

New York State Assembly
2011 ANNUAL REPORT

committee on
TRANSPORTATION

David F. Gantt
Chairman



Sheldon Silver
Speaker

December 15, 2011

Honorable Sheldon Silver
Speaker of the New York State Assembly
Room 932, Legislative Office Building
Albany, NY 12248

Dear Mr. Speaker:

I am pleased to submit to you the 2011 Annual Report for the Assembly Standing Committee on Transportation.

Preventing and reducing injuries and deaths from motor vehicle-related crashes are ongoing priorities of the Committee, as are improving access and mobility to the transportation system. The Committee's work during the 2011 Legislative Session resulted in the enactment of measures to improve safety by encouraging changes in driver behavior and expanding the use of certain motor vehicle safety equipment. The Committee also was successful in advancing legislation to improve mobility and access to the transportation network for pedestrians, bicyclists, motorists, and vehicle occupants.

While motor vehicle crashes can be caused by non-human factors including equipment, weather and pavement conditions, they are also often caused by human factors such as driver inattention, distraction, error, inexperience, etc. Improving driver performance and reducing unsafe behaviors are challenging to effectuate but crucial to reducing crashes. Enforcement of the rules of the road is one tool that can help modify the behaviors of drivers by educating them and discouraging them from repeating an action that could lead to tragedy. Thus, the Committee this year advanced legislation authorizing the primary enforcement of the law that prohibits texting and the use of personal electronic devices behind the wheel.

The Committee also was successful in gaining the enactment of legislation requiring drivers to slow down and exercise due care to avoid colliding with operators and occupants of tow trucks, snow plows and other "hazard" vehicles on the side of the road. In some circumstances, this could entail "moving over" to a different lane, which would create a safety buffer for these working men and women.

Another tool in reducing crashes is the use of equipment. Building on a law that authorizes the use of rear-facing blue lights on police and fire vehicles to increase their visibility to other drivers, the Committee approved legislation this year to expand the law to ambulances. Also this year, after having passed the Assembly for numerous years, legislation was enacted to require large commercial trucks traveling on non-highway streets in the City of New York to install front convex mirrors. These mirrors will assist drivers in avoiding collisions by reducing the blind spots in the front of their vehicles. This, in turn, will improve the safety of pedestrians and bicyclists sharing the road with these large trucks.

Throughout the State, the transportation network is utilized by motorists and non-motorists alike. Increasing the accessibility of this network to pedestrians, bicyclists, transit riders and motorists is important to ensuring the mobility of the State's residents. A new law enacted this year, known as "Complete Streets," calls for the consideration of engineering design features that take into account both motorists and non-motorists in certain transportation projects. Examples of complete street design features include sidewalks, bicycle lanes, paved shoulders, signage, and traffic-calming measures.

I would like to take this opportunity to thank the members of the Committee for their support of and contributions to this year's legislative efforts. I also wish to express my gratitude to the State agencies for their assistance and cooperation and to the staff for their dedication and hard work.

Mr. Speaker, on behalf of the members of the Committee, I want to thank you for your encouragement and support of our efforts throughout the 2011 Session. With your continued leadership, we look forward to a productive 2012 Legislative Session.

Sincerely,

David F. Gantt, Chairman
Assembly Standing Committee
on Transportation

DFG:jb
Enclosure

**2011 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

David F. Gantt, Chairman

Committee Members

Majority

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Sam Hoyt
N. Nick Perry
Michael Cusick
Joan L. Millman
George S. Latimer
Donna A. Lupardo
Alan Maisel
Dennis H. Gabryszak
Matthew Titone
Michelle Schimel
Michael G. DenDekker
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Ranking Minority Member
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Peter D. Lopez
Lou Tobacco
Dean Murray
Dan Losquadro
Nicole Malliotakis
Philip A. Palmesano

Staff

Mark Casellini, Assistant Secretary for Program and Policy
Julie A. Barney, Principal Analyst
JaMone Turner, Counsel to the Chairman
Alexander Monticello, Associate Counsel
Kathryn F. Curren, Committee Clerk
Laura Inglis, Program & Counsel Executive Secretary

TABLE OF CONTENTS

INTRODUCTION AND SUMMARY

Committee Jurisdiction.....	1
Summary of Committee Action.....	1
2011 LEGISLATIVE ACTION.....	3
“Move Over” for Hazard Vehicles	3
Seatbelt Use in Rear Seats.....	3
Electric Assisted Bicycles	4
Convex Mirrors on Large Trucks	5
Access Aisles Minimum Eight Feet Wide.....	5
School Bus Driver Disqualification	6
Accident Report Processing.....	6
Intercity Bus Passenger Permit System	7
Blue Lights on Emergency Medical Vehicles	7
Texting While Driving, Primary Offense.....	8
Complete Street Design Features	8
PUBLIC HEARING.....	10
OUTLOOK FOR 2012.....	11
APPENDIX A: 2011 SUMMARY SHEET.....	12
APPENDIX B: BILLS WHICH PASSED BOTH HOUSES.....	13
APPENDIX C: BILLS WHICH PASSED THE ASSEMBLY.....	16

INTRODUCTION AND SUMMARY

Committee Jurisdiction

New York State's transportation network moves millions of people and tons of freight annually. This network includes a State and local highway and bridge system of more than 17,000 bridges and over 114,000 miles of highways, upon which more than 133 billion vehicle miles are driven annually. Nearly 500 public and private aviation facilities provide service to almost 85 million passengers annually. Four port authorities (NY/NJ, Albany, Oswego, and Ogdensburg), the Port of Buffalo and numerous private ports handle more than 80 million tons of freight each year. There also are over 3,500 miles of rail in the State, moving almost 68 million tons of freight annually. About 1.6 million riders use Amtrak's Empire and Adirondack services, and over 8.5 million rail passengers pass through Penn Station using Amtrak service with an origin or destination within New York State. Over 130 public transit operators provide service to approximately 7.5 million passengers per day.

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 2011 Legislative Session 666 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law such as legislation aimed at improving conditions for pedestrians, bicyclists and other non-motorists through the consideration of "complete street" design features in various State and local transportation projects, and the placement of convex mirrors on large trucks operating on New York City streets. Additionally, following Assembly passage in 2010, this year the Committee was successful in obtaining the enactment of a bill to authorize police officers to enforce the ban against the use of personal electronic devices while driving without the need to observe another violation of law (known as "primary enforcement").

The Assembly also acted upon a number of other bills enhancing traffic and occupant safety, including bills that would have: required all persons over the age of sixteen riding in the rear seat of a motor vehicle to be restrained by a safety belt; authorized the establishment of an intercity bus passenger service permit system in New York City; required prioritization of motor vehicle accident report processing; and established standards for the use of electrically-assisted bicycles.

The Committee conducted a public hearing on November 14, 2011, on the subject of the Department of Transportation Two-Year Capital Program.

2011 LEGISLATIVE ACTION

“Move Over” for Hazard Vehicles

(A.177-B, Cahill; Chapter 458, Laws of 2011)

In response to concerns that transportation incidents and workers struck by vehicles or mobile equipment accounted for the highest number of fatal work injuries, in 2010 the Legislature enacted the “Ambrose-Searles Move Over Act” (Chapter 387) which requires drivers of motor vehicles to exercise due care to avoid colliding with authorized emergency vehicles (including police vehicles, fire vehicles, and ambulances) which are parked, stopped or standing on the shoulder or any portion of a highway while engaged in an emergency operation with lights operating. Motorists on parkways and controlled access highways are also required to move from a lane which contains, or is immediately adjacent to a shoulder which contains, a parked, stopped or standing emergency vehicle, unless this movement is not legal or cannot be done safely.

Drivers and other occupants of “hazard vehicles” such as utility vehicles, tow trucks and snow plows likewise are placed at risk when working alongside highways. Chapter 458 of the Laws of 2011 requires motorists to also exercise due care to avoid colliding with a hazard vehicle parked, stopped or standing on the shoulder or any portion of a highway with its amber lights operating.

Seatbelt Use in Rear Seats

(A.1306, Jeffries; Passed Assembly)

The National Highway Traffic Safety Administration (NHTSA) estimates that 270 fatalities are averted for every one percent increase in seatbelt use. Statistics indicate that seat belt use in New York State rose from 16% in 1984 (the year the seat belt law was enacted) to 90% in 2010. Despite this compliance rate, at least 32% of individuals aged five and older actually killed in traffic crashes in 2009 in New York State were not wearing their seat belts.¹ The majority of unrestrained fatalities nationwide tends to occur among persons aged 16 to 64 years, followed by persons aged 65 and older, while occupants under the age of 16 suffer the fewest numbers of deaths due to failure to use restraints.²

There are high personal and societal costs incurred from the failure of vehicle occupants to wear seat belts. The economic cost of motor vehicle traffic crashes

¹ National Highway Traffic Safety Administration. “*Traffic Safety Facts New York, 2005-2009.*” Table entitled “Passenger Vehicle Occupant Fatalities Age 5 and Above by Restraint Use and Lives Saved Estimates.”

² National Highway Traffic Safety Administration, National Center for Statistics and Analysis. *Traffic Safety Facts 2009: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System, Early Edition.* DOT HS 811 402, Table 85, p. 121.

to New Yorkers, adjusted to today's dollars, is more than \$25 billion.³ The National Highway Traffic Safety Administration estimates that those directly involved in a crash pay approximately one-quarter of the total costs, while “those not directly involved in crashes pay for nearly three quarters of all crash costs, primarily through insurance premiums, taxes and travel delay.”⁴

Research conducted by the Center for Transportation Injury Research, affiliated with the University of Buffalo, has shown that drivers are twice as likely to suffer fatal injuries in a head-on motor vehicle crash if an unbelted passenger was seated behind them, and the risk of death to unbelted passengers is three times higher.⁵

In New York State, all front seat passengers are required to be properly restrained. However, in the middle and rear seats, only persons under the age of 16 are required to wear seat belts (or be restrained in appropriate child restraints). Assembly bill A.1306 (Jeffries) would remove the age limitation on the statutory requirement to wear seatbelts, thus requiring all passengers who are seated in the middle or rear seating positions to buckle up regardless of age.

Electric Assisted Bicycles

(A.1350, Gantt; Passed Assembly)

Assembly bill 1350 would define “electric assisted bicycle” as a bicycle with two or three wheels having a saddle and both fully operative pedals for human propulsion and an electric motor. The bill would restrict the electric motor to a maximum one thousand watt power output, and require that it be incapable of propelling the device at a speed of more than twenty miles per hour on level ground as well as be incapable of further increasing the speed of the device beyond twenty miles per hour when human power is also used.

These bicycles would be exempt from motor vehicle registration and inspection requirements, and would have to comply with equipment and manufacturing requirements for bicycles, adopted by the Consumer Product Safety Commission or NHTSA and with all traffic laws that are applicable to bicycles. Additionally, as a further safety measure, when the brakes are applied the bill would require that the electric motor be disengaged or cease to function.

³ National Highway Traffic Safety Administration. *The Economic Impact of Motor Vehicle Crashes 2000*. DOT HS 809 446, Table 15, p. 44 which notes that, in year 2000 dollars the economic cost to New Yorkers of motor vehicle crashes is \$19.49 billion.

⁴ Ibid, p. 2.

⁵ J. Mayrose, D. Jehle, Hayes, D. Tinnesz, G. Piazza, G. Wilding. “Influence of the unbelted rear-seat passenger on driver mortality: “The Backseat Bullet” Abstract, *Academic Emergency Medicine* 11 (5)(2004):442.

No person aged sixteen years or less would be allowed to operate or ride as a passenger on electric assisted bicycles, and the bill would impose helmet requirements on all operators and passengers who are aged sixteen and older.

Convex Mirrors on Large Trucks

(A.1446, Millman; Chapter 138, Laws of 2011)

NHTSA reports that more than 4,000 pedestrians died nationwide from traffic-related injuries in 2009, the majority of which occurred in urban areas. Over half of all pedestrian fatalities in the State that year occurred in New York City.⁶ Nearly one-fifth of all children aged 5 to 9 years who were killed in traffic crashes were pedestrians. The increased risk of child pedestrian injuries and fatalities is due to multiple factors, including the fact that their smaller size makes children difficult for drivers to see, particularly drivers of large vehicles. Nationwide, about two-thirds of the pedestrians fatally injured by large trucks were struck by the front of the vehicle.

While no single strategy will prevent all of these injuries, improvements in truck equipment could increase the visibility of child pedestrians. Assembly bill 1446 (Millman; Chapter 138 of the Laws of 2011) requires the mounting of a convex mirror on the front of all trucks, tractors, and tractor-trailer or semi-trailer combinations having a gross vehicle weight rating of 26,000 pounds or more registered in New York State, when operating on local New York City streets. The new law directs that the mirrors be adjusted to enable the driver to see all points on an imaginary horizontal line three feet above the road and one foot directly forward of the truck's front midpoint, extending the entire width of the vehicle. The new law also authorizes DMV, in consultation with DOT, to promulgate regulations to exempt any vehicle for which DMV has determined that the use of convex mirrors would not increase the visibility of persons or objects directly in front of the vehicle.

Access Aisles Minimum Eight Feet Wide

(A.3363, Lavine; Passed Assembly)

Access aisles that are adjacent to parking spaces accessible to the disabled are there for the purpose of enabling disabled persons, many times wheelchair users, to get into and out of their vehicles. Since wheelchair-accessible vehicles generally are equipped with ramps or lifts which extend for a distance from a vehicle's side door, access aisles must be wide enough to accommodate this equipment. Some access aisles, however, are too narrow to accomplish this purpose.

⁶ New York State Governor's Traffic Safety Committee, "Pedestrian Safety," *2011 Highway Safety Strategic Plan*, p. vi.

Assembly bill 3363 (Lavine) would require that parking spaces reserved for people with disabilities and access aisles each be a minimum of eight feet in width. This provision would be required only if a person or entity creates a new off-street parking lot or parking garage, or repaves or repaints more than fifty percent of the total number of parking spaces reserved for people with disabilities within an off-street lot or garage.

School Bus Driver Disqualification

(A.3518-A, Pretlow; Chapter 400, Laws of 2011)

The safety of children while being transported to and from school is of critical importance. More than 2.3 million children ride school buses to and from more than 600 public schools and numerous parochial and private schools each day in New York State. Article 19-A of the Vehicle and Traffic Law contains numerous provisions designed to protect children. Motor carriers that are subject to Article 19-A must conduct specific safety-related pre-employment, annual and biennial procedures on the bus drivers they employ and file an annual affidavit of compliance indicating that they have done so. These procedures include reviewing the drivers' driving records and insuring that the drivers are medically qualified. School bus drivers must pass a written test every two years to demonstrate knowledge of the rules, regulations and laws applicable to bus drivers, and must pass a behind-the-wheel test every two years to demonstrate their ability to safely and defensively drive a bus. Article 19-A also provides for the disqualification of drivers from operating school buses if they are convicted of any of a number of violations statutorily enumerated.

In order to update this list of crimes and provide for the disqualification of school bus drivers who are convicted of them, the Legislature enacted A.3518-A (Pretlow; Chapter 400 of the Laws of 2011). Having a more comprehensive list of disqualifying convictions for school bus drivers will further ensure the safety of children transported by school bus.

Accident Report Processing

(A.4216, Titus; Passed Assembly)

Factors contributing to motor vehicle-related deaths and injuries generally fall into two categories: factors that contribute to the actual cause of a crash and factors that contribute to the severity of a crash. Collisions can be caused by factors ranging from the human (e.g. driver inexperience, inattention, alcohol involvement, etc.) to the non-human (e.g., equipment defects, weather, pavement conditions etc.). The severity of a crash can be attributed to factors such as speed, angle of collision, rigidity of the object impacted, the design of the roadside environment, the vehicle itself, and the location and action of the occupants.

Engineering and the design of the roadside environment can help to reduce both the probability and the severity of vehicle crashes. But one of the most important features of a preventative safety program is ensuring that crash data is reported to the appropriate agency in a timely manner. Such data assists agencies in identifying high risk or problem areas and supports a more rapid response in mitigating crash factors at such locations.

Assembly bill 4216 (Titus) is intended to ensure that the data necessary for roadside accident mitigation efforts is available in a more timely manner than current practice allows. It would require DMV to prioritize the processing of accident reports involving serious physical injury or death. Having this data available more quickly after the occurrence of a collision would facilitate prompter responses in making any necessary changes at crash locations to prevent or reduce the severity of potential future crashes.

Intercity Bus Passenger Permit System

(A.4578, Silver; Passed Assembly)

Portions of the private bus industry offer point to point passenger service between the City of New York and other cities and states at prices that are often lower than the cost of traveling by other commercial bus companies or by air or rail. These private interstate bus services have grown exponentially in recent years, and now travel to many states along the eastern seaboard, as well as some further west. This expansion, and the resulting competition among these bus companies, have given rise to reports of many problems including the imposition of significant strains on surrounding communities from increased congestion, noise, pollution, and litter. Concerns also exist for the decreased safety and security of pedestrians, passengers and residents of the neighborhoods.

Assembly bill 4578 (Silver) seeks to address these concerns by authorizing the City of New York to enact a local law to establish and implement a permit system for the loading and unloading of passengers on City streets by buses engaged in intercity bus passenger service. The bill is intended to impose order on the use of curb space by buses engaged in this type of service, thereby bolstering New York City's parking, stopping and standing restrictions. It is anticipated that this would help to improve the health, safety and welfare of the public and neighborhood residents.

Blue Lights on Emergency Medical Vehicles

(A.7919, Sweeney; Chapter 143, Laws of 2011)

The Legislature in 2006 enacted a law to improve the visibility and, hence, the safety of occupants of police vehicles by allowing the installation and use of rear-

projecting blue lights in conjunction with red or red and white combination lights on police vehicles engaged in emergency operations. Chapter 465 of the Laws of 2010 extended this authorization on the use of blue lights to fire vehicles, allowing these vehicles to display rear projecting blue lights in combination with red or red/white lights when engaged in an emergency operation. Chapter 465 also clarified that motorists are required to drive at an appropriate reduced speed when approaching a parked, stopped or standing authorized emergency vehicle displaying blue lights with the red or red/white lights. Chapter 143 of the Laws of 2011 further extends this authorization on blue light use to ambulances, emergency ambulance service vehicles and county emergency medical services vehicles.

Texting While Driving, Primary Offense

(A.8106, Weisenberg; Chapter 109, Laws of 2011)

NHTSA estimates that in 2009, 5,474 people died and an estimated additional 484,000 people were injured in crashes that were reported to have involved driver distraction.⁷ Similar studies continue to demonstrate the dangers posed to pedestrians and motorists alike from drivers who engage in distracting activities including the reading and composing of text messages while operating a motor vehicle. To address this danger, in 2009 the Legislature enacted a law prohibiting the use of a portable electronic device (PED) while driving. The 2009 law provided that an officer could stop and ticket a driver if the officer had reasonable cause to believe that the vehicle's operator had committed a violation of law other than using a PED while driving, otherwise known as secondary enforcement.

Assembly bill 8106 (Chapter 109 of the Laws of 2011) makes New York's law more consistent with similar laws across the nation and strengthens its enforcement by instituting primary enforcement of the prohibition on the use of portable electronic devices while operating a motor vehicle.

Complete Street Design Features

(A.8366, Gantt; Chapter 398, Laws of 2011)

Across the State, the transportation system is increasingly being utilized by persons using either non-motorized forms of transportation or public transit. Census data show that, in the State of New York, more than one-third of the workforce commuted to work by means other than a car, truck or van in 2008 (the most recently available year). Additionally, more than 160 million people nationwide bicycled, walked, in-line skated or skateboarded for non-work purposes that year. In an effort to encourage good planning in order to help

⁷ National Highway Traffic Safety Administration, *Statistics and Facts About Distracted Driving*, <http://www.distraction.gov/stats-and-facts/index.html> (July 2011).

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 enacted legislation (A.8366, Gantt; Chapter 398 of the Laws of 2011) calling for the consideration of “complete street” design principles 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 users of all ages through the use of 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. It exempts resurfacing, maintenance and pavement recycling projects, and does not apply if it has been determined and set forth in publicly available documents that bicyclist and pedestrian use is prohibited, or cost is disproportionate to need, or there is a demonstrated lack of need, or use of design features would adversely impact safety.

Neither DOT nor agencies with project jurisdiction are required to expend monies exceeding the amount of State and federal funding for complete street design features, and the new law requires DOT to issue a report, consider procedures for identifying the needs of the mix of users and the identification of barriers, and consult with delineated entities in identifying best practices. Additionally, Chapter 398 states that neither the law nor any failure to comply with it would be admissible as evidence against the State, municipalities and public authorities in claims for monetary damages. It also grandfathers transportation projects undertaken or approved prior to the date that the legislation was signed into law.

PUBLIC HEARING

New York State Department of Transportation Two-Year Capital Program

Albany, Monday, November 14, 2011

The 2011-12 State Budget included funding in support of a \$7 billion two-year capital plan for the New York State Department of Transportation (NYSDOT). This plan continues investment in multiple modes of transportation including State and local roads and bridges, transit, rail and aviation systems. The Assembly Transportation Committee conducted a public hearing on Monday, November 14, 2011 in Albany to review and assess the impact of the 2011-12 State Budget on the NYSDOT Two-Year Capital Program, and to assess the progress being made in the second year of this Program.

Witnesses providing oral testimony included Commissioner Joan McDonald, NYSDOT; Edward Lucas, Public Employees Federation; Scott Wigger and Mike Fesen, Railroads of New York; Jay Simson, American Council of Engineering Companies of New York; Nadine Lemmon, Tri-State Transportation Campaign; Kenneth Johnson, New York State Motor Truck Association; Joel Russell, New York Aviation Management Association; Linda R. Cox, Bronx River Alliance; and H. William Batt, Central Research Group. The Committee also received written testimony from the New York Public Transit Association, the Associated General Contractors of New York State, and the Association of Towns.

Testimony covered a range of issues including an overview of the capital program plan and its key investment principles, status and accomplishments; the role of transportation in the economy, environment, public health and safety, and in quality of life; and challenges in and suggestions for meeting transportation infrastructure needs.

OUTLOOK FOR 2012

During the 2012 Legislative Session, the Committee will continue to oversee legislation affecting the transportation system of the State and the safety of the walking, boating, biking and motoring public. Among the issue areas to be considered are those relating to pedestrians and bicyclists, motorcyclists, motor vehicle occupants, school bus safety, and improved accessibility for the disabled, as well as issues relating to the State's transportation infrastructure.

APPENDIX A: 2011 SUMMARY SHEET

<u>FINAL ACTION</u>	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported With or Without Amendment</u>			
To Floor; not returning to Committee	5	0	5
To Floor; recommitted and died	0	0	0
To Ways and Means	13	0	13
To Codes	34	0	34
To Rules	3	0	3
To Judiciary	<u>0</u>	<u>0</u>	<u>0</u>
Total	55	0	55
<u>Bills Having Committee Reference Changed</u>			
To Corporations Committee	1	0	1
To Tourism Committee	2	0	2
To Education Committee	<u>1</u>	<u>0</u>	<u>1</u>
Total	4	0	4
<u>Senate Bills Substituted or Recalled</u>			
Substituted		6	6
Recalled		<u>1</u>	<u>1</u>
Total		7	7
<u>Bills Defeated in Committee</u>	0	0	0
<u>Bills Never Reported, Held in Committee</u>	82	0	82
<u>Bills Never Reported, Died in Committee</u>	413	80	493
<u>Bills Having Enacting Clauses Stricken</u>	25	0	25
<u>Motions to Discharge Lost</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL BILLS IN COMMITTEE	579	87	666
Total Number of Committee Meetings Held	14		

APPENDIX B: BILLS WHICH PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.177-B Cahill S.2769-B Bonacic	Requires motorists to exercise due care when passing a stopped hazard vehicle upon a highway.	Chapter 458
A.356 Hoyt S.175 Maziarz	Prohibits State officers and employees from using the Thruway system without paying tolls during non-working hours.	Chapter 500
A.475 Gunther S.4999 Hannon	Adds physician assistants to the medical professionals authorized to perform statutorily mandated bus driver biennial medical examinations.	Chapter 149
A.1191 Gantt S.1347 Dilan	Requires actual consent for dealer participation in manufacturer franchise programs.	Chapter 548
A.1427-A Castelli S.1477-A Ball	Designates a portion of State Route 119 in Westchester County as the "Detective Michael Perry Memorial Highway."	Chapter 266
A.1446 Millman S.3151 Golden	Requires certain trucks registered in New York State and operated in the City of New York to be equipped with convex mirrors.	Chapter 138
A.2294 Clark S.4456 Smith	Renames the NYC Transit Authority Track Safety Task Force and the NYC Transit Authority On-Track Safety Program	Chapter 505
A.3518-A Pretlow S.5806 Bonacic	Expands the list of offenses for which convictions would disqualify persons from operating school buses.	Chapter 400
A.4299-A Raia S.2914-A Marcellino	Designates a portion of State Route 25A in Suffolk County as the "Charles Varese Memorial Highway."	Chapter 328

A.4644 Burling S.864 Young	Designates a portion of State Route 19 in Allegany County as the "Almond E. Fisher Memorial Highway."	Chapter 322
A.5165 Montesano S.5737 Marcellino	Designates a portion of the Northern State Parkway in Nassau and Suffolk Counties as the "Purple Heart Way."	Chapter 360
A.5415 Burling S.3242 Gallivan	Designates a portion of State Route 15A in Livingston County as the "Lima Veterans Memorial Highway."	Chapter 333
A.7266 Murray S.4385-A Zeldin	Designates a bridge crossing the Long Island Expressway in Suffolk County as the "Grace Peshkur Memorial Bridge."	Chapter 341
A.7374 Tobacco S.4659 Lanza	Extends for 5 years the law authorizing NYCDOT to permit certain construction trucks to use the Korean War Veterans Parkway during the remediation of the Brookfield Landfill on Staten Island.	Chapter 347
A.7751-A Schimel S.5234-A Fuschillo	Designates a bridge crossing Interstate 495 in Nassau County as the "Police Officer Michael J. Califano Memorial Bridge."	Chapter 312
A.7919 Sweeney S.5483 Martins	Authorizes ambulances, emergency ambulance service vehicles and county emergency medical services vehicles to be equipped with rear-projecting blue lights in conjunction with red or combination red and white lights.	Chapter 143
A.7932 Lavine S.5474 Fuschillo	Would add private entities providing county public defender services to the list of entities exempt from paying fees for searches and copies of DMV records.	Chapter 376

A.8106 Weisenberg S.5643 Marcellino	Authorizes primary enforcement of the statute prohibiting the use of portable electronic devices while operating a motor vehicle.	Chapter 109
A.8219 Burling S.5610 Young	Designates a portion of State Route 19 and a bridge thereon in Allegany County as the "Corporal Jason Dunham Memorial Highway" and the "Corporal Jason Dunham Memorial Bridge."	Chapter 356
A.8281 Canestrari S.2153-B McDonald	Designates a portion of State Route 7 in Rensselaer County as the "Rensselaer County Korean War Veterans Memorial Highway."	Chapter 325
A.8366 Gantt S.5411-A Fuschillo	Provides for the consideration of complete street design features in certain State and local transportation projects.	Chapter 398

APPENDIX C: BILLS WHICH PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.1306 Jeffries S.1337 Dilan	Would require all passengers aged sixteen and older to wear a seat belt when riding in the rear seat of a motor vehicle.
A.1350 Gantt	Would define “electric assisted bicycle” and establish equipment and operating requirements.
A.2094 DenDekker S.3302 Addabbo	Would establish the “Vehicle Lienholder Accountability Act.”
A.3363 Lavine S.3170 McDonald	Would require access aisles of parking spaces reserved for the disabled to be a minimum of eight feet in width.
A.4216 Titus	Would require DMV, when processing accident reports, to give priority to those involving death or serious physical injuries.
A.4578 Silver S.2977 Squadron	Would authorize an intercity bus passenger service permit system in the City of New York.
A.6694-A Lupardo S.4280-A Libous	Would provide for the return of confiscated or seized unidentifiable parts of an identifiable motorcycle.