



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, 2017

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 2017 Annual Report of the Assembly Standing Committee on Transportation.

During the 2017 Legislative Session, the Committee considered many important bills aimed at improving transportation systems, enhancing the safety of the State's roadways and waterways, and improving the health and safety of the general public.

Effectively addressing the safety of motorized and non-motorized persons traveling roadways and waterways requires an integrated and comprehensive effort that incorporates elements of enforcement, engineering, and education. Multiple approaches are necessary to create conditions supportive of increased mobility, safety, improved health, and economic goals. The Committee this year was successful in obtaining the enactment of legislation that focuses on the education component of this multi-pronged approach. First, a new law was passed to educate new drivers on motorcycle safety through the mandatory pre-licensing course, the driver's license manual, and the driver's license written test. A second new law expands upon the availability of boater safety courses, thereby enhancing the safety of the rivers, lakes, streams, canals, harbors and other waterways enjoyed by residents and visitors all across the State.

New York is among the top ten states with the lowest number of fatalities per vehicle miles travelled, and data has shown a general downward trend in the number of serious injuries caused by vehicle crashes. However, there always remains room for continued improvement. Occupant restraints, whether in the form of seat belts or child safety seats, have proven to drastically decrease fatal and serious injuries. To that end, legislation was enacted this year to expand the seat belt requirement to drivers and front seat passengers over age sixteen in taxi and livery vehicles. Legislation also was enacted to require the use of rear-facing child safety seats until children are at least two years of age or exceed a seat's size limitations.

The continued reduction of crashes, fatalities and injuries caused by drivers impaired by alcohol and/or drugs is also critical to public health and safety. New York's comprehensive system of strict laws, combined with effective enforcement, prosecution, adjudication, and offender programs including addiction treatment, has proven to be successful. Building upon that success, the Committee this year was instrumental in the enactment of legislation to enhance efforts to determine whether drivers involved in crashes were intoxicated or impaired.

In 2018, 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 2017 Session. With your continued leadership, we look forward to developing new programs and initiatives for the 2018 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

**2017 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  
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  
Sean M. Ryan  
Tremaine Wright

**Minority**

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

**Staff**

Christian Malanga, Assistant Secretary for Program and Policy  
Julie A. Barney, Principal Analyst  
David Gordon, Associate Counsel  
Frank Keophetlasy, 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 500 public and private aviation facilities provide service to more than 47 million passenger enplanements 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. Almost 77 million tons of freight is transported annually on approximately 4,200 route miles of rail track. About 1.7 million riders use Amtrak's Empire and Adirondack services, and millions of 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 2017 Legislative Session, 771 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including legislation to improve vehicle occupant protection through enhanced seat belt and child safety seat requirements, to increase driver awareness of motorcycles, and to further deter incidents involving drunk or drugged drivers.

The Committee conducted a public hearing on Friday, December 15, 2017, on the impact of the 2017-2018 enacted State budget on the Department of Transportation Capital Program.

## **2017 LEGISLATIVE ACTION**

### **Seat Belt Use in Taxis and Liveries**

(A.1258, Pretlow; Chapter 340, Laws of 2017)

New York State's seat belt law, adopted in 1984 as the first such law in the nation, required drivers, all front seat passengers, and rear seat passengers up to the age of 10 years to be restrained by safety belts and/or child safety seats as appropriate. Subsequent amendments that were made periodically to this law increased the minimum age of rear seat passenger use to include all those under the age of 16, modified the child safety seat provisions to include booster seats for passengers under the age of eight, and removed the exemption of fire vehicles and ambulances operated by volunteer fire companies and volunteer ambulance services from seat belt requirements. While seat belt use in New York has risen drastically over the years, from 16 percent in the year prior to the law's original 1984 enactment to 92 percent in 2016, the mean average number of unrestrained occupant fatalities has remained at about 173 over the five-year period 2012-2016.

The National Highway Transportation Safety Administration (NHTSA) continues to maintain that using seat belts is the most effective way to prevent deaths and injuries in all vehicular crashes. NHTSA states that persons who buckle up in the front seat of a passenger-style car reduce their risk of fatal injury by 45%, and their risk of moderate to critical injury by 50%. Nationwide, of the more than 35,000 people killed in motor vehicle crashes, almost half were not wearing seat belts. Seat belts saved an estimated 14,000 lives in 2015, and NHTSA indicates that the lives of an additional 2,800 people could have been saved had they been wearing seat belts.

In its continued efforts to improve public safety, the Committee this year approved a bill (A.1258, Pretlow; Chapter 340, Laws of 2017) removing other seat belt exemptions. Chapter 340 prohibits the operation of a taxi or livery vehicle unless its operator is restrained by a safety belt, and prohibits any person 16 years of age or older from being a front seat passenger in such vehicles unless he or she is restrained by a safety belt. Violations are subject to a maximum \$50 civil fine, with an affirmative defense that the taxi or livery was in violation of a law requiring safety belts that are installed in a taxi or livery to be clearly visible, accessible, and in good working order.

### **Boating Safety**

(A.7405-B, Thiele; Chapter 386, Laws of 2017)

Over the course of the last 44 years, New York has experienced an 83.3% decline in recreational boating fatalities, while the number of registered watercraft has increased by 20%. As stated in the State's most recent Recreational Boating Report, this significant decrease can be contributed to certain key factors relating to equipment, enforcement, and educating boaters on safe vessel operation.

Although the State does not require recreational boat operators to be licensed, current law imposes boating safety certificate requirements on certain motorboat and personal watercraft operators. To obtain a boating safety certificate, persons must successfully complete an approved safe boating course teaching the fundamentals of safe boating operation. As of 2016, more than 23,000 people attended either a classroom or online safe boating course.

Assembly bill 7405-B (Thiele; Chapter 386 of the Laws of 2017) expands the availability of safe boating courses by authorizing the U.S. Sailing Association



("Association") to issue boating safety certificates for the completion of a powerboating course approved by the Office of Parks, Recreation and Historic Preservation which is offered by the Association. In addition, the new law expands a statute that currently authorizes courts to require persons convicted of various Navigation Law violations to complete a boating safety course of the State, the U.S. Power Squadrons or the U.S. Coast Guard, by adding the Association's approved courses as an option.

### **Motorcycle Safety**

(A.7486-A, Crespo; Chapter 355, Laws of 2017)

Motorcycles are a popular means of transportation for many New Yorkers. Statewide there were more than 350,000 motorcycle registrations in force in 2017, a 17% increase over the past decade. Along with the benefits of using a motorcycle come considerable risks. The National Highway Traffic Safety Administration (NHTSA) reports that motorcycle rider fatalities account for 14 percent of total accident fatalities. In an attempt to reduce the prevalence of fatalities and serious injuries, State law requires every person in New York State who applies for a motorcycle operator's license to complete a motorcycle safety course. State law also requires every person who applies for a New York State driver's license to successfully attend a five hour pre-licensing course, and to take and pass a written examination.

Motorcycle crashes can occur because of the failure of other drivers to be aware of motorcycle traffic on the road. Seeking to improve other drivers' awareness of motorcycles operating alongside them, the Committee advanced legislation (A.7486-A, Crespo; Chapter 355, Laws of 2017) requiring the Department of Motor Vehicles (DMV) to provide a mandatory "motorcycle safety" component in the mandatory five-hour pre-licensing course, and to

include motorcycle safety information in the learner's permit driving manual. Chapter 355 also authorizes the inclusion of one or more motorcycle safety questions on the driver's license written test. The inclusion of motorcycle safety and awareness components in pre-licensing education and in the testing of new drivers is intended to help prevent motorcycle crashes, injuries and fatalities involving other drivers sharing the road with motorcycle traffic.

### **Driving While Intoxicated**

(A.7572, Benedetto; Chapter 489, Laws of 2017)

Under current law, police officers are required to investigate any fatal or serious physical injury motor vehicle accident which they either discover, or which is reported to them within five days of its occurrence. The law also provides that motor vehicle operators are deemed to have given their consent to a chemical test to determine the alcohol or drug content of their blood, breath, urine or saliva at the direction of a police officer having reasonable grounds to believe that the driver was operating while intoxicated or impaired.

Chapter 489 of the Laws of 2017 requires police officers, when present at the scene of a crash, to request that all operators of involved motor vehicles submit to a field sobriety test, provided that there are reasonable grounds to believe the operator committed a serious traffic violation in the same crash. The new law defines "serious traffic violation" as a violation of specific provisions of the Vehicle and Traffic Law, specifically Articles 23 (obedience to traffic laws), 24 (traffic signs, signals and markings), 25 (driving on the right, overtaking and passing), 26 (right of way), 28 (turning, starting and signals), 29 (special stops), 30 (speed restrictions), and Sections 511 (aggravated unlicensed operation), 600 (leaving the scene) and 1212

(reckless driving.) The new law requires police officers to include the results of field sobriety tests, or refusals of such tests, in police investigation reports.

### **Child Occupant Safety**

(A.8100, Galef; Chapter 393, Laws of 2017)

The National Highway Traffic Safety Administration (NHTSA) recently released data showing that, nationwide in 2016, there were 297 motor vehicle occupants under the age of five who were killed, and 46,000 who were injured, in motor vehicle crashes. The Centers for Disease Control and Prevention (CDC) confirms that motor vehicle crashes remain the leading cause of death among children in the United States. Experts agree that children who are restrained in age- and size-appropriate car seats have a reduced risk of serious and fatal injuries. Specifically, according to the CDC, car seat use reduces the risk of death to infants (aged <1 year) by 71%, and to toddlers (aged 1–4 years) by 54% in passenger vehicles.

In order for car seats to provide maximum protection for child occupants, the seats must be used properly. The American Academy of Pediatrics (AAP) currently recommends that toddlers remain buckled into rear-facing seats until age two, or until they exceed the seat manufacturer's height and weight limits. In making this recommendation, AAP points to studies finding that there is a 75% reduction in the likelihood of dying or being severely injured if a child under age two years is restrained in a rear-facing child seat, and that rear-facing seats are five times safer than forward-facing. Rear-facing seats distribute the force of a crash over the entire body, thereby improving support to the head, neck and spine of young occupants involved in a crash.

Thus, to build upon laws designed to protect some of the most vulnerable vehicle occupants, the Committee was successful in obtaining the enactment of legislation (Chapter 393 of the Laws of 2017) prohibiting the operation of a motor vehicle with a child passenger under the age of two unless the child is restrained in a rear-facing child safety seat. This new law also allows a child to be restrained in a forward-facing seat if he or she exceeds the occupant size and weight recommendations of the manufacturer of the rear-facing seat. Chapter 393 takes effect on November 1, 2019.

## **PUBLIC HEARING**

### **Impact of the State Budget on the DOT Capital Program**

**Albany, Friday, December 15, 2017**

The Assembly Standing Committee on Transportation convened a public hearing in Albany on December 15, 2017, to seek information and testimony on the impact of the 2017-2018 enacted State budget on the Department of Transportation Capital Program. The hearing provided an opportunity to obtain pertinent budgetary information and assess progress on the DOT's capital program funded by the 2017-2018 enacted State budget.

Witnesses providing oral testimony included the New York Public Transit Association, the New York State Association of Town Superintendents of Highways, the New York State County Highway Superintendents Association, Associated General Contractors of New York State, the New York Aviation Management Association, and the American Council of Engineering Companies of New York. Written testimony was submitted by the New York State Department of Transportation and the New York Bicycling Coalition.

Testimony covered a range of issues relating to various components of the capital program including an overview of the overall capital program and various projects; the use of resources in support of more sustainable, walkable and bikeable communities; and, the participation of Minority- and Women-Owned Business Enterprises in State-funded projects. Testimony also relayed information regarding the use to date of the funding allocated to transit providers, local roads and bridges, and aviation together with the on-going needs in these transportation modes; the growing demand for mobility

choices; the need for continued investment at appropriate levels to help extend the life of, maintain, and manage transportation assets; the role of transportation in the economy, environment, public health and safety, and in quality of life; and, the overall importance of securing long-term and stable federal funding to support transportation capital needs.

**OUTLOOK FOR 2018**

During the 2018 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: 2017 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	0	0	0
To Ways and Means	35	0	35
To Codes	13	0	13
To Rules	4	0	4
To Judiciary	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>52</b>	<b>0</b>	<b>52</b>
<b><u>Bills Having Committee Reference Changed</u></b>			
To Mental Health Committee	1	0	1
To Agriculture Committee	1	0	1
To Corporations Committee	2	0	2
To Tourism Committee	<u>1</u>	<u>0</u>	<u>1</u>
<b>Total</b>	<b>5</b>	<b>0</b>	<b>5</b>
<b><u>Senate Bills Substituted or Recalled</u></b>			
Substituted		14	14
Recalled		<u>7</u>	<u>7</u>
<b>Total</b>		<b>21</b>	<b>21</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>	33	0	33
<b><u>Bills Never Reported, Died in Committee</u></b>	512	136	648
<b><u>Bills Having Enacting Clauses Stricken</u></b>	12	0	12
<b><u>Motions to Discharge Lost</u></b>	<u>0</u>	<u>0</u>	<u>0</u>
<b>TOTAL BILLS IN COMMITTEE</b>	<b>614</b>	<b>157</b>	<b>771</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.282-A Santabarbara S.3936-A Young	Requires DMV to issue distinctive "AMVETS" license plates.	Chapter 105
A.361 Englebright S.983 LaValle	Clarifies Chapter 443 of the Laws of 2016, in relation to "Cure Childhood Cancer" distinctive license plates.	Chapter 21
A.580 Buchwald S.4396 Murphy	Clarifies Chapter 370 of the Laws of 2016, in relation to the "Marine Corporal James J. Jackowski Memorial Highway."	Chapter 31
A.695 Magnarelli S.2205 DeFrancisco	Directs the Thruway Authority to issue short-distance commuter permits for no charge, between certain interchanges.	Vetoed, Memo 162
A.1112-B Paulin S.2139-B Serino	Requires DMV to issue distinctive "Veteran of the Iraq War" and "Veteran of the Afghanistan War" license plates.	Chapter 107
A.1258 Pretlow S.5749 Golden	Requires drivers and front seat passengers aged 16 years and older in taxi and livery vehicles to wear seat belts.	Chapter 340
A.1501-B Gantt S.6456-A Robach	Eliminates the DMV Traffic Violations Bureau in the City of Rochester, and authorizes the establishment of an administrative bureau to assist the Rochester City Court in the adjudication of traffic violations.	Chapter 157

A.1571-B Skoufis S.5431-A Larkin	Requires DMV to issue distinctive “Appalachian Trail” license plates.	Chapter 109
A.2031-A Fahy S.894-A Amedore	Designates a portion of State Route 146 in the Town of Guilderland, Albany County, as the “Major General Harold J. Greene Memorial Highway” and requires DOT to install signage.	Chapter 73
A.2998 Byrne S.964 Murphy	Redesignates the “Army Captain Clayton Carpenter Memorial Highway” as the “Major Clayton Carpenter Memorial Highway”.	Chapter 37
A.3026 Fahy S.3527 Breslin	Authorizes the transfer of a portion of State Route 85 from DOT to the Town of Bethlehem.	Chapter 235
A.3836-A MG Miller S.2393-A Gallivan	Requires DMV to issue distinctive “Kiwanis International” license plates.	Chapter 230
A.3910-A Crouch S.4473-A Akshar	Designates a bridge on State Route 97 in the Town of Hancock, Delaware County, as the “SSG Justin R. Whiting Memorial Bridge” and requires DOT to install signage.	Chapter 282
A.3913-A Crouch S.4475-A Akshar	Designates a bridge on State Route 97 in the Town of Hancock, Delaware County, as the “Lt. Cameron N. Hall Memorial Bridge” and requires DOT to install signage.	Chapter 283
A.3922-A Crouch S.4477-A Akshar	Designates a bridge on State Route 97 in the Town of Hancock, Delaware County, as the “David H. Newman Sr. Memorial Bridge” and requires DOT to install signage.	Chapter 177

A.4005-A Crouch S.4474-A Akshar	Designates a bridge on State Route 206 crossing the Susquehanna River in the Town of Bainbridge, Chenango County, as the “Hugh A. Kearney Memorial Bridge” and requires DOT to install signage.	Chapter 241
A.4742-A Giglio S.2585-A Young	Extends the designation of the “Private First Class Duane C. Scott Memorial Highway” to the entirety of State Route 275 within Allegany County, and requires DOT to install and maintain adequate signage.	Chapter 181
A.5698-A Garbarino S.3944-A Boyle	Designates a bridge on Oakdale-Bohemia Road crossing State Route 27 in the town of Islip as the “Specialist Matthew E. Baylis Memorial Bridge” and requires DOT to install signage.	Chapter 33
A.5937-A Abinanti S.4418-A Stewart-Cousins	Extends for three years the authorization for the Village of Dobbs Ferry to implement a residential permit parking system.	Chapter 240
A.6216-B Gunther S.1210-C Ortt	Requires DMV to issue distinctive “Healthy Mind, Healthy New York” license plates.	Chapter 228
A.6496-A Woerner S.4662-A Marchione	Designates a bridge on County Route 33 (Ballard Road) crossing Interstate 87 at Exit 16 in the Town of Wilton, Saratoga County, as the “New York State Trooper Timothy Pratt Memorial Bridge” and requires DOT to install signage.	Chapter 95
A.7074-A Brindisi S.2083-A O’Mara	Establishes a Temporary Advisory Board for Upstate Transit Funding.	Vetoed, Memo 161

A.7220 Jones S.5513 Little	Designates a bridge on State Route 22-B crossing the Saranac River in the hamlet of Morrisonville, Towns of Schuyler Falls and Plattsburgh, Clinton County, as the “Gordie Little Memorial Bridge” and requires DOT to install signage.	Chapter 87
A.7229-A Crouch S.5635-A Akshar	Designates a bridge on State Route 97 crossing the Delaware River in the Town of Hancock, Delaware County, as the “Hancock Veterans Memorial Bridge” and requires DOT to install signage.	Chapter 144
A.7405-B Thiele S.5533-B Marcellino	Authorizes the U.S. Sailing Association to issue boating safety certificates for completion of a powerboating course approved by the Office of Parks, Recreation and Historic Preservation.	Chapter 386
A.7486-A Crespo S.2119-A Ritchie	Requires the DMV to provide a mandatory component in “motorcycle safety” in the mandatory 5-hour pre-licensing course, to include motorcycle safety information in the learner’s permit driving manual, and authorizes the inclusion of one or more questions on motorcycle safety on the driver’s license written test.	Chapter 355
A.7503 Woerner S.6679 Tedisco	Authorizes the Town of Malta, Saratoga County, to establish maximum speed limits on local town roads, within statutory parameters.	Chapter 356

A.7534-B Crouch S.6020-B Seward	Designates a bridge on U.S. Route 219 crossing the Cattaraugus Creek in Cattaraugus and Erie Counties as the “Gerard ‘Jess’ Fitzpatrick Memorial Bridge” and requires DOT to install signage.	Chapter 261
A.7572 Benedetto S.5562-A Helming	Requires police officers, when present at the scene of a motor vehicle fatal or serious physical injury accident, to request that all involved vehicle operators submit to a field sobriety test if there are reasonable grounds to believe the operators committed a serious traffic violation.	Chapter 489
A.7654-A D’Urso S.5843-A Phillips	Designates a portion of State Route 101 in the Town of North Hempstead, Nassau County as the “Sergeant James J. Regan Memorial Boulevard” and requires DOT to install signage.	Chapter 147
A.7733 Giglio S.5913 Young	Designates a bridge on U.S. Route 219 crossing the Cattaraugus Creek in Cattaraugus and Erie Counties as the “Gerard ‘Jess’ Fitzpatrick Memorial Bridge” and requires DOT to install signage.	Chapter 149
A.7924-A Titone S.6091-A Savino	Increases base pilotage tariffs at Sandy Hook, Sands Point and Execution Rocks.	Chapter 390
A.8084 Peoples-Stokes S.1704 Parker	Requires DMV to issue distinctive “Sickle Cell Disease Awareness” license plates.	Chapter 375

A.8087 Peoples-Stokes S.1703 Parker	Requires DMV to issue distinctive "Lupus Awareness" license plates.	Chapter 374
A.8100 Galef S.6523 Robach	Prohibits the operation of a motor vehicle with a child passenger under the age of two unless the child is restrained in a rear-facing child safety seat, with exceptions.	Chapter 393
A.8223-A Englebright S.6470-B Marcellino	Increases pilotage fee rates for pilotage on the Long Island Sound and Block Island Sound.	Chapter 392
A.8310 Lopez S.6690 Amedore	Designates a portion of State Route 23-A in Greene County as the "Justine L. Hommel Memorial Highway" and requires DOT to install signage.	Chapter 329
A.8345 Woerner S.213-A Marchione	Establishes the "Upper Hudson Wine Trail."	Chapter 227
A.8378-A Curran S.6549-A Flanagan	Designates a portion of the Southern State Parkway as the "Detective Steven McDonald Memorial Highway" and requires DOT to install signage.	Chapter 172

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

<b><u>BILL/SPONSOR</u></b>	<b><u>DESCRIPTION</u></b>
A.1289 Gantt	Would limit a provision relating to the suspension of licenses and registrations imposed for issuing a dishonored check.
A.6926-A Magnarelli S.2904-A Ritchie	Would extend the period of validity of special hauling permits issued by the Department of Transportation to municipalities.
A.7798-B Glick S.6046-B Peralta	Would expand and extend the New York City school speed zone photo enforcement program.