

New York State Assembly

**Carl E. Heastie**

*Speaker*



Committee on Transportation

**David F. Gantt**

*Chairman*

**2016**

**ANNUAL REPORT**



THE ASSEMBLY  
STATE OF NEW YORK  
ALBANY

DAVID F. GANTT  
Assemblyman 137<sup>TH</sup> District

CHAIRMAN  
Transportation Committee

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

December 15, 2016

Honorable Carl E. Heastie  
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 2016 Annual Report of the Assembly Standing Committee on Transportation.

During the 2016 Legislative Session, the Committee considered many important bills aimed at improving transportation systems and enhancing the safety of motorists, pedestrians, boaters, and rail operators.

Freight and passenger rail are significant components of the transportation system within the State of New York, contributing thousands of jobs and moving millions of tons of freight and millions of passengers annually throughout the State. Railroads not only provide significant economic benefits but also many environmental benefits through reduced pollution and highway congestion and increased fuel efficiency. Maintaining the safety of rail infrastructure and improving the safety of rail operations are important goals of the Committee, since both have significant impacts on the health and safety of the general public and the environment.

Therefore the Committee is pleased to have advanced omnibus rail safety legislation that was ultimately signed into law. The new law addresses infrastructure and operational safety through provisions relating to the inspection of railroad grade crossing warning systems and railroad bridges, incentivizing compliance with railroad accident reporting requirements and deterring violations by motorists of highway-railroad grade crossings.

The Committee also was successful in enacting a variety of other safety-related legislation, ranging from expanding the "Move Over" law to apply to waste collection and volunteer fire and ambulance vehicles, to deterring unauthorized persons from changing traffic-control signals from red to green, to authorizing courts to impose stricter sentences on persons convicted of boating while intoxicated offenses if they have prior convictions for driving while intoxicated.

In 2017, the Committee will explore ways to further develop New York State's transportation system, especially its intermodal features, in order to facilitate the movement of people and goods throughout the State. The Committee also will continue to address problems of the traveling public.

I would like to take this opportunity to express my gratitude to the members of the Committee for their support of and contributions to this year's legislative efforts. I also wish to thank 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 2016 Session. With your continued leadership, we look forward to developing new programs and initiatives for the 2017 Legislative Session.

Sincerely,

A handwritten signature in cursive script that reads "David F. Gantt".

David F. Gantt, Chairman  
Assembly Committee on Transportation

DFG:jb  
Enclosure

**2016 ANNUAL REPORT  
OF THE  
NEW YORK STATE ASSEMBLY  
STANDING COMMITTEE ON TRANSPORTATION**

**David F. Gantt, Chairman**

**Committee Members**

**Majority**

N. Nick Perry  
Michael Cusick  
Donna A. Lupardo  
Michelle Schimel  
Michael G. DenDekker  
Marcos A. Crespo  
Fred W. Thiele, Jr.  
Harry B. Bronson  
Frank Skartados  
James Skoufis  
Phillip Steck  
Anthony Brindisi  
Jo Anne Simon  
Kimberly Jean-Pierre  
Pamela J. Hunter  
Alicia Hyndman  
Jaime R. Williams

**Minority**

David G. McDonough,  
Ranking Minority Member  
Nicole Malliotakis  
Edward P. Ra  
David J. DiPietro  
Chad A. Lupinacci  
Bill Nojay  
Dean Murray

**Staff**

Christian Malanga, Assistant Secretary for Program and Policy  
Julie A. Barney, Principal Analyst  
Michael R. Hernandez, Associate Counsel  
Kathryn F. Curren, Committee Clerk  
Jeannine Barcher, 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 more than 17,000 bridges and over 114,000 miles of highways, upon which more than 130 billion vehicle miles are driven annually. Over 480 public and private aviation facilities provide service to more than 45 million passenger enplanements annually. Four port authorities (NY/NJ, Albany, Oswego, and Ogdensburg), the Port of Buffalo and numerous private ports and waterways handle more than 165 million tons of freight each year. There also are approximately 4,600 route miles of rail in the State, moving almost 77 million tons of freight annually. Approximately 1.8 million riders use Amtrak's Empire and Adirondack services, and over 9.5 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 2.8 billion passengers 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 2016 Legislative Session, 803 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including legislation to prohibit the use of traffic-control signal preemption devices, deterring incidents of boating while intoxicated, expanding the protections of the “Move Over” law to operators of waste collection vehicles and volunteer fire and ambulance vehicles, and omnibus legislation to address railroad safety issues.

The Committee conducted a public hearing on Thursday, December 8, 2016, on the impact of the 2016-2017 enacted State budget on public transit systems.

## 2016 LEGISLATIVE ACTION

### **Interfering with Traffic-Control Signals**

(A.297, Dinowitz; Chapter 251, Laws of 2016)

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 improve emergency response times and 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. Chapter 251 of the Laws of 2016 amends §1115 of the Vehicle and Traffic Law, which currently prohibits the alteration of a traffic-control signal, to clarify that changing or attempting to change the signal indications of a traffic-control signal by the use of a traffic-control signal preemption device is prohibited. The new law defines a traffic-control signal device as a device that is designed or used to change or attempt to change the signal indications of a traffic-control signal. The law also deems the presence in a vehicle of the device connected to a power source to be presumptive evidence of its use by a vehicle's operator, which presumption could be rebutted by any credible and reliable evidence which tends to show that such device was not in use.

### **Stopping for Stopped School Buses**

(A.458, 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 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 Assembly passed legislation to address this critical issue through public education and the development of proposals to reduce violations. Assembly bill 458 (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 50 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.

### **Boating While Intoxicated**

(A.1597-A, Magnarelli; Chapter 239, Laws of 2016)

According to the State’s 2015 Recreational Boating Report, recreational boating in New York State is a \$2 billion industry enjoyed by millions of residents and visitors alike. There are nearly 450,000 registered powerboats in the State, ranking New York ninth in the nation for registered boats. In 2015, the most recent year for which statistics are available, there were 16 reported boating fatalities, constituting a fatality rate of 3.58 (number of deaths per 100,000 registered boats). This fatality rate was the fifth lowest since 1970.

Boating safety in the State has increased significantly since the worst year on record (1973), with the number of recreational boating deaths in New York dropping by more than 87% and the number of registered boats increasing by more than 20%. However, the cause of one quarter of recreational boating fatalities in New York in 2015 involved alcohol or drug use.

The Committee, in its ongoing pursuit of improving public safety, sought to further reduce boating accidents involving alcohol or drugs by advancing legislation during this Session (A.1597-A, Magnarelli; Chapter 239 of the Laws of 2016) to authorize courts to consider previous driving while intoxicated or impaired convictions when sentencing persons convicted of a repeat boating while intoxicated or impaired offense.

**Tow Truck Travel on Shoulders**

(A.5643-B, DenDekker; Chapter 294, Laws of 2016)

Current law prohibits motor vehicles from using shoulders or slopes of controlled-access highways except at locations specifically authorized and posted by the Department of Transportation (DOT), or when directed by police officers or flag persons. In order to expedite removing vehicles involved in crashes on controlled-access highways and thereby improve public safety by opening blocked lanes, the Committee moved legislation, enacted as Chapter 294 of the Laws of 2016, to create another exception to the ban on the use of shoulders by authorizing tow trucks to use shoulders or slopes in as limited and incidental a manner as practicable if all traffic lanes are obstructed by traffic, when dispatched to an accident scene by the police or agency having jurisdiction over the highway. The new law provides that tow truck drivers are not relieved from the consequences of their reckless disregard for the safety of others and requires that they operate tow trucks in compliance with all standards of care to prevent injuries or damages caused by the operator's negligence, recklessness or intentional misconduct.

The new law also requires the Governor's Traffic Safety Committee (GTSC) to conduct a public education campaign to notify the general public and motorists of the provisions of this act.

**"Move Over" Law Expansion**

(A.7763-B, DenDekker; Chapter 293, Laws of 2016;  
A.8702-A, Magnarelli; Chapter 97, Laws of 2016)

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 slow down and 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.

In 2011, out of concern that 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, the Legislature enacted Chapter 458 to require 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 while engaged in a hazardous operation with amber lights operating.

This Session, the Committee advanced two pieces of legislation to further extend the protections of this law. First, Assembly bill 7763-B, DenDekker, enacted as Chapter 293 of the Laws of 2016, expands the definition of “hazard vehicle” to include sani-vans and waste collection vehicles commonly referred to as garbage trucks while engaged in the collection of refuse and/or recyclable materials on a public highway. Thus, the provisions of the “Move Over Act” applicable to hazard vehicles will apply to garbage trucks under those circumstances. Second, Assembly bill 8702-A, Magnarelli, enacted as Chapter 97 of the Laws of 2016, builds upon the protections of the ‘Move-Over Law’ by including under its provisions vehicles operated by volunteer firefighters and volunteer ambulance workers involved in roadside

emergency operations, when such vehicles are displaying revolving blue or green lights as authorized by law.

### **Rail Safety**

(A.10714, Buchwald; Chapter 501, Laws of 2016)

As previously noted in this report, there are a significant number of route miles of rail within New York State that moves tons of freight and millions of passengers annually. Ensuring public health and safety within the geographic areas through which freight and passenger trains travel, as well as safeguarding the environment, are important goals.

Issues can arise from a variety of sources, including the risk of crashes at highway-railroad grade crossings, the transportation of hazardous materials by rail, and the identification of potential infrastructure problems. In an effort to improve rail safety within New York State in a comprehensive manner, the Committee advanced legislation to address each of these areas of concern. Assembly bill 10714 (Buchwald, Chapter 501 of the Laws of 2016):

- Authorizes the Department of Transportation (DOT) to establish, implement and exercise oversight over a program to coordinate the inspection of traffic-control signals interconnected with highway-rail at-grade crossing warning systems;
- Imposes penalties upon railroad companies violating Article 5 of the Transportation Law or any regulation promulgated thereunder. Article 5 requires railroad companies, among other requirements, to immediately report to DOT accidents occurring on their lines. Chapter 501 subjects railroad companies to a maximum \$5,000 penalty for violations, or a

\$15,000 penalty if a violation involved a freight car carrying hazardous materials;

- Conforms the State's program of railroad bridge inspection to the federal railroad bridge inspection program. Elements include the maintenance of railroad bridge inventories, the conduct of railroad bridge inspections, the development of a bridge safety management program, the eligibility of persons to perform bridge inspections, and record-keeping;
- Establishes a definition for railroad grade crossings consistent with federal law and regulation;
- Increases penalties for repeat violations at railroad grade crossings by motorists for:
  - failing to stop and waiting to proceed until it is safe to do so when an audible or visible signal, crossing gate, or human flag-person gives warning of an approaching train or when the train is plainly visible. Second violations within 18 months of the first are subject to a maximum \$500 fine and/or up to 30 days imprisonment, and third and subsequent violations within 18 months are subject to a maximum \$750 fine and/or up to 90 days imprisonment;
  - driving through, around or under a crossing gate or barrier. The maximum fines is increased to \$750 for a second violation, and \$1,000 for a third violation. The look-back period for repeat violations is increased from the current 18 months to 30 months;

- stopping, at all times, before proceeding across any highway-rail grade crossing when driving a bus carrying passengers, a school bus, a hazardous materials vehicle, or construction-type equipment with slow operating speeds or having low clearances. Second violations are subject to a maximum \$500 fine and/or up to 30 days imprisonment, and third and subsequent violations are subject to a maximum \$750 fine and/or up to 90 days imprisonment. The look-back period for repeat violations is increased from the current 18 months to 30 months; and
- Directs the Department of Transportation, in coordination with rail companies and local governments having rail crossings equipped with interconnected traffic signals and grade crossing warning systems, to establish a public awareness and education campaign regarding the new railroad company and motorist penalties.

## **PUBLIC HEARING**

### **Impact of the 2016-2017 Enacted State Budget on Public Transit Systems**

Albany, Thursday, December 8, 2016

The Assembly Standing Committee on Transportation convened a public hearing in Albany on December 8, 2016, to seek information and testimony on the impact of the 2016-2017 enacted State budget on public transit systems. Public transit systems are important components of New York State's transportation infrastructure. Public transit provides mobility to individuals who may not have access to other modes of transportation. New York's residents rely on public transit for a myriad of travel needs including travel to school, work, medical care, and many other locations for business and recreation. Additionally, public transit supports energy conservation and reduction of congestion by providing an alternative to personal vehicles on New York's streets and highways. An efficient and effective public transit system is vital to a healthy economy and environment in New York.

This hearing provided the Assembly Standing Committee on Transportation an opportunity to assess public transit programs and services funded by the enacted 2016-2017 State Budget. The Committee was interested in obtaining testimony on capital issues concerning transit providers, including vehicle acquisition, new technologies, the level of state of good repair, and system infrastructure. The Committee also was interested in obtaining testimony relating to public transit operating performance, including information on service and ridership levels and fare structures.

Witnesses providing oral testimony included the New York State Department of Transportation, the New York Public Transit Association, the Independent Living Center of the Hudson Valley, the New York Association on Independent Living, the New York State Independent Living Council, the Amalgamated Transit Union, and the Center for Disability Rights. Written testimony was submitted by the Niagara Frontier Transportation Authority.

Testimony covered a range of issues affecting public transit including the need to maintain and enhance public transit service and mobility; increases in ridership and service demand; the need for strategic investment and new, predictable and sustainable funding opportunities to support operating and capital investment for safe and reliable service; the demand and need for accessible transit services, as well as for safe, secure and adequate workplace environments for transit workers; and options to address safety issues.

**OUTLOOK FOR 2017**

During the 2017 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: 2016 SUMMARY SHEET

<u>FINAL ACTION</u>	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<b><u>Bills Reported With or Without Amendment</u></b>			
To Floor; not returning to Committee	3	0	3
To Ways and Means	31	0	31
To Codes	22	0	22
To Rules	5	0	5
To Judiciary	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>61</b>	<b>0</b>	<b>61</b>
<b><u>Bills Having Committee Reference Changed</u></b>			
To Environmental Conservation Committee	1	0	1
To Ways and Means Committee	<u>1</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>
<b><u>Senate Bills Substituted or Recalled</u></b>			
Substituted		12	12
Recalled		<u>7</u>	<u>7</u>
<b>Total</b>		<b>19</b>	<b>19</b>
<b><u>Bills Defeated in Committee</u></b>	0	0	0
<b><u>Bills Held for Consideration with a Roll- Call Vote</u></b>	21	0	21
<b><u>Bills Never Reported, Died in Committee</u></b>	554	133	687
<b><u>Bills Having Enacting Clauses Stricken</u></b>	13	0	13
<b><u>Motions to Discharge Lost</u></b>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL BILLS IN COMMITTEE</b>	<b>651</b>	<b>152</b>	<b>803</b>
<b>Total Number of Committee Meetings Held</b>	<b>6</b>		

**APPENDIX B: BILLS WHICH PASSED BOTH HOUSES**

<b><u>BILL/SPONSOR</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>ACTION</u></b>
A.297 Dinowitz S.1119 LaValle	Prohibits persons from interfering with official traffic control signals.	Chapter 251
A.654-A Abinanti S.5774-A Murphy	Requires DOT to study use of Westchester parkways by oversized commercial vehicles and install devices to prevent such use.	Vetoed, Memo 225
A.1597-A Magnarelli S.3785-A DeFrancisco	Authorizes courts to consider previous DWI or DWAI convictions when sentencing persons convicted of a repeat boating while intoxicated or impaired offense.	Chapter 239
A.1683-A Englebright S.1485-A LaValle	Requires DMV to issue distinctive "Cure Childhood Cancer" license plates.	Chapter 443
A.4106 DenDekker S.6034-A DeFrancisco	Requires motor vehicle safety inspections to include tinted windows.	Chapter 444
A.4264-B Thiele S.2926-B LaValle	Authorizes the Villages of Sag Harbor and East Hampton to reduce speed limits on specified roads.	Chapter 426
A.5235-B Abinanti S.3458-B Carlucci	Directs DOT to conduct a study of highway-rail at-grade crossings.	Chapter 445
A.5627-B Perry S.5825-B Lanza	Clarifies that the term "livery," for purposes of registering a motor vehicle as a livery, includes commuter vans.	Chapter 288

A.5643-B DenDekker S.4298-B Robach	Authorizes tow trucks to travel on the shoulders of limited-access highways under restricted circumstances.	Chapter 294
A.6561-A Abbate S.4311-A Klein	Requires DMV to issue distinctive "Catholic War Veterans of America" license plates.	Chapter 103
A.7002-D Thiele S.4799-D LaValle	Authorizes the Village of Sag Harbor to regulate certain described waters bounding such Village.	Chapter 362
A.7574-E Peoples-Stokes S.5306-E Kennedy	Authorizes the City of Buffalo to establish a residential permit parking system.	Chapter 108
A.7737-A Titone S.5660-A Savino	Increases the cap on the Sandy Hook Pilots capital construction surcharge.	Chapter 313
A.7763-B DenDekker S.426-B Marcellino	Expands definition of "hazard vehicle" to include sanitation vehicles while engaged in garbage collection.	Chapter 293
A.8152-B Jean-Pierre S.4952-B Venditto	Designates a bridge on the Southern State Parkway in the Town of Babylon, Suffolk County, as the "Corporal Tony Casamento Memorial Bridge" and requires DOT to install signage.	Chapter 364
A.8165-A Mayer S.5637-A Seward	Requires DMV to issue distinctive "Cystic Fibrosis Foundation" license plates.	Chapter 111
A.8166-A Crespo S.5485-B Klein	Increases the amount of the surety bond required to be held by used car dealers.	Chapter 342

A.8202-A Brindisi S.8045 O'Mara	Establishes a Temporary Advisory Board for Upstate Transit Funding.	Vetoed, Memo 240
A.8548-A Kearns S.6058-A Gallivan	Designates a portion of State Route 277 in the Town of West Seneca, Erie County, as the "West Seneca Veterans Memorial Highway" and requires DOT to install signage.	Chapter 344
A.8549 Skoufis S.6064 Larkin	Designates a portion of State Route 208 in the Village of Washingtonville, Orange County, as the "John Spear Way" and requires DOT to install signage.	Chapter 368
A.8595-A Woerner S.6267-A Nozzolio	Requires DMV to issue distinctive "Ducks Unlimited" license plates.	Chapter 114
A.8657-C Woerner S.6497-B Marchione	Designates State Route 9 within Saratoga County as the "United States Submarine Veterans' Memorial Highway-Saratoga County" and requires DOT to install signage.	Chapter 371
A.8664-A Gunther S.7180-A Ritchie	Authorizes the transport of farm vehicles from the point of sale to the farm.	Chapter 295
A.8702-A Magnarelli S.7938 Valesky	Expands the "Move Over" law to include vehicles operated by volunteer firefighters and volunteer ambulance workers during emergencies.	Chapter 97
A.9028-B Cahill S.6372-A Amedore	Designates a portion of State Route 32 between the towns of Ulster and Saugerties as the "Private First Class Douglas Cordo Memorial Highway" and requires DOT to install signage.	Chapter 346

A.9029 Buchwald S.6472 Murphy	Designates a portion of State Route 35 in the Town of Lewisboro, Westchester County, as the “Marine Lance Corporal James J. Jackowski Memorial Highway” and requires DOT to install signage.	Chapter 370
A.9196 Cahill S.6396-A Larkin	Modifies the hours for which ships transiting the Hudson River would be required to carry two Hudson River pilots.	Chapter 9
A.9233-A Lupardo S.7066-A Akshar	Designates a portion of State Route 434 in the City of Binghamton as the “Col. David Ireland Memorial Highway” and requires DOT to install signage.	Chapter 348
A.9249 DenDekker S.6422-A Avella	Enacts a chapter amendment to Chapter 578 of the Laws of 2015, relating to restrictions on the imposition of fines, fees, surcharges, etc. on traffic tickets by municipalities.	Chapter 16
A.9556-B Crouch S.6955-A Seward	Designates a portion of State Route 357 in the Town of Franklin, Delaware County, as the “Corporal Nicholas K. Uzenski Memorial Highway” and requires DOT to install signage.	Chapter 376
A.9624 Brindisi S.7021 Griffo	Designates a bridge crossing State Routes 5, 8 and 12 in the City of Utica as the “Corey Lee Carr Memorial Bridge” and requires DOT to install signage.	Chapter 377

A.9664-B Friend S.5582-B O'Mara	Designates a portion of Interstate Route 86 from exit 54 to exit 56 as the "6994th Security Squadron Memorial Highway" and requires DOT to install signage.	Chapter 366
A.9723 Paulin S.7871 Latimer	Extends for one year the authorization for the Village of Bronxville to provide for a residential permit parking program.	Chapter 133
A.9855 Lopez S.7390 Amedore	Designates a portion of State Route 23 in Greene County between the towns of Windham and Ashland as the "Wayne C. Speenburgh Memorial Highway" and requires DOT to install signage.	Chapter 380
A.9878-A McDonald S.7359-A Breslin	Authorizes certain municipalities to enter agreement with the Capital District Transportation Authority (CDTA) for the administration of taxicab licensing.	Chapter 258
A.9934 Lupardo A.7415 Boyle	Repeals the airport security registration fee.	Chapter 439
A.9955 Lawrence S.1965-B Robach	Designates a portion of the Lake Ontario State Parkway in the Town of Greece, Monroe County, as the "U.S. Navy Seabee Parkway" and requires DOT to install signage.	Chapter 359
A.9997 Fahy S.7477 Breslin	Extends for two years the authorization for the City of Albany to provide for a residential permit parking program.	Chapter 137

A.10035 Goodell S.6368 Young	Designates a bridge on U.S. route 20 in the town of Westfield, Chautauqua County, as the "Sergeant Kevin W. White Memorial Bridge" and requires DOT to install signage.	Chapter 369
A.10036 Giglio S.7429 Young	Designates a portion of State Route 275 in the Village of Richburg, Allegany County, as the "Private First Class Duane C. Scott Memorial Highway" and requires DOT to install signage.	Chapter 381
A.10247 Katz S.7659 Murphy	Designates a portion of State Route 118 in the Town of Yorktown, Westchester County, as the "Army Captain Clayton Carpenter Memorial Highway" and requires DOT to install signage.	Chapter 383
A.10714 Buchwald S.8119 Robach	Enacts the "Rail Safety Act of 2016."	Chapter 501

**APPENDIX C: BILLS WHICH PASSED THE ASSEMBLY**

<b><u>BILL/SPONSOR</u></b>	<b><u>DESCRIPTION</u></b>
A.39-A Simanowitz S.393-A Gallivan	Would prohibit motor vehicle repair shops from repairing tires that would not meet New York State tire standards upon completion of the repair.
A.458 Gantt S.1239 Parker	Would provide for a school bus motorist education program.
A.965-A Abinanti S.1466-A Kennedy	Would require DOT to establish an interactive website and toll-free hotline to report potholes.
A.1258 Gantt	Would limit a provision relating to the suspension of licenses and registrations imposed for issuing a dishonored check.
A.2192-A Mosley	Would provide for bicycle/pedestrian education for driver's license applicants.
A.8389-A Santabarbara S.6230-A Nozzolio	Would provide for identification cards for individuals with autism spectrum disorder.
A.10159-A Miller	Would require DMV to issue distinctive "Kiwanis International" license plates.
A.10343-A Gantt S.7949-A Robach	Would eliminate the DMV Traffic Violations Bureau in the City of Rochester, transfer traffic adjudication to the Rochester City Court and authorize the creation of the Rochester Traffic Violations Agency.