

ANNUAL REPORT 2021



CARL E. HEASTIE, SPEAKER
WILLIAM B. MAGNARELLI, CHAIR

NEW YORK STATE ASSEMBLY
COMMITTEE ON TRANSPORTATION



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, 2021

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 2021 Annual Report of the Assembly Standing Committee on Transportation.

During the 2021 Legislative Session, the Committee considered a number of important bills aimed at improving the general public's health, safety, and overall quality of life, addressing issues affecting the State and local economies, studying public transportation issues to improve mobility in rural areas, protecting workers and motorists within highway work zones, further protecting the safety of schoolchildren riding school buses, and preventing damage to transportation infrastructure. This report contains descriptions of legislation and important issues considered by the Committee, an overview of the three public hearings the Committee conducted, and the outlook for the coming year.

Transportation is a key and necessary component to enabling individuals to conduct their daily lives and to building and maintaining vibrant communities, thereby contributing to the health and welfare of the public. Facilitating the movement of people and goods all across the State requires a strong, safe, and efficient transportation system. The overall strength of the State and local economies are also dependent upon transportation infrastructure. The work of the Committee reflects these goals, and 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 2022.

Sincerely,

William B. Magnarelli, Chairman
Assembly Standing Committee
on Transportation



**2021 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

William B. Magnarelli, Chairman

Committee Members

Majority

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Donna A. Lupardo
Fred W. Thiele, Jr.
Harry B. Bronson
Jo Anne Simon
Pamela J. Hunter
Alicia Hyndman
Jaime R. Williams
Patricia A. Fahy
Mathylde Frontus
Jonathan G. Jacobson
Karen M. McMahan
Taylor Darling
Monica P. Wallace
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Marcela Mitaynes
Gina L. Sillitti

Minority

David G. McDonough,
Ranking Minority Member
David J. DiPietro
Kevin M. Byrne
Brian D. Miller
Michael J. Norris
Joseph P. DeStefano
Mark C. Walczyk

Staff

Maria Volpe-McDermott, Assistant Secretary for Program and Policy
Julie A. Barney, Principal Analyst
Benjamin Decker, Associate Counsel
Craig Swiecki, Committee Clerk
Abigail Mellon, 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. More than 450 public and private aviation facilities provide service to passengers, and 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 of tons of freight annually on approximately 4,200 route miles of rail track.

Almost 1.8 million riders use Amtrak's Empire and Adirondack services, and just under 6.7 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 2021 Legislative Session, 572 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including legislation to: authorize a pilot program for the use of photo enforcement of work zone speed limits, enhance the safety of school buses and charter buses, address rural public transit issues, designate human organ delivery vehicles as

authorized emergency vehicles, and strengthen laws governing muffler and exhaust system noise.

The Committee conducted three public hearings in 2021, on intercity passenger rail transportation, non-MTA public transit systems and service, and the retail sale of zero emission vehicles.

2021 Legislative Action

Human Organ Delivery Vehicles

(A.96-A, Gunther; Chapter 496, Laws of 2021)

The transplantation of human organs saves lives and improves the quality of life of organ recipients. When transporting human organs for emergencies, time is of the essence since there are time limits on the viability of various organs for transplantation purposes. Chapter 496 of the Laws of 2021 (A.96-A, Gunther) expands the list of vehicles defined as an authorized emergency vehicle to include “human organ delivery vehicles,” and amends the definition of “emergency operation” to include the transporting of human organs and/or medical personnel for the purpose of organ recovery or transplantation in a situation involving an imminent health risk where undue delay would jeopardize such recovery or transplantation. “Human organ delivery vehicle” is defined as any vehicle owned and operated by a certified organ procurement organization for the sole purpose of transporting human organs and/or medical personnel for the purpose of organ recovery or transplantation while engaged in an emergency operation.

To help ensure public and traffic safety, Chapter 496 imposes requirements and standards on the operation of human organ delivery vehicles as authorized emergency vehicles. These requirements and standards include: a requirement for certified organ procurement organizations to obtain written authorization from the Commissioner of Health for the operation of such vehicles, and authorizes the Commissioner of Health to revoke or suspend this authorization upon proof of violations involving their operation; requirements relating to the designation, identification, and safety of such vehicles; and requirements on the drivers of such vehicles, including the taking of a defensive driving course and mandatory Department of Health-approved driver training. Chapter 496 also authorizes the Commissioner of Health, in consultation with the Commissioner of Motor Vehicles, to promulgate regulations establishing standards for the operation of human organ delivery vehicles as authorized emergency vehicles.

Muffler and Exhaust System Noise

(A.471-C, Magnarelli; Chapter 527, Laws of 2021)

As stated by the World Health Organization (WHO), “excessive noise seriously harms human health and interferes with people’s daily activities at school, at work, at home and during leisure time. It can disturb sleep, cause cardiovascular and psychophysiological effects, reduce performance and provoke annoyance responses and changes in social behavior.” The Vehicle and Traffic Law restricts vehicle sound limits, requires the equipping of motor vehicles with mufflers and exhaust systems,

and prohibits modifications or alterations to increase sound from this equipment. Despite these provisions, an increasing number of neighborhoods across the State have reported being disrupted and disturbed by motorcycles and motor vehicles with modified or altered muffler and exhaust systems that increase noise and pollution levels.

To address this problem and deter violations, Chapter 527 of the Laws of 2021 (A.471-C, Magnarelli) prohibits, on and after April 1, 2022, a person from selling, offering for sale or installing cut-outs, bypasses or similar devices, motorcycle exhaust systems without internal baffles (i.e. “straight pipes”) and motorcycle exhaust devices intentionally designed to allow internal baffling to be removed, interchangeable, or modified in a manner amplifying or increasing the noise of a motorcycle motor above that emitted by the originally installed motorcycle exhaust system. Violations are subject to a maximum \$1,000 fine and/or up to 30 days imprisonment. Willful violations by registered repair shops subject them to the risk of losing their registration to operate.

Regulations promulgated by DMV currently require inspection stations to inspect motorcycle mufflers and exhaust systems. To help ensure compliance with this requirement and therefore reduce instances of motorcycles being operated with excessively loud exhaust systems, Chapter 527 directs DMV to suspend an inspection station’s license and a vehicle inspector’s certificate upon their willful failure to inspect this equipment three or more times within an eighteen-month period. The new law also increases the fine for operating a motorcycle without a muffler, or with an altered muffler, straight pipes, device to amplify motor noise, or device allowing the internal baffling to be removed or altered, from a maximum \$150 fine to a flat \$500 fine.

Work Zone Speed Photo Enforcement

(A.485-B, Magnarelli; Chapter 421, Laws of 2021)

Speed is a significant contributor to highway crashes. As WHO has noted, speed is a key risk factor in road traffic injuries, affecting the risk that a crash will occur, and the severity of resulting injuries. The National Highway Traffic Safety Administration (NHTSA) reports that for “more than two decades, speeding has been involved in approximately one-third of all motor vehicle fatalities. In 2019, speeding was a contributing factor in 26% of all traffic fatalities.” Data from DOT indicates that in 2018 alone, there were 701 crashes in work zones on state roads and bridges, resulting in 13 motorist fatalities and 329 injuries to motorists, contractor employees and DOT staff. This is in addition to numerous other fatalities and injuries caused by crashes in work zones in prior years.

Stronger enforcement of speeding in work zones has the potential to significantly reduce both the incidence of motorist and worker fatalities and injuries while improving overall motorist behavior. Thus, the Legislature passed A.485-B (Magnarelli; Chapter 421 of the Laws of 2021). This new law authorizes DOT and the Thruway Authority each to establish and implement a five-year demonstration program, within parameters established by the new law, to impose monetary liability on the owners of vehicles whose drivers speed in highway work zones through the use of photo speed violation monitoring systems. Chapter 421 allows DOT to operate such systems in up to 20 work zones located on controlled-access interstate highways, freeways or expressways under DOT's jurisdiction, and the Thruway Authority to operate such systems in up to 10 work zones located on the Thruway. Cameras could be operable only when highway construction or maintenance work is occurring.

Rural Public Transportation

(A.1360-A, Magnarelli; Chapter 691, Laws of 2021)

Public transportation systems all across upstate New York provide critical transportation links between individuals and work, medical appointments, school, shopping, and other destinations. Transit offers riders mobility, and is a vital component in the transportation infrastructure for economic development, job growth, anti-poverty and housing initiatives, energy conservation and environmental protection. Public transit service for rural upstate New York residents is often limited, however, which presents challenges to rural residents and limits their transportation options.

Created under Transportation Law §73-d, the Interagency Coordinating Committee on Rural Transportation was established within DOT to support a coordinated public transportation service across the State. Assembly bill 1360-A (Magnarelli; Chapter 691) requires this Interagency Coordinating Committee to conduct a study on the availability of public transportation services in rural counties. The purpose of the study is to identify, examine and review the following: the efficiency, effectiveness, quality and availability of public transportation services in rural counties; current and projected operating and capital costs, revenues, subsidies, ridership and service area data; the barriers and financial challenges to providing and operating public transportation in rural counties; and the demographics of populations having, and lacking, such public transportation. The study also must include findings and recommendations to expand the level and availability of public transportation services in rural counties. A report on the study is due by January 1, 2023 to the Governor, Temporary President of the Senate, Speaker of the Assembly, and the Chairs of the Senate and Assembly Transportation Committees.

The new law requires an annual report on the level and availability of public transportation services in rural counties, beginning June 1, 2024. It also updates the committee's membership, including a requirement that one of the non-agency members be a representative of a labor union affiliated with rural public transportation systems receiving State Transportation Operating Assistance (STOA). The committee is directed to meet once every 3 months from January 1, 2022 to January 1, 2024, after which it must meet at least quarterly.

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.

Commercial Global Positioning System (GPS) Technology

(A.4950-A, Solages; Chapter 473, Laws of 2021)

Similar to a law enacted in 2020 that requires the use of commercial GPS in stretch limousines having seating capacities of nine or more passengers including the driver, this year, the Legislature passed legislation (A.4950-A, Solages; Chapter 473 of the Laws of 2021) requiring every charter bus that is registered in the State and

used in the business of transporting passengers for compensation to be equipped with commercial global positioning system (GPS) technology within one year of the date that NHTSA promulgates regulations establishing standards for commercial GPS. The new law also prohibits any person from operating, or causing the operation, of a charter bus registered in the State unless it is equipped with the required commercial GPS technology. The act is deemed repealed if any federal agency determines in writing that the act would render the State ineligible for the receipt of federal funds, or any court of competent jurisdiction makes a final determination that the act would render the State out of compliance with federal law or regulation.

School Bus Photo Enforcement Signage

(A.6155-A, Magnarelli; Chapter 325, Laws of 2021)

In 2019, the Legislature authorized a five-year demonstration program (Chapter 145) allowing counties, cities, towns, and villages to impose liability on the owners of motor vehicles whose drivers illegally pass stopped school buses displaying red visual signals through the use of stationary or mobile cameras. To ensure that the implementation of stop-arm cameras on school buses is as transparent as possible in order to increase public awareness when they are in use, and to further deter drivers from illegally passing stopped school buses and putting schoolchildren at risk, the Legislature passed A.6155-A (Magnarelli; Chapter 325 of the Laws of 2021.)

Chapter 325 authorizes school districts participating in school bus photo violation monitoring programs to be equipped with signs, placards or other displays giving notice to approaching motor vehicle operators that school bus photo violation monitoring systems are in use. The new law also directs DMV to promulgate regulations for the content, size and placement of these signs, placards or other displays on school buses, and requires that the signs, placards and displays placed on school buses comply with these regulations.

Commercial Drivers' Licenses for Young Drivers

(A.6295-A, Lupardo; Chapter 618, Laws of 2021)

There are more than 46,000 trucking companies located in the State of New York. The trucking industry is responsible for more than 292,000 jobs, or 1 in 28 jobs, in the State, and trucks transport more than 96% of manufactured tonnage in New York. Almost 90% of communities in New York rely exclusively on trucks to move their goods. The American Transportation Research Institute has reported that a shortage of drivers is at the top of the list of trucking industry issues. The Trucking Association of New York has indicated that the trucking industry is currently facing a shortage of 80,000 professional drivers, and that the shortage is contributing to many of the recent supply chain challenges.

Currently, New York allows 18- to 20-year-olds to obtain a Class B commercial driver's license (CDL) to drive a commercial motor vehicle within state lines, but does not allow those same drivers to obtain a Class A CDL. Class A CDLs allow drivers to operate tractor-trailers and other vehicles that are too large for a Class B CDL. To help address the driver shortage problem, the Legislature passed A.6295-A (Lupardo; Chapter 618 of the Laws of 2021).

This new law authorizes persons aged 18, 19 or 20 years old to hold a Class A CDL and requires DOT, in consultation with DMV, to implement a Class A CDL young adult driver training program. Persons under the age of 21 who apply for a Class A CDL must successfully complete the program before this license can be issued to them. Chapter 618 requires that the program minimally meet the same training standards as are found in federal regulation for entry-level commercial motor vehicle drivers, and requires that applicants obtain at least 300 hours of behind the wheel supervised driving with an experienced driver. Chapter 618 also establishes standards for "experienced driver" qualifications and provides that a Class A CDL issued to an 18-, 19- or 20-year-old can only be used for intrastate driving.

Stopping for Stopped School Buses

(A.7330, Magnarelli; Chapter 536, Laws of 2021)

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 to illegally pass school buses, raising safety concerns among parents, drivers, and transportation administrators alike. It has been estimated that over 50,000 vehicles pass stopped school buses illegally 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 Legislature passed legislation to further address this critical issue through public education and the development of proposals to reduce violations. Assembly bill 7330 (Magnarelli; Chapter 536 of the Laws of 2021) directs DMV to design and implement a "school bus motorist education program" in conjunction with the Governor's Traffic Safety Committee, the State Education Department, DOT, the Division of the State Police, and the State Comprehensive School Bus Driver Safety Training Council. This will 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 new law also establishes a “school bus motorist education fund” and redirects surcharges collected for illegally passing stopped school buses into this fund. Fifty percent of the monies collected must be directed to the “school bus motorist education program” and the remaining 50 percent of the monies collected 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.

PUBLIC HEARINGS

Intercity Passenger Rail Transportation

Albany, Wednesday, September 22, 2021

The Assembly Standing Committee on Transportation convened a public hearing in Albany on September 22, 2021, to seek information on various aspects of intercity passenger rail service within New York State relating to rail infrastructure and operating issues. The hearing provided an opportunity to obtain pertinent testimony on issues impacting passenger rail reliability, frequency, on-time performance, and state of good repair, as well as the need for future investments to meet these goals.

Witnesses providing oral testimony included the NYS Department of Transportation, Amtrak, Railroads of New York (RONY), CSX Transportation, the mayor of the City of Little Falls, and the Empire State Passengers Association.

Non-MTA Public Transit Systems and Service

Albany, Wednesday, October 20, 2021

The Assembly Standing Committee on Transportation convened a public hearing in Albany on October 20, 2021 to review and assess non-MTA public transit programs and service, including efforts to convert transit fleets to zero emission vehicles and to address the ability of riders to make first mile/last mile connections. The Committee sought information on non-MTA transit capital and operating issues including vehicle acquisition, new technologies, state of good repair, system infrastructure, operating performance, and funding. The hearing also provided an opportunity to obtain testimony relating to impediments to providing public transit services in rural areas, and how any such impediments could be addressed.

Witnesses providing oral testimony included the NYS Department of Transportation, the mayor of the City of Amsterdam, the New York Public Transit Association, the Rochester-Genesee Regional Transportation Authority, the Central New York Regional Transportation Authority (Centro), the Capital District Transportation Authority, Greater Glens Falls Transit, Via Transportation, Buffalo Transit Riders United, BAE Systems, and First Transit. Written testimony was submitted by the Niagara Frontier Transportation Authority, the NY League of Conservation Voters, and the Clean Fuels NY Coalition.

Retail Sale of Zero Emission Vehicles

(Albany, Wednesday, November 10, 2021)

On November 10, 2021, the Assembly Standing Committee on Transportation convened a public hearing in Albany to obtain testimony on provisions of the Vehicle and Traffic Law relating to the retail sale of zero emission vehicles. This law prohibits, with limited exceptions, motor vehicle franchisors, manufacturers, distributors, distributor branches and factory branches from registering as motor vehicle dealers. Sellers and lessors of motor vehicles cannot sell or lease passenger or light duty vehicles to final purchasers in New York State unless they are registered as dealers. One exception in the law allows the renewal of dealer registration certificates issued prior to March 26, 2014, to a company that exclusively manufactures zero emission vehicles. The hearing provided the Committee with the opportunity to obtain testimony on this law in order to review and assess the structure under which zero emission vehicles are sold at retail within New York State.

Witnesses providing oral testimony included the NYS Department of Motor Vehicles, the Greater Binghamton Chamber of Commerce, Tesla, Rivian, Lucid, the Alliance for Automotive Innovation, the Greater NY Auto Dealers Association, the NYS Automobile Dealers Association, the Niagara Frontier Auto Dealers Association, the Rochester Automobile Dealers Association, the Eastern NY Coalition of Automotive Retailers, the Alliance for Clean Energy New York, Environmental Advocates NY, the United Service Workers Union Local 355, the United Auto Workers Local 259, the Consumer Choice Center, the Tesla Owners Club New York State, and Rochester Optical. Written testimony was submitted by the New York League of Conservation Voters, Advanced Energy Economy, the Electrification Coalition, Environmental Entrepreneurs, and private citizens.

OUTLOOK FOR 2022

During the 2022 Legislative Session, the Committee will 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. It remains a Committee priority to ensure 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.

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: 2021 SUMMARY

	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported Favorable to</u>			
Codes	17	0	17
Judiciary	0	0	0
Ways and Means	36	0	36
Rules	3	0	3
Floor	<u>7</u>	<u>0</u>	<u>7</u>
Subtotal	63	0	63
 <u>Committee Action</u>			
Remaining in Committee (Assembly Bills Held for Consideration: 9)	441	58	499
Defeated	0	0	0
Enacting Clause Stricken	<u>7</u>	<u>0</u>	<u>7</u>
Subtotal	448	58	506
 <u>Bill Reference Changed To</u>			
Codes	2	0	2
Ways and Means	1	0	1
Subtotal	<u>3</u>	<u>0</u>	<u>3</u>
TOTAL:	514	58	572

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.86-A Cahill S.5354 Breslin	Increases pilotage rates for the Hudson River pilots.	Chapter 625
A.96-A Gunther S.4071-A Kennedy	Designates human organ delivery vehicles as authorized emergency vehicles.	Chapter 496
A.394-A Zebrowski S.1834-A Skoufis	Imposes requirements on retail dealers of second-hand motor vehicles in relation to airbags.	Chapter 580
A.471-C Magnarelli S.784-B Gounardes	Imposes restrictions and increases penalties in relation to the sale, installation, modification and use of mufflers and exhaust systems.	Chapter 527
A.485-B Magnarelli S.4682-B Kennedy	Authorizes a pilot program for the use of work zone speed cameras by DOT and the Thruway Authority.	Chapter 421
A.990 Jones S.1306 Kennedy	Amends provisions of Chapter 313 of the Laws of 2020 in relation to the Adirondack Road Salt Reduction Task Force and pilot program.	Chapter 67
A.1145-A Paulin S.415-A Biaggi	Authorizes a red light camera program for the Village of Pelham.	Chapter 460
A.1360-A Magnarelli S.1509-A May	Requires the Interagency Coordinating Committee on Rural Public Transportation to conduct a study of public transportation services in rural areas.	Chapter 691

A.1456 Byrne S.7114 Harckham	Designates a pedestrian bridge across the Taconic State Parkway in the Town of Yorktown, Westchester County, as the “Atomic Veterans Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 439
A.1665 Cahill S.4074 Hinchey	Designates a portion of State Route 28 in Ulster County as the “Ulster County Korean War Veterans’ Memorial Highway” and requires DOT to install and maintain signage.	Chapter 466
A.1863 Magnarelli S.3925 Kennedy	Makes a technical amendment to Vehicle and Traffic Law §501(1), relating to driver’s license applications.	Chapter 440
A.2183 Pretlow S.3887 Bailey	Designates a bridge in the Towns of Mount Vernon and Pelham, Westchester County, as the “Dr. Martin Luther King Jr. – Michael Henry Schwerner Memorial Bridge” and requires DOT to install and maintain signage	Chapter 312
A.2316-A Simon S.2740-B Kavanagh	Authorizes the City of New York to implement a pilot program for the use of photo enforcement of vehicle weight restrictions on the Brooklyn Queens Expressway.	Chapter 773
A.2680 Hunter S.2558 Kennedy	Amends Chapter 382 of the Laws of 2020 relating to the suspension of driver’s licenses for failure to appear, answer, or pay a fine or other charge.	Chapter 76
A.3058 Fahy S.6428 Breslin	Expands the size of the City of Albany residential permit parking system and makes the authorization for such system permanent.	Chapter 414

A.3483-B Sillitti B.3107-B Kaplan	Designates a bridge in the Village of North Hills, Town of North Hempstead, Nassau County, as the “Lance Corporal Matthew A. Falcone Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 343
A.3920 Dinowitz S.6452 Reichlin-Melnick	Establishes a process through DMV to assist veterans in receiving benefit information.	Chapter 602
A.3946 M. Miller S.624 Kaminsky	Authorizes the Town of Hempstead to establish a residential permit parking system in the hamlet of Oceanside.	Chapter 337
A.4010-B Thiele S.199-B Kaplan	Requires DOT to prepare certain reports relating to road and bridge conditions, the capital program, and non-MTA downstate suburban and upstate transit capital programs.	Chapter 726
A.4089 Thiele S.6535 Brooks	Authorizes counties to eliminate ferry tolls to members of the U.S. Armed Forces in uniform, during their term of enlistment.	Chapter 603
A.4571-A JM Giglio S.4317-A Borrello	Designates a bridge in the Town of Randolph, Cattaraugus County, as the “CPL William James Hillard II Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 288
A.4705-A McDonough S.4772 Brooks	Designates a bridge in Jones Beach State Park, in the hamlet of Wantagh, Nassau County, as the “Detective Betsy Horner-Miller Cutrone Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 399

A.4753 Walczyk S.2241 Ritchie	Expands and reconfigures the Thousand Islands – Seaway Wine Trail.	Chapter 283
A.4950-A Solages S.6321-A Gaughran	Requires charter buses registered in the State to be equipped with commercial GPS technology that complies with federal standards.	Chapter 473
A.5665 Fitzpatrick S.4613 Mattera	Increases the cap on the amount that the Town of Smithtown, Suffolk County, is authorized to expend on the purchase of highway equipment, unless otherwise authorized by town vote, from \$800,000 to \$1.2 million.	Chapter 574
A.5965 JM Giglio S.1752 Borrello	Designates a bridge in the Town of Randolph, Cattaraugus County, as the “Sergeant David Lockwood Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 280
A.6014-A Magnarelli S.4849-A Reichlin- Melnick	Increases the fine for obstructing a license plate by any part of a vehicle or anything carried on a vehicle, and for knowingly covering or coating a license plate with an artificial substance that conceals, obscures, or distorts the plate.	Chapter 451
A.6021 Hawley S.6105 Rath	Designates a portion of State Route 77 in the Town of Pembroke, Genesee County, as the “SP4 C. Jay Hall Memorial Highway” and requires DOT to install and maintain signage.	Chapter 471
A.6155-A Magnarelli S.5060-A Kennedy	Authorizes the use of signs, placards or other displays on school buses to notify motor vehicle drivers when school bus cameras are in use.	Chapter 325

A.6175-B Salka S.5267-B May	Designates State Route 13 in Madison County as the “Assemblyman William ‘Bill’ Magee Memorial Highway” and requires DOT to install and maintain signage.	Chapter 317
A.6187 M. Miller S.4651 Kaminsky	Designates a bridge in the Village of Lawrence, Nassau County, as the “Peter V. Sobol Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 314
A.6295-A Lupardo S.5486-A Kennedy	Authorizes persons aged 18, 19 or 20 years old to hold a Class A commercial driver’s license (CDL), and establishes a training program therefor.	Chapter 618
A.6345 DiPietro S.6548 Gallivan	Designates a bridge in the Town of Collins, Erie County, as the “Staff Sergeant Peter J. Blidy Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 477
A.6362-A DiPietro S.6546-A Gallivan	Designates a portion of State Route 238 in the Town of Orangeville, Wyoming County, as the “CPL Gerald B. Ramsey Memorial Highway” and requires DOT to install and maintain signage.	Chapter 475
A.6377 DiPietro S.6547 Gallivan	Designates a bridge in the Town of Warsaw, Wyoming County, as the “Sgt. Daniel J. Murtha Memorial Bridge” and requires DOT to install and maintain signage.	Chapter 476
A.6707-A DiPietro S.6550-A Gallivan	Designates a portion of State Route 75 in the Town of North Collins, Erie County, as the “Tec 5 Edward Enser Memorial Highway” and requires DOT to install and maintain signage.	Chapter 308

A.6968 Magnarelli S.6234 Kennedy	Exempts certain active duty members and military dependents from being required to obtain a New York State driver's license if they hold a valid out-of-state driver's license.	Chapter 454
A.7031 Byrnes S.5399 Ortt	Designates a portion of State Route 64 in the Town of Mendon, Monroe County, as the "Chief Warrant Officer 4 Christian J. Koch Memorial Highway" and requires DOT to install and maintain signage.	Chapter 319
A.7183 Peoples-Stokes S.6410 Kennedy	Extends the law authorizing the City of Buffalo to implement a residential permit parking system to December 31, 2026.	Chapter 368
A.7192-A Lupardo S.6335-A Kennedy	Authorizes the operation of "auto-cycles" with either a Class D or Class M driver's license.	Chapter 682
A.7221 Zebrowski S.6221 Reichlin-Melnick	Designates a portion of State Route 304 in the Town of Clarkstown, Rockland County, as the "Rockland County Clerk Paul Piperato Memorial Highway" and requires DOT to install and maintain signage.	Chapter 411
A.7330 Magnarelli S.4661 Parker	Establishes a school bus motorist education program and a school bus motorist education fund.	Chapter 536
A.7417-A Santabarbara S.6332-A Hinchey	Authorizes the operation of tandem trucks on a 1.9 mile portion of State Route 7 and Dunnsville Road off Thruway Interchange 25-A.	Chapter 393

A.7432-A Burke S.6091-A Gallivan	Designates a bridge in the Town of West Seneca, Erie County, as the "Trooper Joseph Gallagher Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 313
A.7615 Thiele S.6765 Palumbo	Designates a bridge in the Town of Southampton, Suffolk County, as the "State Trooper Jose A. Rosado Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 415
A.7616 Angelino S.6799 Oberacker	Designates a portion of State Route 51 in the Town of Butternuts, Otsego County, as the "SP4 Richard F. Walton, Jr. Memorial Highway" and requires DOT to install and maintain signage.	Chapter 547
A.7624 Thiele S.6764 Palumbo	Designates a bridge in the Town of Southampton, Suffolk County, as the "State Trooper Donald A. Strand Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 381
A.7643-A JA Giglio S.7139 Palumbo	Designates a bridge in the Town of Riverhead, Suffolk County, as the "Trooper Thomas J. Consorte Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 548

APPENDIX C: BILLS THAT PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.811-A Wallace S.3532-A Kennedy	Would authorize the use of green lights on State and municipal snowplows.
A.1393 Cahill S.7255 Oberacker	Would designate a bridge on State Route 28 in the Town of Shandaken, Ulster County, as the "John 'Jody' Rossitz Memorial Bridge" and require DOT to install and maintain signage.
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.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-A Magnarelli S.6288-A 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.7599 Darling S.7353 Kennedy	Would prohibit 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.