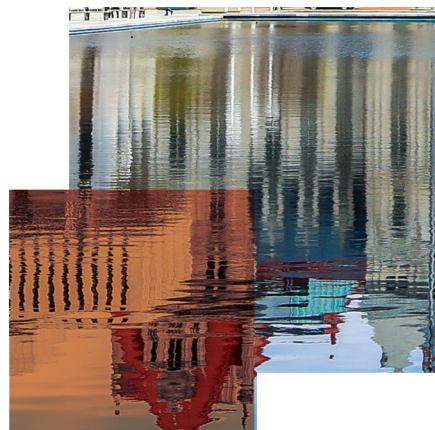


The New York State Assembly
Annual Report



**20
25**



**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, 2025

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 2025 Annual Report of the Assembly Standing Committee on Transportation.

Legislation was advanced by the Committee during the 2025 Legislative Session to address a variety of issues, including bills relating to the safety of the transportation system and all who use it on a daily basis. The Committee supported legislation that would provide measures to deter the operation of uninsured motor vehicles, direct a study of motor vehicle safety inspection requirements and fees, and bolster helmet requirements when operating certain e-bikes.

The Committee also supported the enactment of the state fiscal year 2025-26 budget, providing for the capital and operating needs of State and local transportation infrastructure ranging from roads and bridges to public transit, passenger and freight rail, and aviation systems. The enacted budget also included legislation to reduce the illegal operation of overweight trucks and to extend and strengthen the work zone speed camera law to enhance the safety of highway workers and the traveling public.

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 2026 Legislative Session.

Sincerely,

A handwritten signature in cursive script that reads "William B. Magnarelli".

William B. Magnarelli, Chair
Assembly Standing Committee



**2025 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

William B. Magnarelli, Chairman

Committee Members

Majority

Donna A. Lupardo
Jo Anne Simon
Jaime R. Williams
Karen M. McMahon
Emily Gallagher
Marcela Mitaynes
Manny De Los Santos
Brian A. Cunningham
George A. Alvarez
Sarahana Shrestha
MaryJane Shimsky
Christopher W. Eachus
Noah Burroughs
Jordan Wright
Claire Valdez
Gabriella Romero
Larinda Hooks

Minority

Brian D. Miller,
Ranking Minority Member
David G. McDonough
Joseph P. DeStefano
Michael A. Durso
Jodi A. Giglio
Matthew J. Slater
Scott H. Bendett
Patrick Chludzinski

Staff

Hannah Dominguez, Assistant Secretary for Program and Policy
Julie A. Barney, Principal Analyst
Joseph Garofalo, Associate Counsel
Craig Swiecki, Committee Clerk
Mac Ritter, 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 17,600 bridges and over 114,800 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 more than 159 million tons of freight. 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 nearly 50 million passengers statewide. Over 12 million rail passengers use Amtrak service with an origin or destination within New York State. About 130 public transit systems provide service for billions of 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 2025 Legislative Session, 641 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including but not limited to legislation to modernize the Department of Motor Vehicles' system for verifying the insurance status of registered motor vehicles; provide for the registration of historical snowmobiles; extend and expand authorization for automated enforcement of laws pertaining to overweight vehicles and speeding in highway work zones; and authorize additional local automated enforcement programs. The Committee conducted a public hearing to obtain

information on efforts to install zero emission vehicle public charging infrastructure on the State's roadways and any resulting implications for electric grid capacity. Additionally, the Committee conducted a round table, in conjunction with the Assembly Standing Committees on Health and Environmental Conservation, on the impact of the use of road salt to de-ice roadways in New York State.

2025 LEGISLATIVE HIGHLIGHTS

Historical Snowmobiles

(A.2163-B, Jones; Chapter 501, Laws of 2025)

Similar to historical motor vehicles, many individuals collect vintage snowmobiles which were manufactured at least thirty years prior to the current calendar year. Given the historical nature of these snowmobiles, they tend not to be used for typical snowmobiling activities. Instead, they are often kept as collector's pieces and showcased infrequently for special events. However, current law requires all snowmobiles operated at locations other than the owner's property to be registered and charged the same fee regardless of the age of the snowmobile and the infrequency of its use.

Assembly bill 2163-B (Jones; Chapter 501 of the Laws of 2025) establishes a five-dollar snowmobile registration fee for snowmobiles manufactured more than thirty years prior to the current calendar year. This legislation also imposes the following snowmobile trail development fees for such snowmobiles, to be collected by DMV at the time a historical snowmobile is registered: one hundred twenty-five dollars for residents and nonresidents and twenty dollars for residents and nonresidents who submit proof at registration that they are a member of an organized New York State snowmobile club that is a member of the New York State Snowmobile Association or of a trail maintenance entity that is a member of such Association.

This new law also authorizes DMV to develop a vintage design for the date tag or tags issued to snowmobiles manufactured more than thirty years prior to the current calendar year.

Online Insurance Verification

(A.4404-A, Weprin; Chapter 500, Laws of 2025)

Under state law, no motor vehicle can be operated on a public highway unless liability insurance or financial security is in force for the vehicle to provide coverage for medical, vehicle repair, and other costs arising from crashes. Preventing the operation of uninsured motor vehicles has been a priority of the Committee for decades. The 1997 enactment of a law directing DMV to establish a database consisting of motor vehicle liability policy issuances and cancellations resulted in a system that provided DMV, the Department of Financial Services, and law enforcement officers with better tools to enforce liability insurance requirements on registered motor vehicles.

This database system, which went online in the year 2000, requires insurance companies to electronically report to DMV whenever they issue or cancel a motor vehicle liability policy. To modernize the system and ensure that the most up-to-

date information is provided, the Legislature passed a bill (A.4404-A, Weprin; Chapter 500 of the Laws of 2025) directing DMV to replace the current database system with an online verification system, known as “OLV.” This new law is intended to provide DMV and law enforcement access to real-time information on the insurance status of motor vehicles operated on public roads, thereby improving enforcement measures and reducing the likelihood of uninsured operation, which better protects the traveling public.

Weigh-in-Motion Camera Enforcement

(A.3008-C, Part N, Budget; Chapter 58, Laws of 2025)

In compliance with federal law and regulation, New York State law imposes restrictions on the amount of weight that motor vehicles are authorized to carry when operating on public roads and bridges. These restrictions serve to protect and prevent damage to pavement and bridge infrastructure, thereby preserving the service life and reducing maintenance and repair costs of such infrastructure.

The Legislature previously enacted a law (A.2316-A, Simon; Chapter 773 of the Laws of 2021) to authorize the City of New York to implement a demonstration program to capture overweight violations occurring on the elevated segment of the Brooklyn-Queens Expressway through the use of weigh-in-motion cameras and technology. Due to sunset on December 1, 2025, the authorization for this program was extended in the enacted state fiscal year 2025-26 budget by five years, to December 1, 2030 (A.3008-C, Part N; Chapter 58 of the Laws of 2025).

Part N also expanded New York City’s demonstration program to cover additional locations, as well as authorizing the following public authorities to implement such a demonstration program at specified locations until December 1, 2030: the Triborough Bridge and Tunnel Authority; the New York State Bridge Authority; the Port Authority of New York and New Jersey; and the Thruway Authority.

Work Zone Speed Camera Enforcement

(A.3008-C, Part Q, Budget; Chapter 58, Laws of 2025)

A well-maintained transportation network is critical to the well-being of communities across the State, connecting people, goods, and services. The ongoing impact of traffic volume, weather, and other environmental factors on roadways and bridges necessitates the establishment of work zones to conduct the construction and maintenance necessary to preserve good conditions for this infrastructure.

Over the years, the Committee has advanced legislation enacted into law to improve work zone safety. For example, the “Work Zone Safety Act” (the “Act,” Chapter 223, Laws of 2005) increased work zone speeding penalties by requiring the sixty-day suspension of the driver’s license of any person convicted of two or more speeding

violations within highway work zones. The Act also directed DOT to establish, in conjunction with DMV, a “Highway Construction and Maintenance Safety Education Program” to provide education, advocacy and increased awareness of laws pertaining to highway and construction worker safety. Under the Act, funding for this program was provided through the imposition of a mandatory \$50 surcharge on all convictions for speeding in a highway construction or maintenance work zone.

The Act also required DOT, in conjunction with the Division of the State Police, DMV, the Thruway Authority, local law enforcement agencies and representatives of contractors and laborers, to develop and implement rules and regulations for increased work zone safety. These rules and regulations include an increased police presence and the use of radar speed display signs in all major active work zones and a system for reviewing DOT work zone safety and design.

Despite these efforts, data has shown the ongoing importance of continuing to improve the safety of workers and the general public in highway work zones. According to the National Highway Traffic Safety Administration, 863 people died in 780 fatal crashes in work zones nationally in 2020, and DOT reports that in 2022 there were over 440 work zone intrusions on roads maintained by DOT and the Thruway Authority.

Pursuant to Chapter 421 of the Laws of 2021, in 2023 DOT and the Thruway Authority began operating demonstration programs using automated work zone speed enforcement in active work zones located on DOT’s limited access highways and on the Thruway. In the first required report on the program issued in 2023, nearly 150,000 notices of liability were issued from over 2,300 deployments of cameras. The payment rate was over 80 percent, and overall speeds in work zones equipped with automated enforcement decreased.

Building upon this initial success, the authorization for this automated enforcement program was extended in the enacted state fiscal year 2025-26 budget (A.3008-C, Part Q, Budget; Chapter 58, Laws of 2025.) Part Q also expands the program by doubling the number of work zones that could be equipped with automated enforcement (up to 40 for DOT, and up to 20 for the Thruway Authority) and grants automated enforcement authorization to the Triborough Bridge and Tunnel Authority and the New York State Bridge Authority in up to nine and five work zones, respectively.

Electric Bicycle Helmets

(A.590, Paulin; Passed Assembly)

The Vehicle and Traffic Law currently requires helmets to be worn by bicyclists under the age of 14 and electric scooter riders aged 16 and 17. With respect to electric bicycles, the law prohibits any person under the age of 16 from operating or

riding an electric bicycle. Persons operating a class three electric bicycle, which has a top performance speed within the range of a class B limited use motorcycle, are required by law to wear a helmet.

The Insurance Institute for Highway Safety (IIHS) has stated that head injuries are the most serious injuries for a majority of bicyclists. They contend that helmet use has been estimated to reduce the odds of head injury by 50 percent and the odds of head, face or neck injury by 33 percent. The majority of bicyclists fatally injured were not wearing helmets since, according to IIHS, only about 14 percent of bicyclists who were fatally injured in 2023 were known to be wearing helmets.

To extend the helmet protections currently afforded to 16- and 17-year-old electric scooter operators, the Assembly passed A.590 (Paulin). This bill would prohibit persons 16 and 17 years of age from operating or riding on class one or class two bicycles with electric assist (which can reach electric motor-assisted top speeds of up to 20 mph), unless they are wearing an approved helmet. Violators would be subject to a maximum \$50 fine, and courts would be required to waive fines for persons who supply the court with proof that between the date of violation and the appearance date that they purchased or rented a helmet. Additionally, the bill would allow courts to waive fines if the court finds the person was unable to purchase or rent a helmet due to economic hardship and was unable to obtain a helmet from the State's helmet distribution program.

Stretch Limousine Inspection Signs

(A.593, Paulin; Passed Assembly)

Following the tragic 2018 stretch limousine crash in Schoharie, New York, the legislature swiftly responded with the enactment of several significant laws to prevent future tragedies, ranging from vehicle inspection requirements, seizure of vehicles with serious equipment defects, greater penalties for violating DOT safety rules and regulations, and higher insurance limits, to requirements on vehicle inspection stations, vehicle certification and equipment, driver drug and alcohol testing, and commercial licensing standards, to name a few.

A 2020 report on the crash by the National Transportation Safety Board (NTSB) found that in 2016 and 2018 the stretch limousine involved in the Schoharie crash was not subjected to biannual inspections by DOT. Instead, it was brought to a DMV-licensed retail inspection station and issued an annual inspection sticker.

To expand upon all the laws enacted to prevent a future tragic fatal crash involving a stretch limousine and to prevent oversights by inspection stations, the Assembly passed A.593 (Paulin). This legislation would require all DMV-licensed inspection stations to post a sign in their establishments stating that they are not authorized to

inspect any stretch limousine unless the registrant presents an exemption letter issued by DOT; otherwise, such vehicles must report to a DOT site for inspection.

PUBLIC HEARING, ROUND TABLE

Roadway Zero Emission Vehicle Charging Infrastructure Public Hearing

Albany, January 23, 2025

According to the most recent data available from the New York State Department of Transportation in a report entitled “New York State Carbon Reduction Strategy,” the transportation sector in New York State contributed approximately 28 percent of the total greenhouse gas emissions in the State as of 2019. Of that amount, road transportation was responsible for more than half (59 percent). One of the approaches undertaken to help reduce transportation carbon emissions is to expand the adoption of zero emission vehicles (ZEVs), which requires the construction of necessary charging infrastructure on the State’s roadways.

To further explore the availability of zero emission vehicle charging infrastructure on highways across the State, the Assembly Committees on Transportation and Energy conducted a public hearing to obtain information on efforts to install such infrastructure, including the current status, type, and availability of ZEV public charging infrastructure along State highways and the Thruway for light, medium, and heavy-duty vehicles, the continuing plans of the New York State Department of Transportation (DOT), the Thruway Authority, the New York State Energy Research and Development Authority (NYSERDA), and the New York Power Authority (NYPA) to further build out this infrastructure on State highways and the Thruway, and any resulting implications for electric grid capacity.

Witnesses providing oral testimony included National Grid, Consolidated Edison Company of New York, Inc., Central Hudson Gas & Electric, New York State Electric and Gas and Rochester Gas and Electric, the New York State Association of Town Superintendents of Highways, the Trucking Association of New York, ChargePoint, the New York League of Conservation Voters, Clean Communities of Central New York, S.M. Gallivan LLC, Utica Mack LLC, Dimmick Group Peterbilt, and Regional International Corp.

Written testimony was received by the New York State Department of Public Service, the Thruway Authority, New York State Energy Research and Development Authority, Alliance for Clean Energy New York, FLO EV Charging, AAA New York State, the New York State Automobile Dealers Association, the Greater New York Automobile Dealers Association, the Rochester Automobile Dealers Association, and the Niagara Frontier Automobile Dealers Association.

Use of Road Salt to De-Ice Roadways Round Table

Albany, August 21, 2025

Environmentally sensitive areas of the State, especially in the Adirondack Park, have seen sodium levels increasing in bodies of water, which raises concerns for wildlife and public health. Additionally, many private wells in the Adirondacks have faced contamination from road salt run off. Chapter 67 of the Laws of 2021 tasked the New York State Department of Transportation, Department of Environmental Conservation, and Department of Health to conduct a study on this issue which produced a final report in 2023. The Department of Transportation is currently conducting pilot projects in the Adirondacks to reduce salt application as a result.

However, salt contamination is now being found in other areas of the State, including the watershed that provides drinking water to New York City, making this issue more pervasive. With the aim of fostering discussion among stakeholders about the causes and impact of road salt pollution in drinking and surface water, the Committee, along with the Assembly Standing Committees on Environmental Conservation and Health, conducted a round table in Albany. Attendees included State agencies, local governments, and various environmental and transportation advocates and experts. The round table participants discussed the causes and impact of road salt pollution, the long-term risks of current road salt usage on drinking and surface waters and public health, current best practices, and potential solutions to reduce road salt use while still maintaining safe roads. The Chairs and participants also examined the findings and results of the 2023 study and how its recommendations were being implemented.

OUTLOOK FOR 2026

During the 2026 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: 2025 SUMMARY

	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported Favorable To:</u>			
Codes	11	0	11
Judiciary	0	0	0
Ways and Means	16	0	16
Rules	5	0	5
Floor	<u>3</u>	<u>0</u>	<u>3</u>
Subtotal	35	0	35
 <u>Committee Action</u>			
Remaining in Committee	518	49	567
(Assembly Bills Held for Consideration: 13)			
Defeated	0	0	0
Enacting Clause Stricken	<u>13</u>	<u>0</u>	<u>13</u>
Subtotal	531	49	580
 <u>Bill Reference Changed To:</u>			
Ways and Means	24	0	24
Corporations, Authorities and Commissions	<u>2</u>	<u>0</u>	<u>2</u>
Subtotal	<u>26</u>	<u>0</u>	<u>26</u>
TOTAL:	592	49	641

Total Committee Meetings Held: 6

APPENDIX B: BILLS THAT PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.225-A Magnarelli S.4830-A C. Ryan	Would have directed the New York State Thruway Authority to offer free commuter passes within the Syracuse area.	Vetoed, Memo 88
A.468 Magnarelli S.3103 Cooney	Would have directed DMV to conduct a study of motor vehicle safety inspection requirements and fees.	Vetoed, Memo 56
A.2163-B Jones S.7200-B C. Ryan	Reduces registration and snowmobile trail maintenance registration fees for snowmobiles manufactured more than thirty years prior to the current calendar date.	Chapter 501
A.2727-D Angelino S.2110-D Oberacker	Dedicates a portion of State Route 23 in the town of Morris, Otsego County, to Trooper Jill E. Mattice and requires DOT to install and maintain adequate signage.	Chapter 388
A.3347-A Smith S.3501-B Weik	Dedicates a portion of the Long Island Expressway in the town of Brookhaven, Suffolk County, to 9-11 Fallen Firefighters and requires DOT to install and maintain adequate signage.	Chapter 389
A.3938-B Smullen S.5568-B Fahy	Requires DOT to establish and implement a State memorial sign program to memorialize persons who died in fatal motor vehicle crashes on State highways.	Chapter 624

A.4041-B P. Carroll S.1949-B Weber	Dedicates a portion of U.S. Route 202 in the town of Haverstraw, Rockland County, to Hector L. Soto and require DOT to install and maintain adequate signage.	Chapter 372
A.4237-A McDonough S.8428 Rhoads	Dedicates a bridge in the town of Hempstead, Nassau County, to Trooper James M. MacLarnon and requires DOT to install and maintain adequate signage.	Chapter 411
A.4404-A Weprin S.5331-A Bailey	Requires DMV to establish an online insurance verification system.	Chapter 500
A.5122-A Solages S.3335-A Cooney	Requires DMV to provide space on applications for non-driver identification cards and driver's licenses to consent to receive information from the national bone marrow donor registry about enrolling as a donor.	Chapter 597
A.5493-B Durso S.4615-B Weik	Dedicates a portion of State Route 27-A in the village of Babylon, Suffolk County, to Charlie Bunger Sr. and requires DOT to install and maintain adequate signage.	Chapter 374
A.6337 Palmesano S.1897 O'Mara	Establishes the Between Cayuga and Seneca Lakes Wine Trail.	Chapter 387
A.6584-B Gallahan S.5769-B Helming	Dedicates a portion of State Route 21 in the town of Manchester, Ontario County, to TSgt Kory Wade and requires DOT to install and maintain adequate signage.	Chapter 392
A.6643-C Hawley S.5446-C Ortt	Dedicates a portion of State Route 31-A in the town of Albion, Orleans County, to Specialist Jason Johnston and requires DOT to install and maintain adequate signage.	Chapter 391

A.6661-A Palmesano S.1899-A O'Mara	Dedicates a portion of State Route 14 in the town of Milo and village of Dresden, Yates County, to Sergeant James S. Hayes and requires DOT to install and maintain adequate signage.	Chapter 350
A.6783 Weprin S.4484 Liu	Would have directed the New York State Office of Parks, Recreation and Historic Preservation and the Office of Mental Health to jointly conduct a study on a proposed extension of the Long Island Motor Parkway Trail.	Vetoed, Memo 70
A.6969-B DiPietro S.5997-C Gallivan	Dedicates a bridge in the town of Evans, Erie County, to Maintenance Supervisor Stephen C. Ebling and requires DOT to install and maintain adequate signage.	Chapter 393
A.7351 Solages S.6627 Canzoneri-Fitzpatrick	Expands the residential permit parking system in the town of Hempstead, Nassau County.	Chapter 429
A.7452-B DiPietro S.601-C Gallivan	Dedicates a bridge in the town of Boston, Erie County, to Boston NY Fallen Firefighters and requires DOT to install and maintain signage.	Chapter 386
A.7669 Santabarbara S.5677 Tedisco	Authorizes the city of Schenectady, Schenectady County, to establish and implement a school zone speed camera pilot program.	Chapter 483
A.7843-B Slater S.7706-B Harckham	Dedicates a portion of State Route 118 in the town of Yorktown, Westchester County, to Jake Arcara and requires DOT to install and maintain adequate signage.	Chapter 381

A.7864-B Slater S.7362-A Harckham	Dedicates a portion of State Route 301 in the town of Carmel, Putnam County to John F. McArdle and requires DOT to install and maintain adequate signage.	Chapter 397
A.7871-C Maher S.7699-B Skoufis	Dedicates a portion of State Route 208 in the towns of Montgomery and Hamptonburgh, Orange County, to Jack Barletta and requires DOT to install and maintain adequate signage.	Chapter 403
A.7888-A Bologna S.7380-B Gallivan	Dedicates a portion of State Route 324 in the town of Clarence, Erie County, to Major Andrew D. Byers and requires DOT to install and maintain adequate signage.	Chapter 399
A.7930-A Barclay S.6265-A C. Ryan	Dedicates a portion of State Route 104 in the city of Oswego, Oswego County of Oswego, to Lieutenant Donald R. Hill and requires DOT to install and maintain adequate signage.	Chapter 394
A.7935-C Durso S.7366-B Martinez	Dedicates a bridge on State Route 231 in the town of Babylon, Suffolk County, to Detective Thomas Inman and requires DOT to install and maintain adequate signage.	Chapter 398
A.8029-A Shimsky S.7422-A Stewart-Cousins	Authorizes Westchester County to expand its red-light camera demonstration program to one additional intersection on the Saw Mill River Parkway within the village of Pleasantville, Westchester County, upon DOT's written approval.	Chapter 484

A.8166-A Burdick S.7678-A Mayer	Authorizes the city of White Plains, Westchester County, to establish and implement a school zone speed camera pilot program.	Chapter 485
A.8227-A Levenberg S.7500-A Harckham	Authorizes the city of White Plains, Westchester County, to establish and implement a school zone speed camera pilot program.	Chapter 481
A.8237-B Slater S.6930-B Harckham	Dedicates a portion of State Route 35 in the town of Somers, Westchester County, to Westchester Purple Heart Recipients and require DOT to install and maintain adequate signage.	Chapter 383
A.8264-A Buttenschon S.7760-A Griffo	Dedicates a portion of State Route 46 between the city of Rome and the town of Western, Oneida County, to Officer Michael E. Jensen and requires DOT to install and maintain adequate signage.	Chapter 404
A.8292 Cunningham S.6815 Comrie	Would establish an affirmative defense to a New York City bus lane camera notice of liability to Metropolitan Transportation Authority (MTA) employees performing their duties on behalf of the MTA.	Passed Both Houses
A.8360-A Levenberg S.7791-A Harckham	Authorizes the village of Croton-on-Hudson, Westchester County, to establish and implement a red-light camera pilot program.	Chapter 486
A.8446-A Pretlow S.5646-A Bailey	Authorizes the city of Mt. Vernon, Westchester County, to establish and implement a school zone speed camera pilot program.	Chapter 482

A.8550 Stern S.7885 Mattera	Extends for one year an authorization relating to the conveyance of State property from DOT to the Town of Huntington, Suffolk County.	Chapter 503
A.8560-A Kassay S.8349-A Palumbo	Would direct DOT to grant a permanent easement over a portion of the Setauket-Port Jefferson Station Greenway Multi-Use Path to the Metropolitan Transportation Authority (MTA).	Passed Both Houses
A.8787 Glick S.8344 Gounardes	Extends the New York City school zone speed camera program for five years.	Chapter 184
A.8842 Benedetto S.7785 Bailey	Would have prohibited the New York City bus lane camera program from issuing notices of liability for violations of no parking or standing in a bus stop rules within Co-Op City.	Vetoed, Memo 115

APPENDIX C: BILLS THAT PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.590 Paulin S.1542 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.593 Paulin S.1680 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.1994 Colton S.7267 Sanders	Would require the dismissal of parking violations where any information required to be contained thereon is missing, misdescribed, or illegible.
A.2193-A Magnarelli S.7609-A Cooney	Would provide technical corrections to statutory provisions relating to photo enforcement demonstration programs.
A.6188-C Santabarbara S.6829-B Fahy	Would dedicate a bridge in the town of Rotterdam, Schenectady County, to CW2 John M. Grassia and require DOT to install and maintain adequate signage.
A.8399 Magnarelli S.1835 Skoufis	Would authorize the solicitation of donations, statutory parameters, on the shoulders of certain highways within towns.
A.8805 Bendett S.8355-A Cooney	Would dedicate a bridge in the town of Petersburg, Rensselaer County, to Fire Chief Robert Bornt and require DOT to install and maintain adequate signage.