conduct their daily lives and to build and maintain vibrant communities. Transportation infrastructure to facilitate the movement of people and goods also is critical to building and maintaining strong State and local economies. The Committee is proud of its role in the enactment of laws and the advancement of legislation supporting these goals, and in ensuring that the enacted State budget includes funds supporting the capital and operating needs of State and local roads and bridges, public transit, passenger and freight rail, and aviation systems.

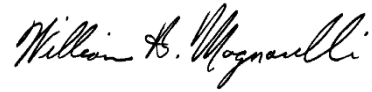
The Committee's work during the 2022 Legislative Session resulted in the enactment of measures to improve safety by encouraging changes in driver and boater behavior, expanding the use of roadway design features for the convenience and mobility of all users, and improving the visibility of snowplows, to improve parking access for persons with disabilities, to protect consumers from fraudulent household goods movers, to support efforts to protect the environment, and to address commercial motor vehicle driver shortages. This report contains descriptions of the legislation and important issues considered by the Committee, an overview of the public hearing the Committee conducted, and the outlook for the coming year.

I would like to express my appreciation to the members of the Committee for their commitment and contributions to the legislative work undertaken this year, as well as to the staff for their hard work and assistance.



I also wish to thank and commend you, Mr. Speaker, for the support and leadership you have provided the Transportation Committee in its pursuit to address transportation issues affecting the people of the State. With your assistance, the Committee looks forward to a productive Legislative Session in 2023.

Sincerely,

A handwritten signature in black ink that reads "William B. Magnarelli". The signature is written in a cursive style with a large, stylized initial 'W'.

William B. Magnarelli, Chairman
Assembly Standing Committee
on Transportation

**2022 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

William B. Magnarelli, Chairman

Committee Members

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Harry B. Bronson
Jo Anne Simon
Pamela J. Hunter
Jaime R. Williams
Patricia A. Fahy
Mathylde Frontus
Jonathan G. Jacobson
Karen M. McMahan
Taylor Darling
Monica P. Wallace
Kenneth Burgos
Emily Gallagher
Marcela Mitaynes
Gina L. Sillitti
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Julie A. Barney, Principal Analyst
Benjamin Decker, Associate Counsel
Craig Swiecki, Committee Clerk
Mary Ellen O'Connor, Program & Counsel Executive Secretary

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INTRODUCTION AND SUMMARY

Committee Jurisdiction

New York State's transportation network moves millions of people and tons of freight annually. Based on the most recent data available, this network includes a State and local highway and bridge system of approximately 17,500 bridges and over 113,000 miles of public roadways, upon which more than 123 billion vehicle miles are driven annually. Eighteen commercial service airports provide service to passengers, enplaning more than 15 million passengers statewide. Four port authorities (NY/NJ, Albany, Oswego, and Ogdensburg), the Port of Buffalo and numerous private ports and waterways handle millions of tons of freight each year. Rail freight carloads originating or terminating in the State transport about 77 million tons of freight annually on approximately 4,200 route miles of rail track.

Approximately 5.2 million rail passengers use Amtrak service with an origin or destination within New York State. Over 100 public transit systems provide service for approximately 3.6 billion passenger transit trips annually.

The Assembly Transportation Committee is charged with the responsibility of advancing policies for coordinating the management of these systems and ensuring the employment of measures designed to provide and encourage safe travel. The Committee is also responsible for developing and reviewing legislation covering a wide range of topics affecting the movement of people and goods throughout the State.

The Committee's jurisdiction includes oversight and analysis of the activities (including the implementation and administration of programs) of the Departments of Transportation (DOT) and Motor Vehicles (DMV), the New York State Thruway Authority, and various regional transportation authorities and commissions. Committee action primarily affects the following consolidated laws: Vehicle and Traffic, Highway, Transportation, Navigation, Canal, and Railroad.

Summary of Committee Action

During the 2022 Legislative Session, 623 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including but not limited to legislation that: prohibits boaters from operating while intoxicated or impaired with child passengers aged fifteen years or younger; increases penalties for leaving the scene of a motor vehicle crash; establishing secondary enforcement for certain minor equipment violations; strengthening enforcement of laws relating to household goods movers; encouraging the use of pollinator-friendly species; encouraging local governments to undertake complete

streets design features; improving parking access for persons with disabilities; and improving the visibility of snowplows. Additionally, the Committee conducted a public hearing to assess and reexamine the provisions and implementation of the complete streets law.

2022 Legislative Action

Green Lights on Snowplows

(A.811-A, Wallace; Chapter 504, Laws of 2022)

Snow and ice removal vehicles perform a critical public safety function in keeping the roads clear, passable, and safe during winter weather events. Particularly during periods of storms and bad weather when visibility is low, the ability of the operators of other motor vehicles to see these vehicles can be compromised. Studies show that a green light is brighter to color-deficient individuals than any other light, making it the safest option for vehicles that need to be seen from far distances and during times of low visibility due to winter weather. At least two other states, Ohio and Michigan, have authorized the use of green lights on snow and ice removal vehicles.

Chapter 504 of the Laws of 2022 (A.811-A, Wallace) authorizes the use of green lights and combination green and amber lights on hazard vehicles designed for the removal of ice and snow which are owned and operated by the State or a county, city, town, or village. These green lights may be displayed only when the vehicle is engaged in a hazardous operation and the vehicle is also displaying an amber light or lights. The new law also requires motorists to exercise due care to avoid colliding with these hazard vehicles displaying green or combination green/amber lights.

Boating While Intoxicated or Impaired with Young Passengers

(A.911-A, Jean-Pierre; Chapter 688, Laws of 2022)

As noted in the 2021 Recreational Boating Report published by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), recreational boating is very popular, constituting a multi-billion-dollar per year industry. In 2021, there were just over 439,000 vessels registered in the State of New York and 18 fatal boating accidents reported, resulting in a boating fatality rate of 4.10 fatalities per 100,000 boating registrations, a reduction from the 2020 fatality rate of 7.15. New York has significantly reduced recreational boating deaths through the years, from an average of 74 deaths per year between 1972 and 1981, to 21 deaths per year between 2012 and 2021.

Alcohol and drug use is a significant cause of fatal boating accidents in New York. OPRHP reports that intoxication was the primary contributing factor in 76 fatalities, or almost 22%, of all boating deaths between 2005 and 2021. In 2021 alone, alcohol or drugs are known to have been present in 22% of the total boating fatalities that year (4 out of 18.)

In 2009, the Legislature enacted a law to protect child passengers in motor vehicles. Leandra's Law increased penalties on motor vehicle operators for driving while intoxicated or impaired with child passengers. In order to extend this protection to children riding as passengers in boats, the Legislature this year enacted Chapter 688 of the Laws of 2022 (A.911-A, Jean-Pierre.) This new law prohibits any person 16 years of age or older from operating a vessel while intoxicated or impaired while a child who is 15 years of age or younger is a passenger in the vessel. Violations are a class E felony, subject to a \$1,000 - \$5,000 fine and/or imprisonment as provided in the Penal Law, and a mandatory 24-month suspension of boating privileges. A person convicted of such charge after having been twice convicted of boating while intoxicated (BWI) or boating while ability impaired (BWAII) by drugs within the preceding 10 years will be guilty of a class D felony, subject to a \$2,000 - \$10,000 fine and/or imprisonment as provided in the Penal Law, and a mandatory 24-month suspension of their boating privileges.

Chapter 688 also amends other provisions of law relating to sentencing limitations, chemical tests, first-degree vehicular assault and first-degree vehicular homicide to incorporate this new prohibition, and requires police officers alleging a violation against the parent, guardian, custodian or other person legally responsible for a child passenger to file a report with child protective services.

Rideshare Vehicle Identification

(A.3135, Fahy; Passed Assembly)

Transportation network company (TNC) vehicles provide for-hire vehicle service on an app-based, pre-arranged basis. Although the law currently requires DMV to promulgate regulations to ensure that each TNC vehicle is distinguishable, there have been instances where individuals have mistakenly entered non-TNC vehicles and been subjected to criminal acts. In 2019, a University of South Carolina student was a victim of kidnapping and murder after entering a vehicle she believed was a TNC vehicle she had ordered. The vehicle in question was driven by the individual who has been charged with her murder.

To prevent such tragedies and to protect the riding public, the Assembly passed A.3135 (Fahy). This bill would require DMV to require TNCs to provide each TNC driver with a machine-readable code or image to be displayed on the outside of each TNC vehicle. The bill would require TNC digital networks to enable passengers to scan, with their mobile devices, the TNC vehicle machine-readable codes prior to entering a TNC vehicle and prior to the release of payment in order to confirm that the TNC vehicle is the one authorized for the passenger's pre-arranged trip.

The bill also would require TNCs to issue a TNC driver identification card to each of their drivers containing, at a minimum, the name and photograph of the TNC driver

and the license plate number of the TNC vehicle utilized for providing the TNC prearranged trip, to be posted within the TNC vehicle in a manner that is legible, clear and conspicuous to passengers in all seating positions. Finally, A.3135 would require that TNC vehicle markings include an illuminated sign indicating the name of the TNC for which the vehicle is providing service.

Leaving the Scene of a Crash

(A.3964, Colton; Chapter 497, Laws of 2022)

Motor vehicle crashes resulting in personal injury impose suffering on individuals physically harmed by the crash, contribute to social and economic costs and burdens, and can increase the severity of the crash outcome resulting from delays in, or the complete absence of, medical attention to those who are injured. Hit-and-run violations also can create additional burdens for law enforcement and for families looking for remediation and medical and insurance support, as noted by the AAA Foundation for Traffic Safety.

To further discourage drivers from leaving the scene of crashes, Chapter 497 of the Laws of 2022 (A.3964, Colton) was enacted. Chapter 497 increases the minimum fine for a first violation of leaving the scene of a personal injury crash from \$500 to \$750, and the maximum fine for a repeat violation of leaving the scene of a personal injury crash from \$2,500 to \$3,000.

Aggravated Unlicensed Operation of a Motor Vehicle

(A.6358-A, Thiele; Passed Assembly)

With a combination of legislative action, enforcement, engineering, and public education, the State of New York undertakes a variety of actions to improve its traffic safety record. However, motor vehicle crashes continue to impose a terrible personal toll upon individuals, families, and communities, and remain a public health problem. One factor that contributes to some crashes involves drivers whose licenses were suspended or revoked after their conviction for traffic violations. The State Legislature amended the Vehicle and Traffic Law almost thirty years ago to criminalize the act of driving while the driver knows or has reason to know that their license was suspended or revoked. Known as aggravated unlicensed operation (AUO) of a motor vehicle, the law has been amended periodically since its enactment, and the level of the penalty depends upon the elements of the charge, which range from third degree to first degree.

Assembly bill 6358-A (Thiele) would expand first degree AUO by including in the charge any person who operates a motor vehicle while knowing or having reason to know that their license is suspended or revoked and they have in effect five or more license suspensions or revocations on at least five separate dates for moving

violations. The bill also would provide that persons convicted of first degree AUO under the new element would be guilty of a class E felony, subject to a minimum \$500, maximum \$5,000 fine and a term of imprisonment of a definite sentence not exceeding two years, or where appropriate and a term of imprisonment is not required under the penal law a sentence of probation, or a term of imprisonment as a condition of a sentence of probation.

Finally, the bill would require DMV to provide written notice, in bold and conspicuous type, to persons whose license is suspended or revoked four times that a fifth suspension or revocation for a moving violation would subject them to a class E felony if they were to be charged with first degree AUO under the element of having five or more such suspensions or revocations in effect.

Secondary Enforcement of Certain Traffic Violations

(A.7599, Darling; Chapter 751, Laws of 2022)

One of the most common interactions that people have with law enforcement occurs during traffic stops. There is often a disparity in who is being stopped, especially for minor violations. As has been painfully demonstrated in the news over the past few years, stops for minor violations have led to motorists dying at the hands of the police. To reduce the number of traffic stops for minor, non-moving violations such as stickers on vehicle windows and objects placed or suspended in or on the vehicle and thereby reduce the possibility of a tragic outcome from such traffic stops, the Legislature enacted Assembly bill 7599 (Darling; Chapter 751 of the Laws of 2022.)

Chapter 751 prohibits law enforcement officers from pulling motorists over for a violation of the laws that prohibit the use or placing of posters or stickers on motor vehicle windshields or rear windows unless approved by DMV, or that prohibit the operation of a vehicle with any object placed or hung in or upon the vehicle in a manner that obstructs or interferes with the view of the operator, unless the officer has reasonable cause to believe that the motor vehicle operator has committed a violation of the laws of this State other than a violation of these provisions.

Enforcement of Household Goods Movers

(A.7994-A, Cusick; Chapter 695, Laws of 2022)

To operate as a mover in the State of New York, the person or company must be issued a certificate of authority by DOT. The use of social media and new technology has led to a significant increase in the number of instances of people and businesses holding themselves out to be movers without having valid authority. Concerns have been raised that DOT, with their current resources, cannot keep up with the influx of complaints of illegal movers and that DOT's resources to combat illegal movers are

limited and have proven to not be effective in deterring individuals from the illegal behavior.

Chapter 695 of the Laws of 2022 (A.7994-A, Cusick) requires DOT to enforce provisions of law governing carriers of household goods by motor carrier and authorizes the Attorney General to seek equitable relief to restrain any violation or threatened violation of Transportation Law §191 (the section of law that requires household goods movers to hold a certificate issued by DOT) or related rules and regulations. The new law also authorizes the Attorney General to apply for an injunction to enjoin and restrain the continuance of violations and authorizes courts to impose a maximum \$1,000 civil penalty for each violation the court determines to have occurred.

Pollinator-Friendly Roadside Plants

(A.8275-A, Kelles; Chapter 763, Laws of 2022)

As stated in the New York State Pollinator Protection Plan, “[w]ild pollinators and managed bees, typically honeybees and bumblebees kept by beekeepers, are critically important to the health of New York’s environment, as well as the strength of the state’s agricultural economy. New York has more than seven-million acres in agricultural production, and many of the state’s leading crops, such as apples, cabbage, berries, pumpkins and several other fruits, rely heavily on insect pollination. New York State is also home to more than 450 wild pollinator species, a native population that is important not only to the pollination of commercial crops, but also to biodiversity in our environment.”

Many species of pollinators are threatened because of lost habitats and the use of pesticides. Encouraging pollinator friendly planning is said to be one of the most effective ways to support the many varieties of pollinators responsible for the reproduction of flowering plants and for pollinating billions of dollars in agricultural crops each year. While gardens are one of the most typical sources of pollinator friendly planting in cities, they alone are not sufficient to provide food and habitats for many species.

New York’s state and local highway system encompasses over 110,000 miles of roadways and bridges. Many of these highways have medians. With the right planting of native species and mowing practices that allow some portion of the medians to become wild, these highway medians could become pollinator-friendly areas for the expansion of habitats for pollinators while simultaneously supporting natural beauty throughout the State.

Chapter 763 of the Laws of 2022 (A.8275-A, Kelles) requires DOT, in cooperation with the Department of Environmental Conservation (DEC), to develop policies and

procedures to encourage the use of native plant species that are pollinator-friendly on State highway medians, and to encourage and give technical assistance to counties, cities, towns and villages to do the same on highway medians under their jurisdiction. It also requires DOT to develop policies and procedures for mowing medians along State highways that will, wherever feasible and consistent with standards of safety for motor vehicle operators, cyclists and pedestrians, reduce the amount of area within such highway medians that is mowed.

Complete Streets Incentive

(A.8936-A, Fahy; Chapter 794, Laws of 2022)

Across the State, the transportation system is increasingly being utilized by persons using non-motorized forms of transportation, micro-mobility options such as electric bicycles or electric scooters, or public transit. Census data show that, in the State of New York, approximately 40% of the workforce commuted to work by means other than a car, truck or van in 2018 (the most recently available year). According to the 2017 National Household Travel Survey, Americans aged five years and older reported more than 42.5 billion trips by walking or biking. In an effort to encourage good planning in order to help individuals achieve the health benefits associated with active forms of transportation, as well as to achieve a cleaner, greener transportation system to reduce traffic congestion and auto-related air pollution, the Legislature in 2011 enacted a law (Chapter 398) calling for the consideration of “complete street” design features such as sidewalks, lane striping, and bicycle lanes in various transportation projects.

Chapter 398 requires DOT, or the agency with project jurisdiction, to consider the convenient access and mobility on the road network by all persons using complete street design features in planning, design, construction, reconstruction and rehabilitation of transportation projects which are undertaken by DOT, or which receive both federal and State funding and are subject to DOT oversight, with certain exemptions.

To encourage and expand the use of complete streets design features in transportation projects undertaken by local governments, Chapter 794 of the Laws of 2022 (A.8936-A, Fahy) was enacted. Chapter 794 increases the State share of the local match for federally aided Marchiselli projects to 87.5 percent where, in conjunction with a Marchiselli project, a municipality agrees to fund a complete street design feature. Marchiselli projects are federally aided local transportation projects receiving State funding reimbursement to offset a portion of the non-federal share of the costs of the projects.

Access to Parking for Persons with Disabilities

(A.9702-B, Griffin; Chapter 422, Laws of 2022)

(A.9805, Magnarelli; Chapter 424, Laws of 2022)

Removing barriers to public accommodations, like shopping centers, is important to ensure people with disabilities have access to these places and services. Designating accessible parking and ensuring that such designated parking spaces are free of obstructions are often readily achievable, low-cost ways to remove barriers.

Chapter 422 of the Laws of 2022 (A.9702-A, Griffin) increases the penalties for knowingly dumping, shoveling, or plowing snow onto a parking space designated for persons with disabilities and rendering it unusable when such violation is committed by a firm, corporation, partnership or association engaged in the conduct of any business, trade or commerce or in the furnishing of any service. The penalties are a maximum \$125 for a first violation, and a maximum \$250 for a second or subsequent violation. The new law also provides that municipalities opting to establish higher fines for these violations could not exceed \$250 for a first offense, nor \$450 for a second or subsequent offense.

Additionally, current law establishes fines on persons who stop, stand, or park their motor vehicles in spaces clearly marked for use by people with disabilities in shopping centers and facilities with at least five separate retail stores and at least twenty off street parking spaces, and allows law enforcement officers to enter such parking lots to enforce this law. Chapter 424 of the Laws of 2022 (A.9805, Magnarelli) expands these laws to include shopping centers and facilities with at least one but less than five separate retail stores and at least twenty off street parking spaces.

Notation of Address on Driver's Licenses

(A.10151, Rules/Cunningham; Chapter 317, Laws of 2022)

Under the Vehicle and Traffic Law, holders of driver's licenses and non-driver identification cards are required to notify the Commissioner of Motor Vehicles of any change of their residence, and to write that change in the place provided on the license or non-driver identification (NDID) card. DMV has noted, however, that the provision requiring licensees to write a change of residence on their license or NDID card in the place provided is impractical because the surface material of license and NDID documents makes writing on them difficult and because photo IDs have limited surface areas and incorporate many pieces of information. DMV also noted that technology and access to electronic records make it easier for agencies and law enforcement officers to look up a person's current address, and that customer submissions for a change of address can be nearly instantaneous due to the use of online transactions.

DMV is required to record a large and ever-increasing amount of information on driver's licenses, including data regarding the many types of driver's license endorsements and restrictions for commercial and noncommercial licensees, and information pertaining to Real ID or Enhanced ID, organ donor status, and veteran status. DMV recommended that the requirement to write a change of address on the documents be eliminated, to free up limited space on licenses and NDID cards. DMV also stated that the elimination of this requirement would facilitate DMV's fulfillment of legal, administrative and law enforcement mandates and needs regarding data elements that today's licenses and NDID cards are called upon to satisfy.

Therefore, the Legislature enacted a bill (A.10151, Rules/Cunningham; Chapter 317 of the Laws of 2022) to repeal the provision of law requiring holders of driver's licenses and NDID cards to write any change of their address on these documents.

Commercial Driver Learner's Permits

(A.10219, Rules/Conrad; Chapter 309, Laws of 2022)

Drivers of commercial motor vehicles must hold valid commercial driver's licenses (CDLs) to operate such vehicles. Persons seeking to obtain a commercial driver's license must first obtain a commercial learner's permit (CLP), which is a permit that only authorizes a person to practice operating a commercial motor vehicle on public roads under the supervision of a passenger who is a qualified, duly licensed CDL holder.

Federal law and regulation establish standards for CDLs and CLPs, which states must comply with. Current New York State law mirrors federal requirements that were in place at the time it was enacted, providing that the period of validity of a CLP can be no longer than 180 days, with one renewal period not to exceed 180 days. Federal law has since been modified and, while New York law is still in compliance because it does not exceed federal restrictions, DMV requested changes to extend the time that a commercial learner's permit is valid to the longer one-year validity period currently permitted by federal law. It is intended that this modification will alleviate concerns about a shortage of commercial drivers by reducing the administrative hurdles faced by prospective truckers and other commercial drivers in joining the commercial driving profession. Additionally, DMV stated that there would be reduced costs for commercial drivers in training because they will no longer need to renew a CLP for an additional 180 days or apply for the full commercial driver license (CDL) at that time.

Therefore, the Legislature enacted A.10219 (Rules/Conrad; Chapter 309 of the Laws of 2022.) Chapter 309 repeals the 180-day periods and provides that CLPs will be valid for no more than the time permitted by federal law and regulation.

PUBLIC HEARING

Complete Streets

Albany, Monday, October 3, 2022

The Assembly Standing Committee on Transportation convened a public hearing in Albany on October 3, 2022, to seek information on the law requiring the consideration of complete streets design features on capital projects undertaken by the Department of Transportation (DOT) or which receive both federal and State funding and are subject to DOT oversight. Complete streets design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures. The hearing provided an opportunity for the Committee to review and assess various aspects of the complete streets law as it is currently implemented, and to obtain pertinent testimony on the existing law, whether modifications to the law should be considered, and the policy and fiscal implications of any proposed statutory changes to the law.

Witnesses providing oral testimony included the NYS County Highway Superintendents Association, the NYS Association of Town Superintendents of Highways, re:Charge-e; the Town of Guilderland; the Complete Streets Advisory Board, Saratoga Springs; a Chautauqua County Legislator; Families for Safe Streets; Transportation Alternatives; Scenic Hudson; GObike Buffalo; the Albany Bicycle Coalition; Mode Choice Engineering PLLC; and the American Heart Association. Written testimony was received from the New York State Department of Transportation; AAA New York State; Mr. Harvey Botzman; the Tri-State Transportation Campaign; Open Plans; and New York Lawyers for the Public Interest.

OUTLOOK FOR 2023

During the 2023 Legislative Session, the Committee will continue to work on a wide range of legislation affecting various aspects of the State and local transportation systems and the safety of the walking, boating, biking, and motoring public. Among the issue areas that will be under consideration include those relating to pedestrians, bicyclists, motorists and motor vehicle occupants, the performance of passenger rail, and penalties for various violations, as well as issues relating to the State's transportation infrastructure. Ensuring the safety, efficiency, and cost-effectiveness of transportation infrastructure throughout the State, from roads and bridges to rail, aviation, port, public transit, and bicycle / pedestrian facilities, remains a priority of the Committee.

As always, the Committee will examine additional issues brought to its attention by legislators, advocates, and the public, and looks forward to continuing to work with the Governor, the Senate, and various State agencies toward a safe transportation system that is responsive to the needs of the people of the State of New York.

APPENDIX A: 2022 SUMMARY

	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported Favorable To:</u>			
Codes	15	0	15
Judiciary	0	0	0
Ways and Means	36	0	36
Rules	10	0	10
Floor	<u>4</u>	<u>0</u>	<u>4</u>
Subtotal	65	0	65
 <u>Committee Action</u>			
Remaining in Committee (Assembly Bills Held for Consideration: 41)	490	42	532
Defeated	0	0	0
Enacting Clause Stricken	<u>15</u>	<u>0</u>	<u>15</u>
Subtotal	505	42	547
 <u>Bill Reference Changed To:</u>			
Governmental Operations	1	0	1
Ways and Means	<u>10</u>	<u>0</u>	<u>10</u>
Subtotal	<u>11</u>	<u>0</u>	<u>11</u>
TOTAL:	581	42	623

Total Number of Committee Meetings Held: 6

APPENDIX B: BILLS THAT PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.277-A Steck S.5672-A Breslin	Designates a portion of the Mohawk-Hudson Bike-Hike Trail as the "Ronald H. Miller Memorial Bike Trail" and requires DOT to install and maintain signage.	Chapter 236
A.811-A Wallace S.3532-A Kennedy	Authorizes the use of green lights on State and municipal snowplows.	Chapter 504
A.911-A Jean-Pierre S.947-A Gaughran	Prohibits operating a vessel while intoxicated or impaired when a child fifteen years old or younger is a passenger.	Chapter 688
A.1007-A Paulin S.2021-A May	Authorizes cities, towns, and villages to reduce their area-wide minimum speed limits from 30 mph to 25 mph.	Chapter 496
A.1211-A Buttenschon S.4448 Griffo	Authorizes the transfer of a road from the Town of Deerfield to the State Department of Transportation.	Chapter 767
A.1287-B Magnarelli S.3953-B Kennedy	Would prohibit the operation of certain freight trains without a minimum crew of two persons, with exceptions.	Vetoed, Memo 95
A.1393-B Cahill S.7255-A Oberacker	Designates a bridge in the Town of Shandaken, Ulster County, as the "John 'Jody' Rossitz Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 447

A.3593-E Solages S.7554-C Kaplan	Authorizes the Town of Hempstead to establish a residential permit parking system in the neighborhoods of Bellerose Terrace and Elmont, subject to statutory requirements.	Chapter 237
A.3848 Tague S.3449 Hinchey	Codifies the route of the Durham Valley Scenic Byway, in Greene County.	Chapter 507
A.3964 Colton S.9163 Gounardes	Increases fines for leaving the scene of a crash without reporting.	Chapter 497
A.5084-A Gallagher S.1078-B Gounardes	Requires DMV to include a pedestrian and bicyclist safety awareness component in the mandatory 5-hour pre-licensing course, pedestrian and bicyclist safety awareness information in the learner's permit driving manual, and authorizes the inclusion of one or more questions on pedestrian and bicyclist safety awareness on the driver's license written test.	Chapter 379
A.5735-C Joyner S.922-C May	Would restrict the construction of new schoolhouses within 500 feet of controlled-access highways, with exceptions.	Vetoed, Memo 143
A.6363-C DiPietro S.6551-D Gallivan	Designates a portion of State Route 19 in the Town of Pike, Wyoming County, as the "MSgt Thomas P. Madison Memorial Highway" and requires DOT to install and maintain signage.	Chapter 590

A.6368-B DiPietro S.6544-C Gallivan	Designates a bridge in the Town of Holland, Erie County, as the “Kalinowski Brothers Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 589
A.6378-C DiPietro S.6549-B Gallivan	Designates a portion of State Route 16 in the Town of Wales, Erie County, as the “Robert Segool Memorial Highway” and requires DOT to install and maintain signage.	Chapter 499
A.7057-B Durso S.8273 Brooks	Designates a portion of Old Sunrise Highway in the Town of Oyster Bay, Nassau County, as the “Port Authority Police Officer James W. Kennelly Memorial Highway” and requires DOT to install and maintain signage.	Chapter 560
A.7599 Darling S.7353 Kennedy	Prohibits primary enforcement of certain motor vehicle equipment laws relating to posters and stickers on motor vehicle windows and objects placed or hung in or upon the vehicle.	Chapter 751
A.7625-A Woerner S.6738-A Jordan	Designates a portion of State Route 9P in the City of Saratoga Springs, Saratoga County, as the “Marylou Whitney Way” and requires DOT to install and maintain signage.	Chapter 241
A.7907-A Barrett S.7136 Serino	Alters the Dutchess Wine Trail by rerouting it onto Route 82 between Route 44 near Pleasant Valley and Route 199 in Pine Plains, Dutchess County.	Chapter 245

A.7923-A Ashby S.6562-A Jordan	Designates a portion of State Route 43 in Rensselaer County, from the County's border with Massachusetts to the Town of North Greenbush, as the "Rensselaer County Purple Heart Highway" and requires DOT to install and maintain signage.	Chapter 498
A.7994-A Cusick S.7127-A Gounardes	Strengthens enforcement provisions relating to household goods movers.	Chapter 695
A.8275-A Kelles S.660-A May	Requires DOT to develop policies and procedures to encourage the use of pollinator-friendly native plant species and to reduce the mowing of medians along State highways.	Chapter 763
A.8343-A JM Giglio S.7423-A Borrello	Designates a portion of State Route 417 in the Town of Allegany, Cattaraugus County, as the "Staff Sergeant Shawn M. Clemens Memorial Highway" and requires DOT to install and maintain signage.	Chapter 500
A.8369-A Buttenschon S.8581-A Griffo	Designates a portion of State Route 365 in the City of Rome, Oneida County, as the "Oneida County Korean War Veterans Memorial Highway" and requires DOT to install and maintain signage.	Chapter 452
A.8400-B JM Giglio S.7416-B Borrello	Designates a portion of State Route 394 in the Town of Randolph, Cattaraugus County, as the "Staff Sergeant David Textor Memorial Highway" and requires DOT to install and maintain signage.	Chapter 591

A.8445-A Jones S.7504-A Stec	Designates the bridges on Interstate 87 crossing the Saranac River in the Town of Plattsburgh, Clinton County, as the “Trooper Brian S. Falb Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 398
A.8455-A Byrne S.7224-A Serino	Designates a bridge in the Town of Putnam Valley, Putnam County, as the “Putnam Valley First Responders Bridge” and requires DOT to install and maintain signage.	Chapter 399
A.8493-A Paulin S.7563 Kaplan	Extends the date for submission of the Stretch Limousine Passenger Safety Task Force’s final report.	Chapter 177
A.8523 Walczyk S.7497 Ritchie	Designates a bridge in the Towns of Brownville and Hounsfield, Jefferson County, as the “Chief Samuel A. Johnson, Sr. Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 323
A.8534 Jensen S.8056 Ortt	Designates a portion of State Route 259 in the Village of Spencerport, Monroe County, as the “Firefighter Robert Fowler Memorial Highway” and requires DOT to install and maintain signage.	Chapter 400
A.8535-A Jensen S.8681-A Cooney	Designates a portion of State Route 259 in the Town of Parma, Monroe County, as the “Specialist Jason Hasenauer Memorial Highway” and requires DOT to install and maintain signage.	Chapter 596
A.8694 Thiele S.7791 Kaplan	Makes technical changes to laws relating to mandatory annual capital reports submitted by DOT.	Chapter 22

A.8704 Lupardo S.7849 Kennedy	Makes technical changes to laws relating to the operation of three-wheeled vehicles known as "auto-cycles."	Chapter 25
A.8758 Santabarbara S.7818 Hinchey	Makes technical changes to a law relating to the operation of tandem trucks off Thruway Interchange 25A.	Chapter 141
A.8933-A Eichenstein S.8031-A Felder	Establishes a rebuttable presumption in the adjudication of photo-enforced violations in the City of New York for ambulances and emergency ambulance service vehicles.	Chapter 407
A.8936-A Fahy S.3897 Kennedy	Increases State Marchiselli aid where a municipality agrees to fund a complete street design feature in conjunction with a Marchiselli project.	Chapter 794
A.9046-B Gallahan S.8085-C Helming	Designates a portion of State Route 21 between the City of Canandaigua and the Town of Hopewell, Ontario County, as the "Ralph Calabrese Memorial Highway" and requires DOT to install and maintain signage.	Chapter 593
A.9067-A Barrett S.7620-A Brooks	Designates portions of State Route 20 within the State of New York as the "New York Medal of Honor Highway," "The Disabled American Veterans - New York Medal of Honor Highway," and the "Sergeant Jonathan Gollnitz - New York Medal of Honor Highway" and requires DOT to install and maintain signage.	Chapter 381

A.9068-B Angelino S.7903-B Martucci	Designates a bridge in the Town of Walton, Delaware County, as the “1LT Stephen H. Doane Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 592
A.9081 Jean-Pierre S.8512 Brooks	Designates a bridge in the Town of Babylon, Suffolk County, as the “Trooper Martin J. Kerins Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 256
A.9161 Magnarelli S.8272 Kennedy	Makes technical corrections to the Vehicle and Traffic Law relating to photo enforcement adjudication, registration denial, and exemption from surcharges.	Chapter 258
A.9227 Cusick S.8270 Savino	Increases base pilotage tariffs at Sandy Hook, Sands Point and Execution Rocks.	Chapter 413
A.9299 Rozic S.7649 Stavisky	Designates a bridge in the City of New York, Queens County, as the “Detective Anastasios Tsakos Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 325
A.9351-A Byrnes S.8305-A Gallivan	Designates a portion of State Route 36 in the Village of Caledonia, Livingston County, as the “WWII Rapone Brothers Memorial Highway” and requires DOT to install and maintain signage.	Chapter 594
A.9370-A Zebrowski S.8298-A Reichlin- Melnick	Designates a portion of State Route 45 in the Town of Ramapo, Rockland County, as the “Firefighter Jared Lloyd Memorial Highway” and requires DOT to install and maintain signage.	Chapter 262

A.9382-A Lavine S.8433-A Gaughran	Designates each of the two bridges on Sunnyside Boulevard crossing the Long Island Expressway in the Hamlet of Plainview, Nassau County, as the "Police Officer Daniel J. Greer Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 264
A.9406 Paulin S.8710 Brouk	Requires certain airports to make available informational cards and/or signs containing information concerning services for human trafficking victims.	Chapter 389
A.9511-B Magnarelli S.8524-C Harckham	Would allow mobile crisis team members to place a green "courtesy" light on motor vehicles they own, for use when they have been deployed and are engaged in an emergency operation.	Vetoed, Memo 134
A.9653-A Mikulin S.8688-A Thomas	Designates a bridge in the Town of Oyster Bay, Nassau County, as the "Trooper John J. Lane Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 597
A.9702-B Griffin S.1271-B Brooks	Increases penalties on businesses for knowingly dumping, shoveling, or plowing snow onto a parking space designated for people with disabilities and rendering it unusable.	Chapter 422
A.9745 Otis S.8662 Mayer	Authorizes the City of New Rochelle to establish a residential permit parking system in the Sutton Manor neighborhood of the City, subject to statutory requirements.	Chapter 336

A.9751 Lupardo S.8609 Akshar	Designates a portion of State Route 17C in the Village of Johnson City, Broome County, as the “Patrolman David ‘DW’ Smith Memorial Highway” and requires DOT to install and maintain signage.	Chapter 272
A.9805 Magnarelli S.8822 Kennedy	Prohibits stopping, standing, or parking in spaces designated for use by people with disabilities in shopping centers and facilities with at least one but less than five separate retail stores and at least twenty off street parking spaces.	Chapter 424
A.9906 Fahy S.7297 Breslin	Designates a portion of State Route 32 in the Town of Bethlehem, Albany County, as the “Medal of Honor Recipient Francis S. Currey Memorial Highway” and requires DOT to install and maintain signage.	Chapter 426
A.10024-A Blankenbush S.8726-A Ritchie	Designates a portion of State Route 283 in the Towns of Pamela and Le Ray, Jefferson County, as the “Colonel Michael Plummer Memorial Highway” and requires DOT to install and maintain signage.	Chapter 598
A.10085 Solages S.8953 Kaplan	Authorizes the Village of Floral Park to establish a residential permit parking system within a statutorily delineated area of the Village, subject to statutory requirements.	Chapter 287
A.10095 Otis S.8939 Mayer	Authorizes the City of Rye to establish a residential permit parking system on a statutorily delineated street in the City, subject to statutory requirements.	Chapter 341

A.10105 Englebright S.8745 Gaughran	Increases base pilotage tariffs at Long Island Sound and Block Island Sound.	Chapter 427
A.10110 Jensen S.9028 Cooney	Designates a portion of State Route 18 in the Town of Greece, Monroe County, as the “Sergeant Gary Beikirch Memorial Highway” and requires DOT to install and maintain signage.	Chapter 599
A.10151 Rules/Cunningham S.6887 Cooney	Eliminates a provision of law requiring the noting of an address change on driver’s licenses and non-driver identification cards.	Chapter 317
A.10219 Rules/Conrad S.8979-A Kennedy	Establishes that commercial driver learner’s permits are valid for no longer than the time permitted by federal law and regulation.	Chapter 309
A.10230 Rules/Paulin S.9138 Biaggi	Authorizes the Village of Pelham to expand their residential parking permit system on statutorily delineated streets within the Village, subject to statutory requirements.	Chapter 310
A.10393 Rules/Cahill S.9128-A Breslin	Increases base pilotage tariffs on the Hudson River.	Chapter 472
A.10421 Rules/Paulin S.9340 Biaggi	Amends a red-light camera demonstration program for the Village of Pelham Manor.	Chapter 639
A.10438 Rules/Glick S.5602-B Gounardes	Extends and expands the school zone speed camera demonstration program in the City of New York.	Chapter 229

APPENDIX C: BILLS THAT PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.3135 Fahy	Would provide for the identification of transportation network company (TNC) drivers and vehicles.
A.4046 Colton S.7200 Sanders	Would require the dismissal of parking violations where any information required to be contained thereon is missing, misdescribed, or illegible.
A.6358-A Thiele S.7524-A Thomas	Would expand the elements of first degree aggravated unlicensed operation of a motor vehicle.
A.6379-B DiPietro S.6545-A Gallivan	Would designate a bridge in the Town of Eden, Erie County, as the "Specialist Peter J. Loretto, Jr. Memorial Bridge" and require DOT to install and maintain signage.
A.6496 Gunther S.1649 Skoufis	Would authorize the solicitation of donations, within statutory parameters, on the shoulders of certain State highways within towns.
A. 6538-B Magnarelli S.6288-B Mannion	Would provide exemptions from a DOT fee for the use and occupancy of the State right-of-way to install, modify, relocate, repair, operate or maintain fiber optic facilities.
A.7349-B DiPietro S.9130-B Gallivan	Would designate a bridge in the Town of Aurora, Erie County, as the "Specialist Dale Sadowski Memorial Bridge" and require DOT to install and maintain signage.
A.7832-A Jones S.6757-A Stec	Would designate a bridge in the Town of Ellenburg, Clinton County, as the "Samuel Trombley Memorial Bridge" and require DOT to install and maintain signage.
A.8420 Paulin S.387 Kaplan	Would prohibit motor vehicle repair shops from repairing tires that would not meet New York State tire standards upon completion of the repair.

BILL/SPONSOR**DESCRIPTION**

A.8460-A Paulin
S.7555-A Kaplan

Would require DMV-licensed motor vehicle inspection stations to post a sign notifying the public that they are not allowed to inspect stretch limousines.

A.9236-A DiPietro
S.9108 Gallivan

Would designate a portion of State Route 19 between the Town of Gainesville and the Village of Gainesville, Wyoming County, as the "T Sgt. Walter Shearing Memorial Highway" and require DOT to install and maintain signage.

A.9456 Magnarelli
S.8517 Mannion

Would require the Thruway Authority to issue annual short-distance commuter permits, free of charge, between interchanges 34A and 39.

A.9585 Galef
S.8695 Harckham

Would authorize the Village of Croton-on-Hudson to expand their residential parking permit system within the Village, subject to statutory requirements.

A.9673 Galef
S.8694 Harckham

Would authorize the Village of Croton-on-Hudson to expand their residential parking permit system within the Village, subject to statutory requirements.