

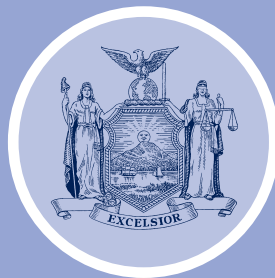


NEW YORK STATE ASSEMBLY

A N N U A L

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R E P O R T



**Committee on
Transportation**

David F. Gantt, Chairman

SHELDON SILVER, SPEAKER



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

DAVID F. GANTT
Assemblyman 137th District

CHAIRMAN
Transportation Committee

COMMITTEE MEMBERSHIP
Transportation
Rules
Ways and Means
Economic Development, Job Creation,
Commerce and Industry
Local Governments

December 15, 2012

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 2012 Annual Report of the Assembly Standing Committee on Transportation.

During the 2012 Legislative Session, the Committee considered many important bills affecting the traveling public and enhancing safety, particularly for more vulnerable users of various types of transportation modes.

One of the safest forms of transportation is provided by yellow school buses, which transport 2.3 million school children to school every year. These buses, which are subjected to at least two vehicle inspections every year, are built in a manner that maximizes occupant safety, featuring high, padded seat backs to “compartmentalize” the children sitting in them in the event of a crash. Buses also are equipped with numerous safety devices ranging from reflective tape markings to flashing lights and extending stop arms that are engaged when buses stop to pick up or to discharge passengers. Bus drivers must hold specialized commercial drivers’ licenses and undergo annual mandatory training.

School buses continue to have a good record of safety, but there is no doubt that the illegal passing of stopped school buses an estimated 50,000 times every day exposes boarding or disembarking children to a risk of serious injury or death. Programs such as “Operation Safe Stop,” which coordinates a day of state-wide, high-visibility enforcement of the laws against passing stopped school buses, certainly help to raise awareness of this dangerous activity. However, the Committee again this year moved legislation to expand efforts to educate motorists of the dangers of passing stopped school buses in order to reduce violations and the attendant risk to children who are waiting at the side of the road to board and those who step off the bus on their way home or to school activities.

With respect to private passenger vehicles, placing children in the back seats, and requiring everyone of all ages riding in a back seat to buckle up, are two additional ways in which to reduce occupants' risk of injury and death associated with traffic crashes. Studies have shown that, with respect to frontal crashes, rear-seat occupants who are belted in are less likely to suffer severe injuries. Additionally, it has been shown that children aged five to fourteen years are more likely to sustain injuries in crashes when they are seated in the front compared with the back, regardless of whether they are wearing seat belts.

The Committee, therefore, advanced two pieces of legislation addressing these issues. One would require that all child passengers under the age of eight be seated in the rear seats of vehicles, except under specific situations. The other would expand upon existing law that requires all persons under the age of sixteen to wear seat belts in the back seat, by extending this seat belt requirement to rear seat passengers aged sixteen years and older.

Persons with disabilities who must rely on private motor vehicles to go to school, work, medical appointments, and other places depend upon the full accessibility of designated parking spaces. Access aisles adjacent to these parking spaces are often as critical as the spaces themselves, particularly for individuals utilizing wheelchairs who need these aisles to use the equipment necessary to enter and exit their vehicles. The Committee was successful this year in obtaining the enactment of legislation to require that access aisles be at least eight feet wide, which is intended to help people's mobility, access and ability to engage in their day-to-day activities.

In 2013, the Committee will continue to explore ways to develop New York State's transportation system and improve its intermodal features in order to facilitate the movement of people and goods throughout the State. The Committee also will continue its work on addressing issues faced by the traveling public.

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 2012 Session. With your continued leadership, we look forward to a productive Legislative Session in 2013.

Sincerely,

A handwritten signature in black ink, appearing to read "David F. Gantt", written in a cursive style.

David F. Gantt, Chairman
Assembly Committee on Transportation

**2012 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

David F. Gantt, Chairman

Committee Members

Majority

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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
Marcos A. Crespo
Fred W. Thiele, Jr.
Edward C. Braunstein
Harry B. Bronson
Samuel D. Roberts
Rafael L. Espinal, Jr.

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Ranking Minority Member
Bill Reilich
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

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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 2012 Legislative Session 722 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law such as legislation to provide for the regulation of intercity buses in the City of New York, to improve access for people with disabilities, to recognize the efforts of veterans, and to deter predatory parking enforcement practices. 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; required prioritization of motor vehicle accident report processing; discouraged motorists from illegally passing stopped school buses; and, prohibited passengers under the age of eight from riding in the front seat.

The Committee, in conjunction with the Assembly Standing Committee on Corporations, Authorities and Commissions, conducted a public hearing on Friday, September 7, 2012 on the subject of the finances and operations of the New York State Thruway Authority.

2012 LEGISLATIVE ACTION

Stopping for Stopped School Buses

(A.1178, Gantt; Passed Assembly)

Under current law, it is illegal to pass a stopped school bus when its stop sign-shaped arms are extended and its red lights are flashing. However, motorists continue illegally passing school buses, raising safety concerns among parents, drivers, and transportation administrators alike. It has been estimated that over 50,000 vehicles illegally pass stopped school buses each school day in New York State. Motorists pass from the front and the rear of buses as well as on the right hand, or boarding, side of school buses, which exposes children to the risk of death or serious physical injury from being struck by motor vehicles.

Since the law already imposes significant penalties upon motorists convicted of passing a stopped school bus (\$250 to \$1,000 in fines and/or 30 to 180 days imprisonment), the Assembly passed legislation to address this critical issue through public education and the development of proposals to reduce violations. Assembly bill 1178 (Gantt) would direct DMV to design and implement a “school bus motorist education program” in conjunction with the Governor’s Traffic Safety Committee (GTSC), the State Education Department (SED), DOT, the Division of the State Police (DSP), and the State Comprehensive School Bus Driver Safety Training Council. This would serve a number of purposes: to educate motorists of the dangers of passing stopped school buses, to reduce the number of these violations, and to promote school bus safety.

The bill would also establish a “school bus motorist education fund” and redirect surcharges collected for illegally passing stopped school buses into such fund. Fifty percent of the monies collected would be directed to the “school bus motorist education program” and the remaining fifty percent of the monies collected would be directed to the State Comprehensive School Bus Driver Safety Training Council, for the study of the illegal passing of stopped school

buses and the development of proposals to reduce the number of such violations.

Seatbelt Use in Rear Seats

(A.1306, Jeffries; Passed Assembly)

The National Highway Traffic Safety Administration (NHTSA) estimates that in 2010, seat belt use in passenger vehicles saved over 12,500 lives, of which 453 were in New York.¹ Statistics indicate that seat belt use in New York State rose from 16% in 1984 (the year the seat belt law was enacted) to 91% in 2011, well above the national average of 85%. Despite this compliance rate, at least 30% of individuals aged five and older actually killed in traffic crashes in 2010 in New York State were not wearing their seat belts.² The majority of unrestrained fatalities nationwide tend 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.³

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 to New Yorkers, adjusted to today's dollars, is more than \$26 billion.⁴ 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."⁵

¹ Traffic Safety Facts, Lives Saved in 2010 by Restraint Use and Minimum Drinking Age Laws, NHTSA's National Center for Statistics and Analysis, DOT HS 811 580, February 2012

² National Highway Traffic Safety Administration. "Traffic Safety Facts New York, 2006-2010." Table entitled "Passenger Vehicle Occupant Fatalities Age 5 and Above by Restraint Use and Lives Saved Estimates."

³ 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.

⁴ 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.

⁵ *Ibid*, p. 2.

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.⁶

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.

⁶ 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.

Access Aisles Minimum Eight Feet Wide

(A.3363, Lavine; Chapter 274, Laws of 2012)

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.

Chapter 274 of the Laws of 2012 (Assembly bill 3363, Lavine) requires that parking spaces reserved for people with disabilities and access aisles each be a minimum of eight feet in width. This provision is 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.

Illegal Altering of Traffic Signals

(A.4020, Canestrari; Passed Assembly)

A traffic-control signal preemption device allows the normal operation of a traffic light to be overridden, thereby changing a red light to green or extending the duration of a green light. These devices are usually used by emergency vehicles (e.g., ambulances and fire vehicles) and law enforcement officers to reduce emergency response times, as well as to improve traffic safety during emergency responses. The devices also have been used to prevent collisions at highway-

railroad grade crossings and to provide priority access through intersections by public transportation systems such as buses.

However, members of the general public have been able to purchase these devices over the Internet. Their use of these devices could be detrimental to traffic safety. Assembly bill 4020 (Canestrari) would amend §1115 of the Vehicle and Traffic Law which currently prohibits the unlawful alteration of a traffic-control signal, to clarify that “alteration” would include but not be limited to changing or attempting to change signal indications of a traffic signal (i.e., red, amber and green lights) by the use of a traffic control signal preemption device. The bill would define a traffic control signal preemption device as a device that is designed or used to change or attempt to change the signal indications of a traffic-control signal. The bill also would deem the presence in a vehicle of a traffic control signal preemption device connected to a power source to be presumptive evidence of its use by a vehicle’s operator, which could be rebutted by credible and reliable evidence showing it was not in use.

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 prompt 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; Chapter 410, Laws of 2012)

(A.10719, Rules/Silver; Chapter 402, Laws of 2012)

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.

Chapter 410 of the Laws of 2012 (Assembly bill 4578, Silver) seeks to address these concerns by authorizing the City of New York to establish and implement a permit system for the loading and unloading of passengers on City streets by intercity buses. The new law establishes various parameters including consultation

with local community boards, the Metropolitan Transportation Authority and, pursuant to Chapter 402 of the Laws of 2012, with the Port Authority of New York and New Jersey. The law is intended to impose order on the use of curb space by intercity buses, thereby bolstering New York City's parking, stopping and standing restrictions. It is anticipated that this will help to improve the health, safety and welfare of the public and neighborhood residents.

Children Under Seven to Occupy Rear Seats
(A.6477, Galef; Passed Assembly)

Information from NHTSA indicates that more than 440 motor vehicle occupants who were children aged seven and younger were killed in motor vehicle accidents nationwide in 2010. Experts ranging from NHTSA to the American Academy of Pediatrics agree that children are safest when buckled up properly and seated in the back. NHTSA has said that children are much less likely to suffer fatal injuries in a crash if they are riding in the back seat. Placing children in the back seat of a motor vehicle provides greater protection from head-on collisions, the most serious type of crash, by getting children farther away from the point of impact. Additionally, in vehicles equipped with front airbags, placing children in the rear seats protects them from the risk of serious injury or death from a deploying airbag.

New York's Vehicle and Traffic Law requires all front seat passengers regardless of age, and all rear seat passengers up to and including the age of 15, to be restrained. To build on these safety requirements, the Assembly passed A.6477 (Galef). The bill would prohibit the operation of a motor vehicle with any passengers under the age of eight seated in the front seat of the vehicle. However, this prohibition would not apply under the following circumstances: the motor vehicle is not equipped with rear seats; the rear seat cannot accommodate the proper installation of the child safety or booster seat in which such passenger is being transported; all other seats are occupied; or the passenger has a medical exemption.

Electronic Parking Meters

(A.9353-C, Dinowitz; Chapter 486, Laws of 2012)

In a number of locations across the State, conventional parking meters are being replaced with electronic parking machines that dispense timed receipts that must be displayed on a vehicle's dashboard. The new meters accept debit and credit cards in addition to cash, but concerns have been raised that tickets are being issued to motorists before they are able to return to their vehicles with the paid receipts. Chapter 486 of the Laws of 2012 (A.9353-C, Dinowitz) provides motorists who properly pay to park with an affirmative defense to a parking summons alleging a muni-meter violation, if the motorists has a muni-meter receipt that was purchased prior to, or up to five minutes after, a summons was issued.

Veterans Notations on Drivers' Licenses and Non-Driver ID Cards

(A.9611, Sweeney; Chapter 487, Laws of 2012)

In order to provide a form of ID for veterans to carry, Chapter 487 of the Laws of 2012 (A.9611, Sweeney) requires DMV to provide a notation on non-driver identification (ID) cards and drivers' licenses, upon request, that the holder is a United States armed forces veteran. Persons who were honorably discharged from the armed forces of the United States, or who were released under honorable conditions, are eligible to request this notation provided that they submit proof that the Commissioner of Motor Vehicles finds is satisfactory including, but not limited to, a DD form 214 (Report of Separation).

PUBLIC HEARING

Finances and Operations of the New York State Thruway Authority

Albany, Friday, September 7, 2012

The Assembly Standing Committees on Transportation and on Corporations, Authorities and Commissions convened a public hearing in Albany on Friday, September 7, 2012 to seek information and testimony on the finances and operations of the New York State Thruway Authority. The hearing provided an opportunity to obtain pertinent budgetary information regarding the Authority's current financial plan and its multi-year capital program.

Witnesses providing oral testimony included Thomas Madison, Jr., Executive Director of the New York State Thruway Authority, Robert Ward, Deputy Comptroller for Budget and Policy of the Office of the State Comptroller, and Kendra L. Adams, President of the New York State Motor Truck Association.

Testimony covered a range of issues including an overview of the finances (including federal aid), operations, capital projects, fiscal stability, transparency and structural reforms of the New York State Thruway Authority, the financial outlook and recommendations with respect to the Authority's financial and capital plans, and the impact of Authority actions on Thruway users.

OUTLOOK FOR 2013

During the 2013 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: 2012 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		5
To Ways and Means	23		23
To Codes	29		29
To Rules	7		7
To Judiciary	<u>0</u>		<u>0</u>
Total	64		64
<u>Bills Having Committee Reference Changed</u>			
To Judiciary	<u>1</u>		<u>1</u>
Total	1		1
<u>Senate Bills Substituted or Recalled</u>			
Substituted		17	17
Recalled		<u>5</u>	<u>5</u>
Total		22	22
<u>Bills Defeated in Committee</u>	0	0	0
<u>Bills Held for Consideration with a Roll-Call Vote</u>	58	0	58
<u>Bills Never Reported, Died in Committee</u>	487	76	563
<u>Bills Having Enacting Clauses Stricken</u>	14	0	14
<u>Motions to Discharge Lost</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL BILLS IN COMMITTEE	624	98	722
Total Number of Committee Meetings Held	12		

APPENDIX B: BILLS WHICH PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.1346-C Gantt S.5132-D Libous	Authorizes DMV to issue a certificate of title free of any lien, upon submission of certain proof.	Chapter 493
A.2955 Weisenberg S.3080 Skelos	Authorizes the Town of Hempstead to establish minimum 15 mph speed limits on certain streets in Lido Beach.	Chapter 405
A.3363 Lavine S.3170 McDonald	Requires access aisles of parking spaces reserved for the disabled to be a minimum of eight feet in width.	Chapter 274
A.4578-A Silver S.4313-B Golden	Authorizes an intercity bus passenger service permit system in the City of New York.	Chapter 410
A.5333-A Schimel S.6240 Martins	Designates a viaduct on New York Route 25A as the "William Cullen Bryant Viaduct."	Chapter 202
A.6084-A Goodell S.855-A Young	Designates a bridge on I-86 in the Town of Ellicott as the "Robert H. Jackson Memorial Bridge."	Chapter 187
A.6085-A Goodell S.854-A Young	Designates a bridge on I-86 in the Town of Ellicott as the "Lucille Ball – Desi Arnaz Memorial Bridge."	Chapter 186
A.6932 Weisenberg S.5563 Skelos	Authorizes the City of Long Beach to establish minimum 15 mph speed limits on certain streets.	Chapter 412
A.7351 DenDekker S.2542 DeFrancisco	Would have required motor vehicle safety inspections to include tinted windows.	Vetoed, Memo 180
A.7574-A Gantt S.1340-A Dilan	Authorizes optometrists to certify, for purposes of obtaining disabled license plates, those conditions treated in the course of the practice of optometry.	Chapter 277

A.8136-B Goodell S.4020-C Young	Designates a bridge on West Third Street in the City of Jamestown as the "Jamestown Veterans Memorial Bridge."	Chapter 93
A.8137-B Goodell S.5060-B Young	Designates a bridge on State Route 76 crossing I-86 as the "Alfred F. Jones Memorial Bridge."	Chapter 94
A.8468 Kolb S.5818 O'Mara	Adds the Seneca Lake Scenic Byway to the State scenic byways system.	Chapter 310
A.8854-B Castelli S.6231-A Oppenheimer	Designates a portion of State Route 120 in the Town/Village of Harrison as the "Specialist Anthony N. Kalladeen Memorial Highway" and a bridge on State Route 120 in the Town of New Castle as the "Staff Sergeant Kyu Hyuk Chay Memorial Bridge."	Chapter 96
A.8879-A Castelli S.7704 Ball	Designates a portion of the Taconic State Parkway as the "Westchester County Korean War Veterans Memorial Highway."	Chapter 361
A.8918-A Burling S.6061-A Gallivan	Designates a portion of State Route 20A in Wyoming County as the "Wyoming County Veterans Memorial Highway."	Chapter 95
A.9353-C Dinowitz S.6727-B Klein	Creates an affirmative defense to a parking ticket upon production of a muni-meter receipt.	Chapter 486
A.9396 Tenney S.6531 Griffo	Designates a portion of State Route 12B between Clinton and Deansboro, Oneida County, as the "Deputy Kurt Wyman Memorial Highway."	Chapter 219
A.9491-A Giglio S.6537-A Young	Designates a bridge on I-86 in the Village of Cuba, Allegany County, as the "Sergeant Mark Bradley Memorial Bridge."	Chapter 97
A.9539-D Ramos S.5634-F Zeldin	Provides for the establishment of a Traffic and Parking Violations Agency in Suffolk County.	Chapter 388

A.9587 Thiele S.6768 LaValle	Would have designated a portion of State Route 24 in the Towns of Southampton and Brookhaven, Suffolk County, as the "Peconic Highway."	Vetoed, Memo 170
A.9611 Sweeney S.6799 Ball	Directs DMV to provide, upon request, for a notation on drivers' licenses and non-driver ID cards that the holder is a veteran.	Chapter 487
A.9771 Skartados S.3959 Larkin	Authorizes the City of Newburgh to establish an administrative tribunal for the adjudication of parking tickets.	Chapter 408
A.9835-A Tedisco S.6967-A McDonald	Designates a bridge on New York Route 9P between the City of Saratoga Springs and the Town of Saratoga as the "Saratoga County Veterans Memorial Bridge."	Chapter 98
A.10075-A Murray S.7322-A Zeldin	Designates a bridge crossing the Long Island Expressway in the Town of Brookhaven as the "FDNY Lt. Richard Nappi Memorial Bridge."	Chapter 248
A.10099-A Amedore S.5765-A Farley	Provides for the continued use of a certain outdoor advertising sign.	Chapter 393
A.10263-A Jordan S.7032-A McDonald	Designates a portion of State Route 7 in the Town of Pittstown as the "Brigadier General James Kenney Memorial Highway."	Chapter 92
A.10298 Castro S.6715 Fuschillo	Relates to roundabouts and technical corrections to provisions of law relating to lane-use control signal indications, circular intersections and railroad crossings.	Chapter 228
A.10334-A McLaughlin S.7674 McDonald	Designates a bridge on State Route 20 in the Town of Nassau as the "Staff Sergeant Derek Farley Memorial Bridge."	Chapter 100
A.10545 Rules/Perry S.6720 Little	Repeals a provision of the Navigation Law relating to vessel capacity plates.	Chapter 177

A.10573 Rules/Titone S.7467 Lanza	Increases base pilotage tariffs at Sandy Hook, Sands Point and Execution Rocks.	Chapter 472
A.10592 Rules/Sweeney S.6526-A Marcellino	Increases pilotage rates on Long Island Sound and Block Island Sound.	Chapter 473
A.10687-A Rules/Russell S.7631-B Ritchie	Designates New York Route 781/ Future I-781 as the "Paul Cerjan Memorial Highway."	Chapter 99
A.10719 Rules/Silver S.7756 Golden	Provides a chapter amendment relating to an intercity bus permit system in the City of New York.	Chapter 402
A.10726 Rules/Palmesano S.7739 O'Mara	Designates a portion of I-390 between the Towns of Cohocton and Wayland, Steuben County, as the "Sergeant Devin Snyder Memorial Highway."	Chapter 101

APPENDIX C: BILLS WHICH PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.612-B Peoples-Stokes S.2353-B Grisanti	Would eliminate the DMV Traffic Violations Bureau in the City of Buffalo.
A.1178 Gantt S.5741 Parker	Would provide for a school bus motorist education program.
A.1290 Gantt S.363 Montgomery	Would authorize courts to require the reexamination of drivers by DMV.
A.1306 Jeffries S.1337 Dilan	Would require all rear seat passengers, regardless of age, to wear seat belts.
A.1345 Gantt	Would limit a provision relating to the suspension of licenses and registrations imposed for issuing a dishonored check.
A.1350 Gantt	Would define "electric assisted bicycle" and establish equipment and operating requirements.
A.3721-A Russell	Would authorize the continued existence of certain outdoor advertising.
A.4020 Canestrari S.2754 LaValle	Would prohibit unauthorized persons from illegally changing traffic lights.
A.4133 Englebright	Would require the covering or removal of inapplicable highway work zone signs.
A.4216 Titus	Would require DMV, when processing accident reports, to give priority to those involving death or serious physical injuries.
A.6477 Galef S.4773 Alesi	Would prohibit the operation of a motor vehicle with front seat passengers under the age of eight.
A.9975-A Lupardo S.7710 Gallivan	Would require DMV to provide motorcycle owners with a notice of the laws relating to unidentifiable motorcycle parts.
A.10125-A Crespo S.7399-A Diaz	Would require DOT and the Thruway Authority to study and report on reducing the risk of lane departure crashes.