



MEMO OF SUPPORT

S153 (Krueger) / A2610 (Hyndman)

Improves MTA Bus Service with Automated Camera Enforcement of NYC Traffic Laws

March 2023

TITLE OF BILL

An act to amend the vehicle and traffic law, in relation to owner liability for failure of operator to comply with bus operation-related local law or regulation traffic restrictions and to the adjudication of certain parking infractions; and to amend Part II of chapter 59 of the laws of 2010, amending the vehicle and traffic law and the Public Officers Law relating to establishing a bus rapid transit demonstration program to restrict the use of bus lanes by means of bus lane photo devices, in relation to the effectiveness thereof.

SUMMARY OF PROVISIONS

This bill adds a new section, 1111-c-1, to Section 1 of the Vehicle and Traffic Law for bus priority camera enforcement. Section 1 will allow the NYC Department of Transportation and/or the MTA to place photo devices on selected buses to capture traffic violations that impede bus operations. Violations are set forth in Chapter 4 of Title 34 of the Rules of the City of New York, and a monetary penalty will be issued in accordance with a schedule of fines and penalties promulgated by the NYC Parking Violations Bureau. This section also requires NYC and the MTA to submit a report by April 1st after the program starts, and every two years after to the Governor, Senate, and Assembly regarding the operation of the program, including data on locations of devices, violations, revenues generated, and costs.

Section 2 of this bill amends Part II of Chapter 59 of the laws of 2010 to repeal the sunset date of the [Automated Bus Lane Enforcement \(ABLE\) bus program](#).

Section 3 amends section 235 of the vehicle and traffic law to allow New York City to allow adjudication of the liability of owners for any other violation of a bus operation-related traffic restriction regulations.

Section 4 sets the effective date as one year for section 1, and immediately for sections 2 and 3. Effective immediately, the addition, amendment and/or repeal of any rule or regulations necessary for implementation is authorized.

STATEMENT OF SUPPORT

Reinvent Albany supports the intent of this bill to allow New York City to more effectively enforce parking and moving violations in bus lanes, bus stops, and other areas that delay bus service. We agree with the MTA and NYC DOT that this will help to improve MTA bus service.

While we have no position on the specific penalties or procedures in the legislation, we support the state granting New York City the authority to expand camera enforcement to include additional types of violations of city traffic rules, and the MTA expanded ability to deploy enforcement cameras in their buses.

We also strongly support the removal of the sunset date of the ABLE program. New York City and the MTA should not need to continue to lobby Albany to ensure this beneficial and cost-effective program continues.

Regarding home rule issues generally, Reinvent Albany believes the state should grant localities *permanent* authority to:

- Set maximum speed limits;
- Create and operate automated traffic enforcement camera programs including hours of operation, number and type of cameras, locations and penalties;
- Establish residential parking permit programs; and
- Use automated parking enforcement.