

**New York State Assembly**  
**Sheldon Silver**  
Speaker



**2013**  
**ANNUAL**  
**REPORT**

Committee on  
**Transportation**

**David F. Gantt**  
Chairman





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, 2013

Honorable Sheldon Silver  
Speaker of the New York State Assembly  
Room 932, Legislative Office Building  
Albany, NY 12248

Dear Mr. Speaker:

I am pleased to submit to you the 2013 Annual Report of the Assembly Standing Committee on Transportation.

During the 2013 Legislative Session, the Committee considered many important bills affecting the traveling public and enhancing safety, particularly for more vulnerable users of various types of transportation modes.

The safety of children through the prevention and reduction of childhood injuries and deaths from motor vehicle-related crashes continues to be a priority of the Committee. While many children are transported to school via school buses, many are now part of a growing trend of being dropped off and picked up at school in private vehicles. Despite measures that various localities have taken to reduce traffic dangers near schools, such as the use of crossing guards and the reduction of speed limits, the increased numbers of private vehicles traveling to and from schools has led some drivers to make U-turns at these locations. This type of movement could increase the potential for crashes between the U-turning vehicle and other vehicles or pedestrians, particularly given the likely congestion occurring during the morning drop-offs and afternoon pick-ups. To address this issue, the Committee was successful in obtaining the enactment of legislation prohibiting U-turns on roadways adjacent to school areas.

School buses in New York State, which transport over 2.3 million children daily, have an excellent safety record. However, over the past four years, 35 students were hit by motorists passing stopped school buses. With more than 50,000 motor vehicles illegally passing stopped school buses on a daily basis, the risk exists for even more deaths and injuries. In an effort to bolster the already high penalties associated with failing to stop for a stopped school bus, the Committee moved legislation that was passed by the Assembly that would ramp up public education on the dangers involved with these violations and encourage the development of proposals to reduce violations.

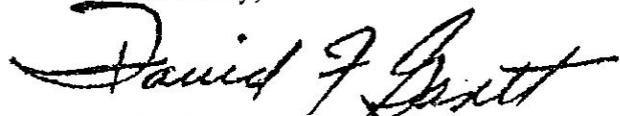
Learning how to drive is a rite of passage for many young people, particularly those who live in more rural and suburban areas having limited or no access to public transportation. Driving a motor vehicle is a complex task that requires a driver's full attention to safely navigate streets and highways. The use of cell phones and electronic devices for texting and accessing the Internet continues to grow, and unfortunately many drivers attempt to combine the tasks of driving and texting. Numerous experts and studies have made it clear that the attention required to engage in texting seriously detracts from a driver's ability to safely operate a motor vehicle. For young drivers, reduced attention combined with inexperience and risk-taking behaviors can have potentially deadly consequences. That is why the Committee enacted legislation calling for the suspension or revocation of probationary and junior drivers' licenses for the offenses of driving while using mobile phones and personal electronic devices.

In 2014, the Committee will continue to explore ways to develop New York State's transportation system and improve its intermodal features in order to facilitate the movement of people and goods throughout the State. The Committee also will continue its work on addressing issues faced by the traveling public.

I would like to take this opportunity to thank the members of the Committee for their support of and contributions to this year's legislative efforts. I also wish to express my gratitude to the State agencies for their assistance and cooperation, and to the staff for their dedication and hard work.

Mr. Speaker, on behalf of the members of the Committee, I want to thank you for your encouragement and support of our efforts throughout the 2013 Session. With your continued leadership, we look forward to a productive Legislative Session in 2014.

Sincerely,

A handwritten signature in black ink, appearing to read "David F. Gantt".

David F. Gantt, Chairman  
Assembly Committee on Transportation

**2013 ANNUAL REPORT  
OF THE  
NEW YORK STATE ASSEMBLY  
STANDING COMMITTEE ON TRANSPORTATION**

**David F. Gantt, Chairman**

**Committee Members**

**Majority**

Harvey Weisenberg  
N. Nick Perry  
Michael Cusick  
Joan L. Millman  
Donna A. Lupardo  
Alan Maisel  
Dennis H. Gabryszak  
Michelle Schimel  
Michael G. DenDekker  
Marcos A. Crespo  
Fred W. Thiele, Jr.  
Edward C. Braunstein  
Harry B. Bronson  
Samuel D. Roberts  
Frank Skartados  
Edward Hennessey  
James Skoufis  
Phillip Steck

**Minority**

David G. McDonough,  
Ranking Minority Member  
Bill Reilich  
Nicole Malliotakis  
Joseph Borelli  
David DiPietro  
Chad Lupinacci  
Bill Nojay

**Staff**

Christian Malanga, Assistant Secretary for Program and Policy  
Julie A. Barney, Principal Analyst  
Michael R. Hernandez, Associate Counsel  
JaMone Turner, Counsel to the Chairman  
Nicholas E. Thony, Legislative Director  
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. 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. Nearly 500 public and private aviation facilities provide service to almost 85 million passengers annually. Four port authorities (NY/NJ, Albany, Oswego, and Ogdensburg), the Port of Buffalo and numerous private ports and waterways handle more than 165 million tons of freight each year. There also are approximately 4,100 route miles of rail in the State, moving almost 68 million tons of freight annually. About 1.6 million riders use Amtrak's Empire and Adirondack services, and over 8.4 million rail passengers pass through Penn Station using Amtrak service with an origin or destination within New York State. Over 130 public transit operators provide service to approximately 7.5 million passengers per day.

The Assembly Transportation Committee is charged with the responsibility of advancing policies for coordinating the management of these systems and ensuring the employment of measures designed to provide and encourage safe travel. The Committee is also responsible for developing and reviewing legislation covering a wide range of topics affecting the movement of people and goods throughout the State.

The Committee's jurisdiction includes oversight and analysis of the activities, including the implementation and administration of programs, of the Departments of Transportation (DOT) and Motor Vehicles (DMV), the New

York State Thruway Authority, and various regional transportation authorities and commissions. Committee action primarily affects the following consolidated laws: Vehicle and Traffic, Highway, Transportation, Navigation, Canal, and Railroad.

### **Summary of Committee Action**

During the 2013 Legislative Session 673 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law such as legislation to enhance the safety of horseback riders, further discourage distracted and drunken driving, and to crack down on speeding. The Assembly also acted upon a number of other bills enhancing traffic and occupant safety, including bills that would have: required all persons over the age of sixteen riding in the rear seat of a motor vehicle to be restrained by a safety belt; required prioritization of motor vehicle accident report processing; and discouraged motorists from illegally passing stopped school buses.

The Committee conducted a public hearing on Thursday, December 5, 2013 on the impact of the State budget on upstate public transit systems.

## 2013 LEGISLATIVE ACTION

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

(A.99, 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 99 (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.

### **Helmets for Horse Riders**

(A.1890, Thiele; Chapter 246, Laws of 2013)

Traumatic brain injury, or “TBI,” is defined by the American Association of Neurological Surgeons (AANS) as a blow or jolt to the head, or a penetrating head injury disrupting the brain’s normal function. The AANS states that sports and recreational activities contribute to approximately 21 percent of all TBIs among American children and adolescents. Horseback riding is in the top twenty sports and recreational activities that contribute to the highest number of estimated head injuries treated in U.S. hospital emergency rooms. In fact, while head injuries comprise about 18 percent of horseback riding injuries, they are the number one reason for hospital admission.<sup>1</sup> From 2001 to 2009, among persons under age 19, horseback riding resulted in the highest number of hospital visits for TBIs (15.4 percent) of any athletic activity.<sup>2</sup>

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<sup>1</sup> “Sports-Related Head Injury,” *American Association of Neurological Surgeons*, December 2011, <http://www.aans.org/Patient%20Information/Conditions%20and%20Treatments/Sports-Related%20Head%20Injury.aspx>, printed 9/4/13.

<sup>2</sup> CDC. “Nonfatal Traumatic Brain Injuries Related to Sports and Recreation Activities Among Persons Aged </= 19 Years – United States, 2001-2009,” *Morbidity and Mortality Weekly Report*, October 7, 2011.

Helmets may not completely prevent serious head injuries, but the AANS notes that the data shows that helmets can reduce head injury severity. To reduce fatal and serious horse riding injuries, the Legislature enacted a bill (A.1890, Thiele, Chapter 246) that increases the age of persons required to wear a helmet when riding horses on a road open to public motor vehicle travel from persons under age fourteen to persons under age eighteen. Additionally, Chapter 246 modifies the age for which horse providers are required to provide protective helmets, from persons under fourteen to persons under eighteen. The new law also increases the fine for violations from a maximum \$50 fine to a maximum \$250 fine.

### **Accident Report Processing**

(A.2206, Titus; Passed Assembly)

Factors contributing to motor vehicle-related deaths and injuries generally fall into two categories: factors that contribute to the actual cause of a crash and factors that contribute to the severity of a crash. Collisions can be caused by factors ranging from the human (e.g., driver inexperience, inattention, alcohol involvement, etc.) to the non-human (e.g., equipment defects, weather, pavement conditions, etc.). The severity of a crash can be attributed to factors such as speed, angle of collision, rigidity of the object impacted, the design of the roadside environment, the vehicle itself, and the location and action of the occupants.

Engineering and the design of the roadside environment can help to reduce both the probability and the severity of vehicle crashes. One of the most important features of a preventative safety program, however, is ensuring that crash data is reported to the appropriate agency in a timely manner. Such data assists agencies in identifying high risk or problem areas and supports a more rapid response in mitigating crash factors at such locations.

Assembly bill 2206 (Titus) is intended to ensure that the data necessary for roadside accident mitigation efforts is available in a more timely manner than current practice allows. It would require DMV to prioritize the processing of accident reports involving serious physical injury or death. Having this data available more quickly after the occurrence of a collision would facilitate prompter responses in making any necessary changes at crash locations to prevent or reduce the severity of potential future crashes.

### **Driving While Intoxicated**

(A.2285-A, Weisenberg; Chapter 169, Laws of 2013)

The State of New York continues to have an exemplary record of fighting drunk driving, based upon strict laws, vigorous enforcement, outstanding local STOP-DWI programs,<sup>3</sup> and public education efforts. In 2010, New York's fatality rate for alcohol-related traffic deaths was 0.27 percent, lower than the 0.34 percent national rate. Alcohol-related crashes represent only approximately 4 percent of all police-reported crashes in New York State, but represent almost one-third (31 percent) of fatal crashes reported by the police.<sup>4</sup>

In 2009, the Legislature took action to continue its efforts to reduce the carnage brought about by drunk driving by enacting Chapter 496 of the Laws of 2009. Chapter 496 made driving while intoxicated (DWI) or while impaired by drugs with a child passenger aged 15 years or younger a felony. Among other provisions, such as those that strengthened the existing crimes of first degree vehicular assault and manslaughter, aggravated vehicular

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<sup>3</sup> "Special Traffic Options Program – Driving While Intoxicated," see *Vehicle and Traffic Law Section 1197*.

<sup>4</sup> New York State Department of Motor Vehicles. *Summary of Motor Vehicle Accidents 2011 Statewide Statistical Summary*. "Accident Summary Totals," Table 1 and "Alcohol-Related (A-R) Accidents," Table 1(P).

assault, and aggravated vehicular homicide, Chapter 496 mandated the installation of ignition interlock devices on vehicles operated by persons convicted of misdemeanor or felony DWI or any DWI-related Penal Law felony.

Various advocates raised concerns that ignition interlock installation rates were low and that the law should be amended to increase this rate. In response to these concerns, the Legislature enacted Chapter 169 of the Laws of 2013 (A.2285-A, Weisenberg). This Chapter raised the minimum period of interlock installation to 12 months, which would be reduced to six months if an offender submits proof of interlock installation and maintenance. Chapter 169 also expands the crime of first degree aggravated unlicensed operation of a motor vehicle (a class E felony) by including the operation of a vehicle on a public highway with a conditional license while intoxicated or impaired. It clarifies that youthful offenders are subject to ignition interlock requirements, calls for the commencement of the interlock period from the earlier of the date of sentencing or the date that an interlock device was installed in advance of sentencing, and clarifies that a finding by a court of good cause for the lack of installation of an interlock device may include a finding that the person is not the owner of a motor vehicle if the person asserts under oath that he or she is not a vehicle owner and will not operate a vehicle during the period of interlock restriction except as may be otherwise authorized by law.

### **U-Turns Adjacent to Schools**

(A.6647-A, Cusick; Chapter 249, Laws of 2013)

Close to 3.1 million school children attend public and non-public primary and secondary schools in New York State. The safety of these children is paramount, whether it is in the course of their travel to and from school or

while in attendance. A great many students travel by school bus, but many others are driven to and from school by their families. In 2009, U.S. families drove 30 billion miles to do so, representing 5 to 7 percent of miles driven and 10 to 14 percent of traffic on the road during morning commutes.

Various efforts have been undertaken to maximize the safety of students around schools. "Safe Routes to School" is a program to assist in improvements to the transportation infrastructure in order to encourage children to walk or ride their bicycles to school. Many areas have posted lowered speed limits around schools during school days and school activities. Crossing guards provide additional protection to children needing to cross busy intersections on their way to and from school.

Recognizing the trend toward an increased number of private vehicles traveling to and from schools, as well as the on-going presence of general traffic on roadways around schools, the Legislature took action to discourage a type of motor vehicle movement that could endanger pedestrians and motorists alike. Assembly bill 6647-A (Cusick; Chapter 249, Laws of 2013) prohibits vehicles from making U-turns within any portion of roadway adjacent to a school that has been posted with a school sign as provided in the Manual on Uniform Traffic Control Devices.

**Seat Belt Use in Rear Seats**  
(A.6657, Mosley; Passed Assembly)

The National Highway Traffic Safety Administration (NHTSA) estimates that in 2011, seat belt use in passenger vehicles saved over 12,200 lives, of which

448 were in New York.<sup>5</sup> Statistics indicate that seat belt use in New York State rose from 16 percent in 1984 (the year the seat belt law was enacted) to 90 percent in 2012, well above the national average of 84 percent. Despite this compliance rate, more than 30 percent of individuals aged five and older killed in traffic crashes in 2011 in New York State were not wearing seat belts.<sup>6</sup> The majority of unrestrained fatalities nationwide tend to occur among persons aged 16 years and over, while occupants under the age of 16 suffer the fewest numbers of deaths due to failure to use restraints.<sup>7</sup>

There are high personal and societal costs incurred from the failure of vehicle occupants to wear seat belts. The economic cost of motor vehicle traffic crashes to New Yorkers, adjusted to today's dollars, is more than \$26 billion.<sup>8</sup> The National Highway Traffic Safety Administration estimates that those directly involved in a crash pay approximately one-quarter of the total costs, while "those not directly involved in crashes pay for nearly three quarters of all crash costs, primarily through insurance premiums, taxes and travel delay."<sup>9</sup>

Research conducted by the Center for Transportation Injury Research, affiliated with the University of Buffalo, has shown that drivers are twice as likely to suffer fatal injuries in a head-on motor vehicle crash if an unbelted

<sup>5</sup>National Highway Traffic Safety Administration, National Center for Statistics and Analysis. *Traffic Safety Facts 2011: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System, Early Edition*. DOT HS 811 754, table entitled "Lives Saved in 2011 by Restraint Use and 21-Year-Old Legal Drinking Age Laws."

<sup>6</sup> National Highway Traffic Safety Administration. "Traffic Safety Facts New York, 2007-2011." Table entitled "Passenger Vehicle Occupant Fatalities Age 5 and Above by Restraint Use and Lives Saved Estimates."

<sup>7</sup> National Highway Traffic Safety Administration, National Center for Statistics and Analysis. *Traffic Safety Facts 2011: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. DOT HS 811 754, Table 85, p. 121.

<sup>8</sup> National Highway Traffic Safety Administration. *The Economic Impact of Motor Vehicle Crashes 2000*. DOT HS 809 446, Table 15, p. 44 which notes that, in year 2000 dollars the economic cost to New Yorkers of motor vehicle crashes is \$19.49 billion.

<sup>9</sup> Ibid, p. 2.

passenger was seated behind them, and the risk of death to unbelted passengers is three times higher.<sup>10</sup>

In New York State, all front seat passengers are required to be properly restrained. However, in the middle and rear seats, only persons under the age of 16 are required to wear seat belts (or be restrained in appropriate child restraints). Assembly bill A.6657 (Mosley) would remove the age limitation on the statutory requirement to wear seatbelts, thus requiring all passengers who are seated in the middle or rear seating positions to buckle up regardless of age.

### **Distracted Driving**

(A.7739, Hennessey; Chapter 91, Laws of 2013)

The Centers for Disease Control and Prevention (CDC) and the National Highway Traffic Safety Administration (NHTSA) state that crashes involving distracted driving have been linked to more than nine fatalities and 1,060 injuries every day in the United States. Risk factors from distracted driving are many and varied; some activities, such as texting, take drivers' attention away from driving more frequently and for longer periods than other distractions.<sup>11</sup>

A study published in the Official Journal of the American Academy of Pediatrics found that 45 percent of U.S. high school students aged 16 and older reported texting while driving (TWD) within the previous 30 days. This

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<sup>10</sup> J. Mayrose, D. Jehle, Hayes, D. Tinnesz, G. Piazza, G. Wilding. "Influence of the unbelted rear-seat passenger on driver mortality: The Backseat Bullet" Abstract, *Academic Emergency Medicine* 11 (5)(2004):442.

<sup>11</sup> National Highway Traffic Safety Administration. Policy Statement and Compiled Facts on Distracted Driving. Washington, DC: US Department of Transportation, National Highway Traffic Safety Administration, 2011. Available from <http://www.nhtsa.gov/Driving+Safety/Distracted+Driving/Policy+Statement+and+Compiled+FAQs+on+Distracted+Driving>.

study concluded that TWD was positively associated with other risky motor vehicle behaviors (e.g. non-use of seat belts, riding with a drinking driver, and drinking and driving) and, furthermore, that this association got stronger as the frequency of TWD increased.<sup>12</sup> With the highest proportion of distraction-related fatal crashes, younger, inexperienced drivers under age 20 may be at increased risk.

Distracted driving is an increasing threat to highway safety. From 2005 to 2011, there has been an approximately 44 percent increase in cell phone-related crashes in New York State. In July 2011, New York strengthened enforcement of texting-while-driving violations by making the use of a portable electronic device for activities such as texting while driving a primary traffic offense, giving law enforcement the power to stop motorists solely for engaging in this activity. To continue building upon the State's efforts to improve highway safety by encouraging young and inexperienced drivers to keep their eyes on the road and their hands on the wheel, the Legislature enacted Chapter 91 of the Laws of 2013. This new law requires the suspension or revocation of probationary and junior drivers' licenses for violating laws banning the use of cell phones and personal electronic devices while driving.

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<sup>12</sup> Olsen EO, Shults RA, Easton DK. Texting while driving and other risky motor vehicle behaviors among US high school students. *Pediatrics*. 2013;131(6):e1708-e1715.

## PUBLIC HEARING

### **Impact of the State Budget on Upstate Public Transit Systems**

Albany, Thursday, December 5, 2013

The Assembly Standing Committee on Transportation convened a public hearing in Albany on December 5, 2013 to seek information and testimony on the impact of the State budget on upstate public transit systems. The hearing provided an opportunity to obtain pertinent budgetary information and assess upstate transit system programs and services that were funded by the 2013-2014 enacted State budget.

Witnesses providing oral testimony included the New York State Department of Transportation (DOT); various transit providers including the Capital District Transportation Authority (CDTA), the Central New York Regional Transportation Authority (CNYRTA), the Rochester Genesee Regional Transportation Authority (RGRTA), the Niagara Frontier Transportation Authority (NFTA), Greater Glens Falls Transit, Tompkins Consolidated Area Transit (TCAT), and Ulster County; Western New York Independent Living; the Amalgamated Transit Union; and the Tri-State Transportation Campaign.

Testimony covered a range of issues affecting public transit including the demographic shift from private vehicles to public transportation; ridership increases and the demand for service; the need for operating and capital investment to ensure safe and reliable service; cost-saving actions taken and investments made by transit systems; and the challenges facing transit systems, particularly with respect to structural imbalances between expenses and revenues as well as geographic sprawl. Witnesses also addressed their remarks to transit's effect on the economy, environment, energy, labor

markets and overall quality of life; the importance of access to transit to, and the impact of transit reductions on, persons with disabilities; and the need to address future funding requirements.

## **OUTLOOK FOR 2014**

During the 2014 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: 2013 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	4		4
To Ways and Means	21		21
To Codes	36		36
To Rules	4		4
To Judiciary	0		0
<b>Total</b>	<b>65</b>		<b>65</b>
<b><u>Bills Having Committee Reference Changed</u></b>			
To	0		0
<b>Total</b>	<b>0</b>		<b>0</b>
<b><u>Senate Bills Substituted or Recalled</u></b>			
Substituted		19	19
Recalled		7	7
<b>Total</b>		<b>26</b>	<b>26</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>			
	72	0	~
<b><u>Bills Never Reported, Died in Committee</u></b>			
	424	76	500
<b><u>Bills Having Enacting Clauses Stricken</u></b>			
	10	0	10
<b><u>Motions to Discharge Lost</u></b>			
	0	0	0
<b>TOTAL BILLS IN COMMITTEE</b>	<b>571</b>	<b>102</b>	<b>673</b>
<b>Total Number of Committee Meetings Held</b>	<b>11</b>		

## APPENDIX B: BILLS WHICH PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.1382-B Cahill S.2318-B DeFrancisco	Clarifies that the “Move Over” law applies when emergency vehicles’ lights include the color blue.	Chapter 248
A.1890 Thiele S.2007 LaValle	Increases the age at which persons riding horses on public highways must wear helmets to include those under age 18.	Chapter 246
A.2024-A Schimminger S.1095-A Maziarz	Redesignates the Niagara Escarpment Wine Trail and the Niagara Wine Trail as the Niagara Wine Trail Ridge and the Niagara Wine Trail Lake.	Chapter 344
A.2285-A Weisenberg S.5859 Fuschillo	Strengthens laws relating to driving while intoxicated and aggravated unlicensed operation of a motor vehicle.	Chapter 169
A.2590-A Magee S.2349-A Valesky	Designates a portion of State Route 365-A in Madison County as the “LCpl. Jeremy Lasher Memorial Highway.”	Chapter 92
A.3598 Lupardo S.97 Gallivan	Directs DMV to provide notice of laws regarding unidentifiable parts to motorcycle owners.	Chapter 466
A.3758-C Duprey S.1013-B Little	Creates the “Adirondack Coast Wine Trail.”	Chapter 360
A.4327-A Glick S.4459-A Klein	Authorizes New York City to establish a five-year pilot program for speed cameras at up to 20 locations adjacent to schools.	Chapter 189

A.4614-A Skoufis S.2790-A Larkin	Reconfigures a portion of the “Shawangunk East Wine Trail.”	Chapter 347
A.4615 Skartados S.1489 Larkin	Designates a bridge crossing the Taconic State Parkway as the “Correction Officer Gary L. Mitchetti, Jr. Memorial Bridge.”	Chapter 164
A.4637 Brindisi S.3494 Griffio	Reconfigures the “Black River Trail” and creates a new “Maple Traditions Scenic Byway.”	Chapter 140
A.4850-A Hawley S.3795-A Ranzenhofer	Designates a portion of State Route 98 as the “Genesee and Orleans Veterans’ Memorial Highway.”	Chapter 462
A.5176 Cahill S.3935 Bonacic	Designates a portion of State Route 375 in Ulster County as the “Levon Helm Memorial Boulevard.”	Chapter 60
A.5418 Palmesano S.3725 O’Mara	Designates a portion of State Route 14A in Schuyler and Yates Counties as the “Christopher J. Scott Memorial Highway.”	Chapter 94
A.5470-A Weinstein S.5730 Felder	Excludes Saturdays from the one-day grace period for repairing ticketed motor vehicle equipment violations.	Chapter 302
A.5579-A Tenney S.3765-A Seward	Designates a portion of State Route 23 in Delaware County as the “Davenport Veterans of Foreign Wars Memorial Highway.”	Chapter 460
A.5721-B Goodell S.3923-B Young	Renames the Chautauqua Wine Trail as the “Lake Erie Wine Country Trail.”	Chapter 365

A.6452-A McDonald S.3781-A Marchione	Designates a portion of State Route 4 in Saratoga County as the “Saratoga County Veterans’ Memorial Highway.”	Chapter 461
A.6505-C McKevitt S.4552-B Hannon	Authorizes the Town of Hempstead to establish a residential permit parking program.	Chapter 267
A.6647-A Cusick S.3528-A Fuschillo	Prohibits U-turns within areas adjacent to schools.	Chapter 249
A.6822-A Schimel S.4681-A Martins	Designates a bridge crossing I-495 in the Town of North Hempstead as the “Police Officer Joseph P. Olivieri Jr. Memorial Bridge.”	Chapter 165
A.6823-B Crouch S.4360-B Libous	Designates a portion of State Route 97 in Delaware County as the “Hancock Veterans Memorial Highway.”	Chapter 463
A.6929 Goodell S.4592 Young	Designates a bridge crossing I-86 in Chautauqua County as the “John Stow Vietnam Veterans and MIA Memorial Bridge.”	Chapter 95
A.7131 Borelli S.5023 Lanza	Requires DOT to conduct a feasibility study on high-occupancy vehicle lanes in Richmond County.	Chapter 279
A.7206 Walter S.3550-B Ranzenhofer	Designates I-990 in Erie County as the “Staff Sergeant William R. Wilson III Memorial Highway.”	Chapter 93
A.7260 Nojay S.4752 Gallivan	Designates a portion of State Route 20A as the “Livingston County Veterans Memorial Highway.”	Chapter 464

A.7427 Brindisi S.5366 Griffo	Designates a portion of State Routes 5A and 5S in Oneida County as the “Officer Thomas M. Lindsey Memorial Highway.”	Chapter 166
A.7532 Tenney S.5328 Bonacic	Designates a portion of State Route 208 in Ulster County as the “Edward S. Tucker Memorial Boulevard.”	Chapter 511
A.7637 Lupinacci S.5619 Marcellino	Designates a portion of State Route 110 in Suffolk County as the “Assemblyman James D. Conte Memorial Highway.”	Chapter 300
A.7682 P. Lopez S.4455 Tkaczyk	Creates the “Mountain Cloves Scenic Byway.”	Chapter 153
A.7689-A Gantt S.5826 Fuschillo	Imposes sanctions for credit card charge backs on transactions with DMV.	Chapter 236
A.7739 Hennessey S.5656 Marcellino	Suspends probationary and junior drivers' licenses for using mobile telephones and portable electronic devices while driving.	Chapter 91
A.7884-A Saladino S.5599-B Boyle	Designates a bridge crossing the Sunrise Highway in Suffolk County as the “New York City Police Department Detective Peter Figoski Memorial Bridge.”	Chapter 167
A.7886-B Schimminger S.5441-B Kennedy	Designates a bridge crossing Route 425 in Erie County as the “NYS Trooper Kevin P. Dobson, Sr. Memorial Bridge.”	Chapter 375

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

<b><u>BILL/SPONSOR</u></b>	<b><u>DESCRIPTION</u></b>
A.99 Gantt S.2843 Parker	Would provide for a school bus motorist education program.
A.1615 Gantt	Would limit a provision relating to the suspension of licenses and registrations imposed for issuing a dishonored check.
A.2177-A Espinal S.397-A Dilan	Would clarify a provision of law relating to roadway lane markings.
A.2206 Titus	Would require DMV, when processing accident reports, to give priority to those involving death or serious physical injuries.
A.6657 Mosley S.389 Dilan	Would require all rear seat passengers, regardless of age, to wear seat belts.