

New York State Assembly

Annual 2024 Report

**Committee on
Transportation**



Speaker Carl E. Heastie
William B. Magnarelli, Chair



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
Ways and Means

December 15, 2024

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 2024 Annual Report of the Assembly Standing Committee on Transportation. Transportation infrastructure is vital to a functional society and a critical component of the State and local economies. Every element of the transportation system, in some manner, provides access to resources, markets, and services, and enhances the mobility of residents and visitors alike. The safety of this system for the traveling public remains a Committee priority.

During the 2024 Legislative Session, the Committee advanced legislation to address a variety of safety concerns and supported the enactment of a State budget providing for the capital and operating needs of State and local roads and bridges, of public transit, passenger and freight rail, and aviation systems. Enacted legislation includes measures to deter reckless driving, reduce the illegal passing of stopped school buses, extend and strengthen the school bus camera law, address issues relating to e-scooters, e-bikes, and mopeds, and protect occupants of charter buses and stretch limousines.

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 2025 Legislative Session.

Sincerely,

William B. Magnarelli, Chair
Assembly Standing Committee
on Transportation



**2024 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

William B. Magnarelli, Chairman

Committee Members

Majority

Donna A. Lupardo
Fred W. Thiele, Jr.
Jo Anne Simon
Jaime R. Williams
Patricia A. Fahy
Karen M. McMahon
Taylor Darling
Monica P. Wallace
Kenneth Burgos
Emily Gallagher
Marcela Mitaynes
Gina L. Sillitti
Manny De Los Santos
Brian A. Cunningham
George A. Alvarez
Sarahana Shrestha
MaryJane Shimsky

Minority

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Ranking Minority Member
David G. McDonough
Brian D. Miller
Joseph P. DeStefano
Michael A. Durso
Jodi A. Giglio
John W. McGowan
Matthew J. Slater

Staff

Maria Volpe-McDermott, Assistant Secretary for Program and Policy
Julie A. Barney, Principal Analyst
Benjamin Decker, Associate Counsel
Craig Swiecki, Committee Clerk
Joann Butler, 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 114,000 miles of public roadways, upon which more than 115 billion vehicle miles are driven annually. 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 millions of tons of freight annually on approximately 4,500 miles of rail track (including trackage rights).

Eighteen commercial service airports provide service to passengers, enplaning more than 49 million passengers statewide. Approximately 12.5 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 2024 Legislative Session, 673 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including but not limited to legislation to: reduce administrative burdens on persons seeking to renew a disabled parking permit; further deter the illegal passing of stopped school buses; reduce reckless driving incidents; improve electric bicycle and electric scooter accident data; reduce incidents involving the operation of

unregistered mopeds; deter the obstruction of license plates; and improve the safety of stretch limousine and charter bus occupants.

2024 Legislative Action

Reckless Driving

(A.402-B, Rozic; Chapter 436, Laws of 2024)

Concerns have been raised that there has been a resurgence of dangerous “car culture” in New York State, including complaints about some motorists increasingly engaging in dangerous displays of extreme and reckless driving within public and private parking lots and structures. Such driving can lead to injuries to motorists, passengers, and bystanders. Despite the danger to the public, there has been a lack of enforcement of these incidents of reckless driving due to these events occurring in parking lots rather than on public highways and roadways.

Reckless driving is defined as driving or using any motor vehicle, motorcycle, or other vehicle propelled by any power other than muscular power in a manner which unreasonably interferes with the free and proper use of the public highway, or unreasonably endangers users of the public highway. To address these concerns the Legislature passed A.402-B (Rozic), enacted as Chapter 436 of the Laws of 2024, to expand the crime of reckless driving from public roads to parking lots. This new law defines “parking lot” as any area or areas of private property, including a driveway, near or contiguous to and provided in connection with premises and used as a means of access to and egress from a public highway to such premises and having a capacity for the parking of four or more motor vehicles. However, Chapter 436 exempts any area or areas of private property comprising all or part of property on which a one- or two-family residence is situated.

Disabled Parking

(A.2487-A, Hevesi; Chapter 205, Laws of 2024)

State law requires that a disabled parking permit be issued, upon application, to any resident of New York State who is a severely disabled person, defined as a person having one or more statutorily specified impairments, disabilities, or conditions which are certified by the appropriate medical professional as permanent in nature. Despite the initial certification as to the permanency of the impairment, disability or condition, permit holders have been required to re-certify as to their permanent impairment, disability, or condition when they seek to renew their permit.

To address concerns about the burden re-certification can impose upon permit holders, Chapter 205 of the Laws of 2024 (A.2487-A, Hevesi) was enacted. This new law provides that any New York resident who is a severely disabled person would not be required to provide an updated medical certification or additional medical

documents upon application for renewal of a disabled parking permanent. This exemption would not apply to disabled parking permits issued to persons temporarily unable to ambulate.

Illegally Passing Stopped School Buses

(A.3120-A, Magnarelli; Chapter 433, Laws of 2024)

Ensuring that motorists stop for stopped school buses is critical to preventing serious injury and death of children and adolescents who ride these buses to and from school. According to the New York Association for Pupil Transportation, more than 2.3 million children are transported by school buses annually in New York State. Compared with standard passenger vehicles such as sedans and even SUVs, blind spots on school buses are larger. School buses also need more room to maneuver and take longer to stop. When a school bus is stopped for the purpose of dropping off or picking up passengers and the red lights on the school bus are flashing, New York State law prohibits drivers from passing it, regardless of their direction of approach or whether the roadway is divided or has a median.

Regardless of this prohibition, motorists continue to pass from the front and the rear of school buses as well as on the right hand, or boarding, side. Illegal passes, estimated at more than 50,000 per day, expose children to the risk of death or serious physical injury from being struck by motor vehicles, and raise significant safety concerns among parents, drivers, and transportation administrators alike.

The State Education Department (SED) reports that the youngest students are most at risk, stating that children ages 4 to 8 (grades K-3) are most susceptible to a school bus fatality. SED states that, though they represent less than 35% of the student population, this age group was involved in almost 70% of the fatalities (most recently available data) and that the factors that likely contribute to these statistics include the smaller stature of younger children, which makes them more difficult to be seen by bus drivers and motorists, and the inability of these younger students to see over or around objects such as parked cars or bushes.

Despite current penalties and the use of cameras on school buses to document violations and hold vehicle owners accountable, motorists continue to disregard school bus stop arms and lights. In an effort to further deter these violations and to increase the safety of school bus passengers, the Legislature passed A.3120-A (Magnarelli). Enacted as Chapter 433 of the Laws of 2024, this new law increases the maximum fine for illegally passing a stopped school bus three or more times within three years from \$1,000 to \$1,500.

School Bus Cameras

(A.8806-C, Part AA, Budget; Chapter 56, Laws of 2024)

Until the enactment of Chapter 145 of the Laws of 2019, violations for illegally passing a stopped school bus could not be ticketed unless a police officer personally witnessed the violation and stopped the offending motorist. Given the size and scope of the problem, the need for additional enforcement options were clear, and Chapter 145 established a five-year demonstration program authorizing local governments (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, by using stationary or mobile cameras.

Chapter 145 was due to sunset on December 1, 2024. Part AA of Chapter 56 of the Laws of 2024 (A.8806-C, Budget) extends this authorization to December 1, 2029. Part AA also amends Chapter 145 to address issues relating to establishing the elements of a violation for illegally passing a stopped school bus when the violation is recorded by school bus cameras. As amended, the law now requires recorded images from school bus cameras to include a recorded image of the motor vehicle involved in the violation and its license plate number, at least one activated school bus stop-arm, and an electronic indicator showing the activation of the flashing red signal lamps of the school bus to which the school bus camera is attached.

Part AA of Chapter 56 also requires the locality issuing a school bus camera notice of liability to certify that at the time that the school bus camera recorded a violation, the camera was attached to a school bus that was marked and equipped as required by law, as evidenced by a valid State DOT inspection certificate. It also establishes that this certification is prima facie evidence that a school bus was marked and equipped as required by law and that the flashing red signal lamp on the school bus was in operation at the time of the violation. Additionally, Part AA creates a rebuttable presumption that, where recorded images from a school bus camera show the activation of at least one school bus stop-arm and an electronic indicator showing activation of the school bus's flashing red signal lamps, then the school bus was stopped for the purpose of receiving or discharging passengers or because a school bus in front of it had stopped to receive or discharge passengers. Finally, Part AA requires notices of liability to include the registration number (which is the license plate number) of the school bus on which the school bus camera that recorded the violation was attached.

E-Scooter and E-Bike Accident Reporting

(A.7628-A, Bores; Chapter 196, Laws of 2024)

Transportation options available to individuals in New York State were expanded in 2020 with the authorization of bicycles with electric assist (e-bikes) and electric scooters (e-scooters). Nationwide, in 2022 the U.S. e-bike market was valued at

almost two billion dollars and is expected to grow at a compound annual growth rate of just under 16% from 2023 to 2030.¹ The demand for e-bikes arises from a variety of sources, including recreational activities, daily commute purposes, desires to address climate change through the reduction of carbon emissions, and affordability. A mobility survey conducted for the New York City Department of Transportation in 2022 indicates ownership of e-bikes grew from three percent in 2019 to ten percent in 2022, and that four percent of New York City households have e-scooters.

Concerns about accidents involving e-bikes and e-scooters have grown in recent months. Statewide bicycle crash data indicates personal injury bicycle crashes have grown since 2020 and fatal crashes involving bicycles has remained steady. While the media has reported that most cyclist deaths in New York City in 2023 involved e-bikes, New York currently lacks information on the precise nature of accidents involving e-bikes because the State's accident reports do not distinguish between bicycles and e-bikes. To address this issue, the Legislature passed A.7628-A (Bores, Chapter 196 of the Laws of 2024.)

Chapter 196 expands the requirement for every police, judicial officer, and coroner to investigate personal injury accidents to include those involving e-bikes and e-scooters which have been reported to them, and requires police, judicial officer, and coroner accident investigation reports to include information on the type or types of vehicles involved, including passenger motor vehicles, commercial motor vehicles, motorcycles, limited use motorcycles, off-highway motorcycles, e-scooters, e-bikes, and/or bicycles.

The new law also expands the provision requiring police officers to investigate serious physical injury and fatal crashes to include e-bikes and e-scooters, requires DMV to provide space on accident report forms for persons to indicate the type or types of vehicles involved, and requires every person operating an e-scooter which is involved in a crash on a public highway in which a person other than the operator is killed or suffers serious physical injury to report such crash to DMV within ten days after the operator learns of the death or serious physical injury.

Registration of Limited Use Motorcycles

(A.8450-B, Bores; Chapter 198, Laws of 2024)

Reports over the past year of an increase in the use of mopeds, legally known as limited use motorcycles, in New York have indicated a related increase in crashes involving these vehicles. While State law requires moped operators to be licensed, and the mopeds themselves to be registered and insured, problems have arisen when the law is ignored. Operators of unregistered mopeds can ride with impunity,

¹ <https://www.grandviewresearch.com/industry-analysis/us-e-bike-market-report>

endangering pedestrians, cyclists, and motorists, with some incidents even resulting in fatalities. Unlike other vehicle types, like all-terrain vehicles (ATVs), mopeds are not currently required to be registered at the point of sale; instead, owners are required to apply for registration directly with DMV. Because these vehicles are sometimes viewed by the general public as “scooters,” buyers may not be aware of the requirement for the vehicle to be registered and insured.

To address this gap and thereby increase roadway safety, the Legislature enacted Chapter 198 of the Laws of 2024 (A.8450-B, Bores) to require all mopeds to be registered with DMV at the point of sale.

Charter Bus Seat Belts

(A.8557, Magnarelli; Chapter 434, Laws of 2024)

New York was the first state in the nation to enact a law requiring drivers and front-seat passengers to wear seat belts in passenger vehicles. Over the years, the law was amended to require child safety and booster seats, rear-seat passenger use of seat belts, seat belt use in other vehicles including taxicabs and liveries, and to require bus drivers to be belted. The safety afforded by seat belt use is undisputed; the National Highway Traffic Safety Administration estimated that seat belt use in passenger vehicles saved an estimated 14,955 lives in 2017 (the most recent data available.) Data compiled by the Institute for Traffic Safety Management and Research (ITSMR) at the University at Albany shows that New York’s seat belt usage rate hit 94% in 2023, up from 92% in 2022.

In the fall of 2023, a charter bus carrying students and staff from Farmingdale High School crashed while on route to a band camp. Tragically, two adult chaperones on the trip were fatally injured. This and other recent charter bus crashes highlight the importance of wearing seat belts in motor vehicles. While federal law requires that charter buses be equipped with combination lap/shoulder seat belts, it does not require that they be used. Instead, seat belt use requirements are left to the states.

Thus, the Legislature enacted Chapter 434 of the Laws of 2024 (A.8557, Magnarelli.) This new law, modeled after other recently enacted laws in New York that expanded seat belt use to stretch limousines, defines “charter bus” and requires charter bus passengers who are eight years of age or older to use the provided seat belts. Violations are subject to a maximum \$50 civil fine, and if the unbelted passenger is under the age of 16 years, tickets may only be issued to their parent or guardian who must have been present at the time of the violation. Bus drivers cannot be ticketed for passenger violations. The new law provides an affirmative defense from a violation if the charter bus is not equipped with seat belts, or if the seat belts were not clearly visible, accessible, or maintained in good working order.

New York City Speed Limit (“Sammy’s Law”)

(A.8806-C, Part 00, Budget; Chapter 56, Laws of 2024)

Vehicle and Traffic Law section 1642 authorizes the City of New York to set a maximum speed limit of 25 miles per hour (mph) applicable throughout the entire city or within designated areas of the city with the exception of school speed limits. Part 00 of Chapter 56 of the Laws of 2024 (A.8806-C, Budget) amends provisions of this law to allow the city to reduce that maximum speed limit to 20 mph, and to reduce from 15 mph to 10 mph the lowest maximum speed limit that can be set on particular streets to implement traffic calming measures.

Additionally, Part 00 requires that a speed limit applicable citywide can only be raised or lowered by a local law, clarifies that community boards are authorized to issue advisory opinions prior to the raising or lowering of speed limits applicable citywide or in designated areas of the city, requires that speed limits on portions of highways consisting of 3 or more vehicular travel lanes in the same direction outside of Manhattan be at least 25 mph, and during the first 60 days that a new lower citywide speed limit is in effect requires speed camera notices of liability to be based off the previous speed limit.

Part 00 also expands the contents of the biannual report to the Governor and Legislature on speed limits established pursuant to these provisions to include an explanation of the reasons for setting lower speed limits, how those lower speed limits comply with engineering standards, and how they will ensure that motor vehicles can operate at safe speeds in a manner that optimizes the safety and convenience of all road users. Finally, Part 00 authorizes police officers to issue warnings rather than tickets during the first six months after a lower citywide or traffic calming speed limit is set, if the driver is going less than 15 mph over the posted limit, and requires the New York City DOT to implement an education campaign which must, at a minimum, alert drivers to the passage of the new law, and educate drivers of the dangers of speeding and the dangers of crashes involving pedestrians.

License Plate Obstruction

(A.8806-C, Part WW, Subpart A; Chapter 56, Laws of 2024)

With the rise in popularity of motor vehicles in the late nineteenth century, it became harder to identify individual vehicles and their owners, leading New York to become the first state in the nation to require motor vehicle registrants to create and attach license plates to their vehicles. It wasn’t until 1910 that New York began requiring the use of state-issued license plates. License plates have always served an important role in facilitating the enforcement of traffic and parking laws by police officers and other enforcement agents, hence the law required that the plates be kept clean and readable, and banned coverings. With the rise in the use of cameras

for the collection of tolls and for the enforcement of certain traffic laws, license plate readability has become even more critical.

To address incidents of toll evasion as well as attempts to avoid detection by traffic enforcement cameras, Subpart A of Part WW of Chapter 56 of the Laws of 2024 (A.8806-C, Budget) amends various provisions of the Vehicle and Traffic Law relating to license plate obstruction. The provisions of Subpart AA include prohibiting the covering of a license plate with any material appearing to be a number plate but which in fact was not officially issued.

Subpart A increases fines for knowingly covering or coating a license plate with a material or substance that conceals or obscures the plate or that distorts a photographic image of the plate, or for covering a plate with a false plate, or obstructing the plate with any part of the vehicle or anything carried on the vehicle. Upon conviction, persons are required to surrender the glass or plastic covering or the false plate, and the new law allows courts to order either the removal of any material or substance concealing or obscuring the plates or the replacement of the plates. However, the law authorizes police officers to not issue a ticket if the officer requests that the violation is repaired in their presence, and courts may dismiss tickets if the violation was corrected within one business day of the ticket date.

Additionally, Subpart A authorizes the suspension of the registration of a vehicle where its owner has been convicted three or more times within five years of these license plate violations, or for failing to surrender the glass or plastic covering or the false license plate, or for failing to remove any material or substance concealing or obscuring the plate, or for failing to replace the license plate or plates. DMV also may deny a registration or renewal application to any other person for the same vehicle, or any other vehicle registered in the name of the applicant where DMV determines the applicant's intent is to evade the purposes of this suspension.

Finally, Subpart A prohibits the sale, offering for sale, or distribution of any plate cover, material, or device for the purpose of installation on, near or around a number plate that will obstruct or obscure all or any part of the plate's distinguishing number or other identification marks, or any material appearing to be a license plate that has not been lawfully issued, for display as proof of a vehicle's registration.

Stretch Limousines

(A.8808-C, Part K, Budget; Chapter 58, Laws of 2024)

(A.2304, Paulin; Passed Assembly)

Many laws regarding the safety of stretch limousine travel were enacted in 2019 and 2020. These laws addressed a wide variety of aspects of transportation by stretch limousine, including but not limited to: penalties for safety violations;

authorization for the seizure of license plates and the impounding or immobilization of stretch limousines that fail DOT inspections; prohibiting the removal of federal motor vehicle safety certification labels; prohibiting vehicle inspections by non-DOT facilities; increasing insurance limits; prohibiting U-turns by stretch limousines; providing transparency on information on stretch limousines, certain commercial vehicles, and stretch limousine driver qualifications; imposing requirements on drivers including mandated pre-employment and random drug and alcohol testing, and the holding of commercial drivers' licenses; requiring the installation of commercial global positioning equipment when standards for such equipment have been federally established; and requiring the use of seat belts. Building upon the numerous and significant laws enacted over that two-year period, the Legislature in 2024 adopted additional legislation in the State Fiscal Year (SFY) 2024-25 budget to further improve the safety of stretch limousines and the traveling public.

Part K of Chapter 58 of the Laws of 2024 (A.8808-C, Budget) included provisions establishing a fine for the operation of a stretch limousine while the vehicle has been placed out of service and its registration suspended following a failed DOT inspection; expanding transparency of limousine and commercial vehicle safety information; imposing requirements for rollover and anti-intrusion protection; requiring additional safety equipment to break windows and provide fire protection as well as providing emergency egress; requiring the retirement of stretch limousines that have reached 10 years or 350,000 miles, whichever occurs first; and establishing pre-trip passenger safety briefings.

Additionally, the Assembly passed a separate bill, A.2304 (Paulin) that would require all DMV inspection stations to post a notice in their establishments stating that they are not authorized to inspect any altered motor vehicles unless the registrant presents a DOT exemption letter. Otherwise, such vehicles would be required to report to a DOT site for inspection. Requiring this notice is intended to prevent oversights by inspection stations and help to prevent other tragedies involving stretch limousine vehicle equipment failure.

Charter Bus Safety

(A.1838-A, Kim; Passed Assembly)

Data on the charter bus industry in New York State indicates that revenue has grown over many years and forecasts continued growth through 2024. Consumers routinely board such buses to visit destinations both within and outside of New York State. News reports have indicated that there have been charter bus accidents involving drivers who were not qualified or were not properly licensed to drive passenger buses. It has also been reported that charter bus companies have operated during periods of time in which they were cited for safety violations.

To provide the general public and passengers with relevant information regarding the status of charter buses and their drivers, the Assembly passed legislation (A.1838-A, Kim) that would require DOT, in consultation with DMV, to establish requirements for charter bus owners and operators to conspicuously display valid DOT operating authority, inspection information, and driver qualifications in locations where they perform contract or common carrier services with charter buses, and within each charter bus itself.

Assembly bill 1838-A also would require DMV to review the bus driver files of each charter bus driver and annually verify whether each such driver holds a valid driver's license that authorizes the operation of a charter bus.

DOT Long-Range Planning

(A.2677-A, Rozic; Passed Assembly)

Section 15 of the Transportation Law requires DOT to formulate a long-range comprehensive statewide master plan for adequate, safe, and efficient transportation at reasonable cost to taxpayers. To provide for additional transparency on DOT capital funding, the Assembly passed A.2677-A (Rozic). This bill would require DOT's master plan to include a minimum 20-year forecast period at the time of adoption, assess long-range needs spanning such period, include a forecast of highway pavement and bridge conditions, and take the following into consideration: the most recent 20-year transportation plan adopted by each Metropolitan Planning Organization (MPO) in the State, and New York's Statewide Transportation Improvement Program (STIP) as required by federal law.

Assembly bill 2677-A also would require DOT to maintain hard copies of the most recent version of the master plan and revisions thereto in DOT's main and regional offices, conduct at least one public hearing in each DOT region when formulating the plan, and maintain on its public website the proposed and adopted long-range comprehensive statewide master plan and all proposed and adopted revisions thereto, and provide a means on such website for the public to submit comments on the plan to the Department.

OUTLOOK FOR 2025

During the 2025 Legislative Session, the Committee will continue to work on legislation affecting various aspects of the State and local transportation systems and the safety of the walking, boating, biking, and motoring public. The issue areas that will be under consideration include those relating to pedestrians, bicyclists, motorists and motor vehicle occupants, the performance of passenger rail, and penalties for various violations, as well as issues relating to the State's transportation infrastructure. Ensuring the safety, efficiency, and cost-effectiveness of transportation infrastructure throughout the State, from roads and bridges to rail, aviation, port, public transit, and bicycle / pedestrian facilities, remains a priority of the Committee.

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

APPENDIX A: 2024 SUMMARY

	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported Favorable To:</u>			
Codes	10	0	10
Judiciary	0	0	0
Ways and Means	31	0	31
Rules	2	0	2
Floor	<u>4</u>	<u>0</u>	<u>4</u>
Subtotal	47	0	47
 <u>Committee Action</u>			
Remaining in Committee	559	44	603
(Assembly Bills Held for Consideration: 8)			
Defeated	0	0	0
Enacting Clause Stricken	<u>13</u>	<u>0</u>	<u>13</u>
Subtotal	572	44	616
 <u>Bill Reference Changed To:</u>			
Ways and Means	<u>10</u>	<u>0</u>	<u>10</u>
Subtotal	<u>10</u>	<u>0</u>	<u>10</u>
TOTAL:	629	44	673

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.402-B Rozic S.760-B Liu	Prohibits reckless driving in parking lots.	Chapter 436
A.2487-A Hevesi S.1900-A Stavisky	Allows renewal of parking permits to severely disabled persons without updated medical certification or additional medical documents.	Chapter 205
A.3120-A Magnarelli S.9504-A Cooney	Increases penalties for illegally passing a stopped school bus.	Chapter 433
A.4066-B Burgos S.5085-C Kennedy	Clarifies scope of motor vehicle franchisor compensation to motor vehicle dealers for warranty agreements and service contracts.	Chapter 301
A. 4089-A Maher S.6469-A Rolison	Designates a portion of State Route 747 in the Town of Montgomery, Orange County, as the "Steve Nicoli Memorial Highway" and requires DOT to install and maintain signage.	Chapter 444
A.4914-B Kelles S.4262-B Webb	Designates a bridge on State Route 34B in the Town of Lansing, Tompkins County, as the "Peter Wheeler Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 295
A.4924-B Angelino S.5937-B Oberacker	Designates a bridge on State Route 79 in the Town of Greene, Chenango County, as the "SP4 Herman Emil Anders, Jr. Memorial Bridge" and requires DOT to install and maintain adequate signage.	Chapter 446

A.5259-A Dinowitz S.2812-A Gounardes	Extends the City of New York's authorization to establish a red-light camera pilot program for five years and expands the program to a total of 600 intersections.	Chapter 437
A.5564-B K. Brown S.9262 Martinez	Designates a bridge in the Town of Islip, Suffolk County, as the "Senior Investigator Thomas M. O'Neill Memorial Bridge" and requires DOT to install and maintain adequate signage.	Chapter 300
A.6287-D Brook-Krasny S.9764 Scarcella-Spanton	Designates a portion of Interstate Route 278 in Kings County, as the "Fort Hamilton Veterans Memorial Highway" and requires DOT to install and maintain adequate signage.	Chapter 456
A.6930-A Burgos S.6670-A Sepulveda	Allows for the renewal of for-hire vehicle licenses that expired during the Covid-19 pandemic in New York City.	Chapter 382
A.7029-A Burdick S.6550-A Mayer	Authorizes the Town of Harrison to expand its residential parking permit system within the town, subject to statutory requirements.	Chapter 269
A.7123-A JA Giglio S.7588-A Palumbo	Designates a bridge in the Town of Brookhaven, Suffolk County, as the "NYPD Detective Brian P. Simonsen Memorial Bridge" and requires DOT to install and maintain signage.	Chapter 297
A.7628-A Bores S.9419 Cooney	Requires the investigation and reporting of certain crashes involving bicycles with electric assist and electric scooters.	Chapter 196

A.7956-A DiPietro S.8338-A Borrello	Designates a portion of State Route 19 between the Town of Gainesville and the Village of Gainesville, Wyoming County, as the "T Sgt Walter Shearing Memorial Highway" and requires DOT to install and maintain adequate signage.	Chapter 452
A.8147-A Hawley S.7679-A Borrello	Designates a portion of State Route 77 in the Town of Darien, Genesee County, as the "Sgt Terry James Garigen Memorial Highway" and requires DOT to install and maintain adequate signage.	Chapter 221
A.8186-A DeStefano S.7707-A Murray	Designates a bridge in the Town of Brookhaven, Suffolk County, as the "Medford FD Commissioner Niel Marturiello Memorial Bridge," and requires DOT to install and maintain adequate signage.	Chapter 298
A.8187-A Gray S.8101-A Walczyk	Designates a bridge on State Route 12E in the Village of Chaumont, Jefferson County, as the "Michael J. Finerson Memorial Bridge," and requires DOT to install and maintain adequate signage.	Chapter 299
A.8275-A Berger S.2739-A Comrie	Requires DMV to make available information on how a person may register in the New York State organ and tissue donor registry for distribution where the mandatory 5-hour pre-licensing course is given.	Chapter 477
A.8359 Sayegh S.8121 Stewart-Cousins	Designates a bridge in the City of Yonkers, Westchester County, as the "Detective Sergeant Frank Gualdino Memorial Bridge," and require the Department of Transportation (DOT) to install and maintain adequate signage.	Chapter 296

A.8450-B Bores S.7703-B Hoylman-Sigal	Requires the registration of limited use motorcycles, commonly referred to as “mopeds,” at the point of sale.	Chapter 198
A.8490 Magnarelli S.8051 Harckham	Clarifies provisions of Chapter 686 of the Laws of 2023 relating to the display of green lights on vehicles of mobile crisis team members.	Chapter 71
A.8491 Magnarelli S.8083 Kennedy	Clarifies provisions of Chapter 707 of the Laws of 2023 relating to railroad crew size.	Chapter 79
A.8498 Barclay S.8045 Walczyk	Clarifies provisions of Chapter 690 of the Laws of 2023 relating to minimum maintenance roads in the Town of Lorraine.	Chapter 108
A.8539 Benedetto S.8025 Bailey	Clarifies provisions of Chapter 756 of the Laws of 2023 relating to digital billboards in proximity to Co-op City in the City of New York.	Chapter 66
A.8557 Magnarelli S.9361 Cooney	Requires charter bus passengers aged 8 years and older to wear seat belts.	Chapter 434
A.8960-B Shimsky S.9305-A Stewart-Cousins	Authorizes the Town of Greenburgh to establish and implement a five-year red-light camera pilot program.	Chapter 442
A.8982-A Fall S.8469-A Scarcella-Spanton	Increases base pilotage tariffs at Sandy Hook, Sands Point and Execution Rocks.	Chapter 128
A.8998-B Tapia S.4550-B May	Restricts the construction of new schoolhouses within 500 feet of controlled-access highways, with exceptions.	Passed Both Houses

A.9359-A Shrestha S.8607-A Hinchey	Authorizes the City of Kingston to establish and implement a five-year school zone speed camera pilot program.	Chapter 438
A.9578 Jean-Pierre S.6715-B Martinez	Designates a bridge on State Route 109 in the Town of Babylon, Suffolk County, as the “Lieutenant Commander Phillip Wayne Johnson Memorial Bridge” and requires DOT to install and maintain adequate signage.	Chapter 448
A.9846-A Bendett S.8939-A Ashby	Designates a portion of State Route 40 in the Town of Schaghticoke, Rensselaer County, as the “Assemblyman Pat M. Casale Memorial Highway” and requires DOT to install and maintain adequate signage.	Chapter 454
A.9914 Pretlow S.9161 Stewart-Cousins	Extends the City of Yonkers’ authorization to establish a red-light camera pilot program for five years.	Chapter 163
A.9954 Paulin S.9146 Fernandez	Extends the City of New Rochelle’s authorization to establish red-light camera pilot program for five years.	Chapter 440
A.9956 Pretlow S.9735 Bailey	Extends the City of Mount Vernon’s authorization to establish a red-light camera pilot program for five years.	Chapter 443
A.9963-A Otis S.9043-A Mayer	Authorizes the Village of Port Chester to establish a residential parking permit system within the village, subject to statutory requirements.	Chapter 280
A.10011 Fahy S.9108 Breslin	Extends the City of Albany’s authorization to establish red-light camera pilot program for five years.	Chapter 439

A.10021-A Jones S.9251-A Stec	Designates a bridge on State Route 9 in the Towns of Peru and Ausable, Clinton County, as the "Captain Christopher J. Garrow Memorial Bridge," and requires DOT to install and maintain adequate signage.	Chapter 315
A.10034 Shimsky S.9122 Stewart-Cousins	Permanently extends the authorization for the Village of Dobbs Ferry to establish a residential parking permit system.	Chapter 281
A.10109 Ra S.9176 Martins	Extends Nassau County's authorization to establish a red-light camera pilot program for five years.	Chapter 441
A.10132 Rules (Paulin) S.9237 Mayer	Extends the City of White Plains' authorization to establish a red-light camera pilot program for five years.	Chapter 435
A.10287 Stern S.9433 Mattera	Extends for one year an authorization relating to the conveyance of State property from DOT to the Town of Huntington, Suffolk County.	Chapter 287
A.10312 Rules (McDonald) S.9338 Ashby	Designates a bridge in the City of Rensselaer, Rensselaer County, as the "CW2 Casey N. Frankoski Memorial Bridge," and requires DOT to install and maintain adequate signage.	Chapter 455
A.10523-A Rules (Gunther) S.4563-A Skoufis	Designates a portion of State Route 17M in the Town of Wallkill, Orange County, as the "Private First Class Richard Cleveland Dunn Memorial Highway," and requires DOT to install and maintain signage.	Chapter 451

APPENDIX C: BILLS THAT PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.146 Magnarelli S.3132 Mannion	Would direct the New York State Thruway Authority to offer free commuter passes within the Syracuse area.
A.1838-A Kim	Would require DOT to establish requirements for the display of operating authority, inspection information, and driver qualifications by charter bus operators, and require DMV to annually review charter bus driver files.
A.2304 Paulin S.6711 May	Would require DMV-licensed motor vehicle inspection stations to post a sign notifying the public that they are not allowed to inspect stretch limousines.
A.2546 Colton S.4194 Sanders	Would require the dismissal of parking violations where any information required to be contained thereon is missing, misdescribed, or illegible.
A.2677-A Rozic S.6154 Skoufis	Would impose requirements on DOT relating to long-range comprehensive statewide transportation planning.
A.3073-B Paulin S.9037 May	Would require persons 16 and 17 years old to wear a helmet when riding a class one or class two bicycle with electric assist.
A.3119-A Jones S.2035-A Stec	Would designate a bridge in the Town of Ellenburg, Clinton County, as the "Samuel Trombley Memorial Bridge" and require DOT to install and maintain signage.
A.5409 Gunther S.1129 Skoufis	Would authorize the solicitation of donations, within statutory parameters, on the shoulders of certain State highways within towns.
A.7249 Magnarelli	Would provide technical corrections to statutory provisions relating to photo enforcement demonstration programs.

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.7652 Steck S.7546 Tedisco	Would authorize the City of Schenectady to establish and implement a four-year school zone speed camera pilot program.
A.7653 Steck S.7545 Tedisco	Would authorize the City of Schenectady to establish and implement a four-year red-light camera pilot program.
A.7844-A Durso S.8790-A Weik	Would designate a portion of State Route 27A in the Village of Babylon, Suffolk County, as "Charlie Bunker Sr Way" and require DOT to install and maintain adequate signage.
A.8190-A Magnarelli S.9436-A Cooney	Would direct DMV to conduct a study of motor vehicle safety inspection requirements and fees.
A.9261 Palmesano S.7757-A O'Mara	Would designate a portion of State Routes 96, 96A, and 5 & 20 as the "Between Cayuga and Seneca Lakes Wine Trail".
A.9511-A Palmesano S.8798-A O'Mara	Would designate a portion of State Route 14 between the Town of Milo and the Village of Dresden, Yates County, as the "Sergeant James S. Hayes Memorial Highway".