

FY 2026 NEW YORK STATE EXECUTIVE BUDGET

**TRANSPORTATION, ECONOMIC DEVELOPMENT AND
ENVIRONMENTAL CONSERVATION
ARTICLE VII LEGISLATION**

MEMORANDUM IN SUPPORT

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MEMORANDUM IN SUPPORT

A BUDGET BILL submitted by the Governor in
Accordance with Article VII of the Constitution

AN ACT to amend to amend the executive law, in relation to the Waterfront Commission Act (Part A); to amend part I of chapter 413 of the laws of 1999 relating to providing for mass transportation payments in relation to the amount of payments in the Central New York Regional Transportation District and adding Cortland County to such District (Part B); to amend chapter 368 of the laws of 2019 amending the vehicle and traffic law and state finance law relating to establishing a pre-licensing course internet program, in relation to extending the effectiveness thereof (Part C); to amend the vehicle and traffic law, in relation to abandoned vehicles (Part D); to amend the vehicle and traffic law, in relation to expanding the definition of what constitutes drugged impaired driving, penalizing refusals to submit to preliminary screening tests, authorizing prompt license suspensions for drugged driving arrests and expanding situations in which chemical tests can be compelled (Part E); to amend the vehicle and traffic law, in relation to improving safety at elementary school intersections (Part F); to amend the vehicle and traffic law, in relation to bicycles with electric assist (Part G); to amend the vehicle and traffic law, in relation to maximum speed limits for bicycles, bicycles with electric assist, electronic scooters and other devices authorized or required to use bicycle lanes (Part H); to amend part PP of chapter 54 of the laws of 2016, amending the public authorities law and the general municipal law relating to the New York transit authority and the metropolitan transportation authority, in relation to extending provisions of law relating to certain tax increment financing provisions (Part I); to amend chapter 929 of the laws of 1986 amending the tax law and other laws relating to the metropolitan transportation authority, in

relation to extending certain provisions thereof applicable to the resolution of labor disputes (Part J); to amend the public authorities law, in relation to acquisitions or transfers of property for certain transit projects; and to amend part VVV of chapter 58 of the laws of 2020 amending the public authorities law relating to acquisitions or transfers of property for transit projects, in relation to the effectiveness thereof (Part K); to amend part UUU of chapter 58 of the laws of 2020 amending the state finance law relating to providing funding for the Metropolitan Transportation Authority 2020-2024 capital program and paratransit operating expenses, in relation to funding for net paratransit operating expenses and in relation to the effectiveness thereof (Part L); to amend the state finance law, in relation to providing funding for the metropolitan transportation authority 2025-2029 capital program (Part M); to amend the vehicle and traffic law and the public officers law, in relation to authorizing covered agencies and authorities to use weigh-in-motion technology to automatically enforce vehicle weight limits on their facilities (Part N); to amend the vehicle and traffic law, in relation to bus operation-related traffic regulations (Part O); to amend the vehicle and traffic law and the administrative code of the city of New York, in relation to the authorization of a surcharge for the issuance of permits relating to the obstruction or closure of a street or pedestrian plaza for construction purposes in a city having a population of one million or more and to the imposition of such surcharge (Part P); to amend the vehicle and traffic law and the public officers law, in relation to the speed violation photo monitoring systems program in work zones including authorizing a photo monitoring program for the Triborough bridge and tunnel authority and New York state bridge authority; to amend the state finance law, in relation to establishing a work zone speed camera administration fund; and to amend chapter 421 of the laws of 2021 amending the vehicle and traffic law and the general

municipal law relating to certain notices of liability, in relation to making such provisions permanent (Part Q); to amend the penal law and the vehicle and traffic law, in relation to expanding enhanced assault protection for motor vehicle license examiners, motor vehicle representatives, highway workers, motor carrier investigators, motor carrier inspectors, and triborough bridge and tunnel authority workers (Part R); to amend chapter 495 of the laws of 2004, amending the insurance law and the public health law relating to the New York state health insurance continuation assistance demonstration project, in relation to the effectiveness thereof (Part S); to amend the public authorities law, in relation to authorizing the Olympic regional development authority to enter into agreements for membership of one or more of its ski venues in reciprocal ski pass programs where such members are required to guarantee contractual indemnity up to a capped amount (Part T); to amend the general business law, in relation to artificial intelligence companion models (Part U); to amend the general business law, in relation to refund policies (Part V); to amend the general business law, in relation to automatic renewals (Part W); to amend the general business law, in relation to requiring disclosure of algorithmically set prices (Part X); to amend the banking law, in relation to the regulation of buy-now-pay-later lenders (Part Y); to amend the insurance law, in relation to disclosure of pharmacy benefit manager rebate contracts (Part Z); to amend the general business law, the banking law, and the social services law, in relation to protecting eligible adults from financial exploitation (Part AA); to amend the insurance law, in relation to for hire group insurance (Part BB); to amend the insurance law, in relation to for hire motor vehicle insurance rates (Part CC); to amend the insurance law, in relation to rates for livery insurance (Part DD); to amend the New York state urban development corporation act, in relation to extending the authority of the New

York state urban development corporation to administer the empire state economic development fund (Part EE); to amend chapter 393 of the laws of 1994, amending the New York state urban development corporation act, relating to the powers of the New York state urban development corporation to make loans, in relation to extending loan powers (Part FF); to amend part BB of chapter 58 of the laws of 2012, amending the public authorities law, relating to authorizing the dormitory authority to enter into certain design and construction management agreements, in relation to the effectiveness thereof (Part GG); in relation to enacting the private activity bond allocation act of 2025; and providing for the repeal of certain provisions upon expiration thereof (Part HH); to amend the public authorities law, in relation to the construction and financing of public libraries (Part II); to amend the public authorities law, in relation to authorizing the dormitory authority to provide additional services to local governments and the department of environmental conservation (Part JJ); to amend chapter 261 of the laws of 1988, amending the state finance law and other laws relating to the New York state infrastructure trust fund, in relation to the effectiveness thereof (Part KK); to amend the state finance law, in relation to the excelsior linked deposit program (Part LL); to amend the state finance law and the public authorities law, in relation to purchasing thresholds (Part MM); to amend the insurance law, the public authorities law and the tax law, in relation to authorizing certain New York state and local authorities to create a pure or group captive insurance company (Part NN); to amend the agriculture and markets law, in relation to farmland protection (Part OO); to amend the environmental conservation law, in relation to extending the waste tire management fee for five years and removing the exclusion for mail order sales (Part PP); to amend chapter 55 of the laws of 2021 amending the environmental conservation law relating to establishing a deer

hunting pilot program, in relation to extending provisions of the youth deer hunting program (Part QQ); to amend the environmental conservation law, the state finance law and the public authorities law, in relation to the inactive hazardous waste disposal site program (Part RR); to amend the general business law, in relation to prohibiting the sale and manufacturing of firefighting personal protective equipment containing intentionally added PFAS (Part SS); to amend the environmental conservation law, in relation to authorizing the commissioner of environmental conservation to acquire conservation easements without attorney general approval (Subpart A); and to amend the tax law, in relation to exemptions for any not-for-profit tax exempt corporation operated for conservation, environmental, parks or historic preservation purposes (Subpart B) (Part TT); to amend the environmental conservation law, in relation to the management of crabs (Part UU); in relation to authorizing the New York state energy research and development authority to finance a portion of its research, development and demonstration, policy and planning, and Fuel NY program, as well as climate change related expenses of the department of environmental conservation from an assessment on gas and electric corporations (Part VV); to amend abandoned property law, in relation to ensuring ESCOs are subject to the same consumer protection regulations regarding unclaimed deposits and refunds currently facing utility companies (Part WW); to authorize utility and cable television assessments that provide funds to the department of health from cable television assessment revenues and to the department of agriculture and markets, department of state, the office of parks, recreation and historic preservation, and the department of environmental conservation from utility assessment revenues; and providing for the repeal of such provisions upon expiration thereof (Part XX); to amend the general business law and the state finance law, in

relation to increasing and redirecting civil penalties for failing to comply with the department of public service's prescribed rules and regulations established for the protection of underground facilities (Part YY); and to amend the tax law, in relation to authorizing the department of taxation and finance to disclose certain information to the department of environmental conservation or the New York state energy research and development authority for the purpose of implementing the New York state climate leadership and community protection act (Part ZZ)

PURPOSE:

This bill contains provisions needed to implement the Transportation, Economic Development and Environmental Conservation portion of the FY 2026 Executive Budget.

This memorandum describes Parts A through ZZ of the bill which are described wholly within the parts listed below.

Part A – Waterfront Commission Act Amendment

Purpose:

This bill would amend the Waterfront Commission Act to clarify the Waterfront Commission's ability to temporarily suspend an individual's registration on the longshore workers' register.

Summary of Provisions and Statement in Support:

This bill would amend section 534-n of the Executive Law to clarify that a person does not need to be charged with a felony to be temporarily suspended from the Waterfront Commission's longshore workers' register.

This bill would also amend section 534-u of the Executive Law by making a technical correction to change the term "applicant" to "licensee or registrant."

Budget Implications:

Enactment of this bill is necessary to implement the FY 2025-26 Executive Budget because it would enhance public safety at the Port of New York.

Effective Date:

This bill would take effect immediately.

Part B – Cortland County Contribution to Central New York Regional Transportation Authority

Purpose:

This bill would allow Cortland County to fully integrate its public transit operations into the Central New York Regional Transportation Authority (Centro).

Summary of Provisions and Statement in Support:

This bill would add Cortland County to the list of counties required to match certain State aid to Centro. The County's percentage of the local match (1.17%) is based on services provided by Cortland Transit in the current fiscal year.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because both State funding and Cortland County funding are necessary for Centro to implement transit service within Cortland County.

Effective Date:

This bill would take effect immediately.

Part C – Extend the Authority for the Department of Motor Vehicle's Online Pre-Licensing Course

Purpose:

This bill would extend the Department of Motor Vehicles' (DMV) pre-licensing course internet pilot program by five years.

Summary of Provisions and Statement in Support:

Section one of this bill would extend the repeal date of the DMV's pre-licensing course internet pilot program from June 30, 2025 to June 30, 2030. These provisions allow the DMV to offer an online version of its mandatory pre-licensing course for new drivers.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because this program provides drivers the flexibility to take the pre-licensing course in-person or online.

Effective Date:

This bill would take effect immediately.

Part D – Abandoned Vehicles

Purpose:

This bill would amend the process for removing abandoned vehicles.

Summary of Provisions and Statement in Support:

This bill would amend section 1224 of the Vehicle and Traffic law by lowering the amount of time, from six hours to three hours, that a vehicle without plates can be left on a highway or public place before being declared abandoned. This bill would also raise the wholesale value, from \$1,250 to \$3,500, at which ownership of an abandoned vehicle with no plates would vest in the local authority.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would allow for more effective removal of abandoned vehicles from the road and implementation of State and local services.

Effective Date:

This bill would take effect on the one hundred eightieth day after it shall have become a law.

Part E – Strengthen Drugged Driving Laws

Purpose:

This bill would expand existing law to strengthen drug-impaired driving provisions.

Summary of Provisions and Statement in Support:

This bill would amend section 114-a and create sections 119-a-1 and 119-b-1 of the Vehicle and Traffic law (VTL) to expand the definition of "drug" and add the definitions of "impaired" and "intoxication". Section 1194 of VTL would also be amended to expand the situations in which drivers can be compelled to take a chemical test or drug recognition evaluation and authorize penalties for refusing. The bill would also amend section 1193 of VTL to expand to the reasons why a court can suspend a driver's license to include drugged driving.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it will enhance public safety throughout the State.

Effective Date:

This bill would take effect immediately.

Part F – Improve Safety at New York City’s Elementary School Intersections

Purpose:

This bill would prohibit parking, standing, stopping, or backing vehicles within certain intersections in New York City.

Summary of Provisions and Statement in Support:

This bill would amend section 1642 of the Vehicle and Traffic law by prohibiting parking, standing, stopping or backing vehicles within twenty feet of an intersection that is within one thousand feet of an elementary school in a city with a population of more than one million people.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would improve safety measures for students and school crossing guards.

Effective Date:

This bill would take effect on the one hundred eightieth day after it shall have become a law.

Part G – Reclassify Ultra-Heavy Class 3 E-Bikes as Mopeds

Purpose:

This bill would reclassify certain bicycles weighing more than 100 pounds with electric assist as limited use motorcycles in New York City.

Summary of Provisions and Statement in Support:

This bill would amend section 102-c of the Vehicle and Traffic law (VTL) to change the definition of a class three bicycle with electric assist to specifically include only bicycles with electric assist that weigh less than one hundred pounds.

This bill would also amend section 121-b of VTL by adding class three bicycles with electric assist that weigh over one hundred pounds to the definition of limited use motorcycles.

These changes will require drivers of class three e-bikes weighing over one hundred pounds to possess a driver's license and registration to operate such e-bikes in New York City, and will keep the heaviest and most dangerous e-bikes out of bike lanes, improving safety for pedestrians and other cyclists.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2025-26 Executive Budget because these regulations would improve safety on New York City streets and aid governmental administration.

Effective Date:

This bill would take effect on the one hundred eightieth day after it shall have become a law.

Part H – Allow New York City to Lower Speed Limits in Bicycle Lanes

Purpose:

This bill would authorize New York City to set maximum speed limits for certain bicycle lanes.

Summary of Provisions and Statement in Support:

This bill would amend section 1642 of the Vehicle and Traffic law to allow cities with a population of over one million people to establish a maximum speed limit for bicycle

lanes. The speed limit could be no higher than that of the same highway outside of the bicycle lane.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it will improve traffic safety in New York City.

Effective Date:

This bill would take effect immediately.

Part I – Extend the Metropolitan Transportation Authority’s Tax Increment Financing

Purpose:

This bill would extend the Metropolitan Transportation Authority’s (MTA) Tax Increment Financing (TIF) provisions for an additional ten years, until April 1, 2035.

Summary of Provisions and Statement in Support:

Tax Increment Financing allows municipalities within the Metropolitan Commuter Transportation District to work with the MTA to establish alternative funding arrangements for capital projects that benefit local communities.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would continue to provide the MTA with financing opportunities to support its capital program.

Effective Date:

This bill would take effect immediately.

Part J – Extend the Metropolitan Transportation Authority’s Use of Compulsory Arbitration

Purpose:

This bill would extend certain dispute resolution provisions to facilitate settlements between the Metropolitan Transportation Authority (MTA) and labor representatives.

Summary of Provisions and Statement in Support:

Chapter 929 of the laws of 1986, as amended by Chapter 58 Part G of the laws of 2023, included provisions related to the use of compulsory arbitration to resolve impasses in collective bargaining negotiations between the MTA and its labor representatives. Compulsory arbitration has historically helped resolve MTA labor disputes, thereby avoiding disruptions in service. These provisions are set to expire on July 1, 2025. This bill would extend the sunset provision to July 1, 2027.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it promotes collective bargaining resolutions which mitigate potential disruptions in transit service.

Effective Date:

This bill would take effect immediately.

Part K – Extend the Metropolitan Transportation Authority’s Property Valuation Agreement

Purpose:

This bill would extend provisions to expedite the transfer of interests in real property from the City of New York to the Metropolitan Transportation Authority (MTA) to keep capital projects progressing.

Summary of Provisions and Statement in Support:

Under Public Authorities Law §1266 (12-a), when the City of New York has agreed to transfer an interest in real property to MTA, the MTA is entitled to pay fair market value for the property, where fair market value is determined by using independent appraisals. Without independent appraisals, negotiations of the price would delay the transfer of property and the completion of capital projects. This provision is expiring on December 31, 2025. This bill would extend the provision by five years, until December 31, 2030.

This bill would also make technical revisions which make it applicable to the 2025–2029 MTA Capital Program and thereafter.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it allows for MTA capital projects to continue without unnecessary delay.

Effective Date:

This bill would take effect immediately.

Part L – Make Permanent the Metropolitan Transportation Authority’s current Paratransit Reimbursement

Purpose:

This bill would make permanent New York City's (NYC) current funding contribution to the Metropolitan Transportation Authority (MTA) for paratransit operating expenses.

Summary of Provisions and Statement in Support:

Chapter 58 of the laws of 2020 included the provision that NYC fund fifty percent of the net paratransit operating expenses of the MTA. An amendment in FY 2024 increased the funding contribution for two years to eighty percent, with a maximum annual contribution of fifty percent plus one hundred sixty-five million dollars. This bill would permanently extend NYC’s funding contribution at this level. Costs of providing paratransit services have risen, along with ridership for these services. This bill would ensure that funding is available to avoid any disruptions in paratransit service.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget as it would ensure that funding necessary for the MTA to provide paratransit services is maintained.

Effective Date:

This bill would take effect immediately.

Part M – State and City Funding for the Metropolitan Transportation Authority 2025-2029 Capital Plan

Purpose:

This bill would commit the State of New York and City of New York to each contribute \$3 billion to pay capital costs related to projects in the Metropolitan Transportation Authority’s (MTA) 2025-2029 Capital Program.

Summary of Provisions and Statement in Support:

This bill would commit \$6 billion in total funding from the State and City for the MTA's 2025-2029 Capital Program. The bill would require that State and City contributions are provided concurrently in accordance with the funding needs of the capital program.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would provide necessary funding to support the MTA's 2025-2029 Capital Program.

Effective Date:

This bill would take effect immediately.

Part N – Overweight Vehicle Enforcement Using Weigh-In-Motion Technology

Purpose:

This bill would expand statutory authorization for the use of weigh-in-motion (WIM) technology to help keep overweight vehicles off of bridges and highways and improve traffic flow.

Summary of Provisions and Statement in Support:

This bill would amend the Vehicle and Traffic Law to authorize the use of WIM technology by the New York State Department of Transportation, Triborough Bridge and Tunnel Authority, New York State Bridge Authority, Port Authority of New York and New Jersey, New York City Department of Transportation, and New York State Thruway Authority, on agency or authority facilities including roadways, bridges, and highways. Each agency and authority would promulgate rules and regulations to use WIM technology to automatically enforce truck weight limits on its facilities and impose a monetary penalty on the owner of a vehicle for failure to comply with gross vehicle weight limits or axle weight restrictions.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would help prevent premature degradation of roadways, bridges, and highways across the State.

Effective Date:

This bill would take effect immediately.

Part O – Automated Camera Enforcement for “Blocking the Box”

Purpose:

This bill would allow for better traffic flow by amending the vehicle and traffic law to expand authorization for automated enforcement cameras (ACE) for New York City traffic rules to include violations related to “blocking the box”.

Summary of Provisions and Statement in Support:

This bill would allow the use of New York City and Metropolitan Transportation Authority stationary or mobile photo devices to enforce violations related to obstructing traffic at an intersection, commonly known as “blocking the box”. Improperly driving a vehicle into an intersection impacts the flow of traffic, can create traffic jams, and often impedes bus operations.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would enable more efficient traffic flow for vehicles, including buses.

Effective Date:

This bill would take effect immediately.

Part P – Construction Permit Reform

Purpose:

This bill would authorize the City of New York to establish a surcharge for the issuance of permits to occupy a street or sidewalk for construction purposes.

Summary of Provisions and Statement in Support:

This bill would amend the Vehicle and Traffic Law to authorize a new surcharge in New York City on the issuance of permits relating to the obstruction or closure of streets, sidewalks, or pedestrian plazas for the purpose of construction. The rate would be based on the geographical zone where the permit is issued and would be set by local law or, if no local law is enacted, by an amendment to the Administrative Code of New York City pursuant to this legislation.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2025-26 Executive Budget because it would help improve transit service and traffic flow by limiting the obstruction or closure of streets.

Effective Date:

This bill would take effect immediately, except for the amendment to the Administrative Code of New York City, which would take effect on January 1, 2028.

Part Q – Make Permanent and Expand the Workzone Speed Camera Program

Purpose:

This bill would make permanent the NYS Thruway Authority and NYS Department of Transportation (DOT) programs for speed violation photo monitoring systems in work zones (Automated Work Zone Speed Enforcement – AWZSE), increase penalties, modify the adjudication process, expand the authorization for speed violation photo monitoring to the Triborough Bridge and Tunnel Authority and NYS Bridge Authority, and establish a Work Zone Speed Camera Administration Fund.

Summary of Provisions and Statement in Support:

This bill would amend the Vehicle and Traffic Law (VTL) section 1180-e to make the AWZSE program permanent, increase penalties, change the adjudication of AWZSE appeals, and clarify for owners of stolen vehicles and lessors of vehicles that their submission of documentation is to the NYS Thruway Authority or NYS DOT, as applicable.

The bill would also amend the VTL to add new sections 1180-h and 1180-i to authorize the Triborough Bridge and Tunnel Authority and New York State Bridge Authority to establish AWZSE programs.

Finally, the bill would amend VTL Section 1803 to adjust the distribution of revenue collected by the AWZSE programs, as well as to amend State Finance Law by adding a new section 99-ss to establish the Work Zone Speed Camera Administration Fund.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it will enhance work zone safety and facilitate funding of the program.

Effective Date:

This bill would take effect 30 days after enactment.

Part R – Enhanced Transportation Worker Protections

Purpose:

This bill would expand the categories of transportation workers that qualify for enhanced assault protections under the Penal Law.

Summary of Provisions and Statement in Support:

This bill would allow motor vehicle license examiners, motor vehicle representatives, highway workers, motor carrier investigators, and motor vehicle inspectors to have the same protections against assault that are already provided to many other employees in the transportation sector.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because deterring crimes will improve employee safety.

Effective Date:

This bill would take effect 90 days after enactment.

Part S – Extension of the Assistance Demonstration Project for Displaced Workers

Purpose:

This bill would extend the Assistance Demonstration Project, regarding insurance for displaced workers, for an additional year.

Summary of Provisions and Statement in Support:

This bill would extend the Assistance Demonstration Project, originally enacted in 2004, which allows the Superintendent of the Department of Financial Services to subsidize health insurance continuation benefits available to eligible displaced workers. The bill would extend the authorization for the program until July 1, 2026.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget to provide eligible individuals the ability to maintain health insurance coverage. Without extension and associated appropriation, the program will expire.

Effective Date:

This bill would take effect immediately.

Part T – Indemnification authority for ORDA

Purpose:

This bill would give the Olympic Regional Development Authority (ORDA) the authority to guarantee the contractual indemnity required to enter into a reciprocal agreement with ski resorts that participate in ski pass programs. Over the past several years, ski areas have increasingly worked together to honor ski lift pass products that are marketed and sold cooperatively to the benefit of both the member mountains and the skiers who purchase these pass products.

Summary of Provisions and Statement in Support:

This bill would amend the Public Authorities Law to authorize ORDA to guarantee contractual indemnity, up to a capped amount, in entering into agreements for membership of one or more ski venues in reciprocal ski pass programs.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget which includes operational and capital funding for ORDA facilities.

Effective Date:

This bill would take effect immediately.

Part U – Require additional safety features for AI-companion technology

Purpose:

The purpose of the bill is to enhance user safety of artificial intelligence-based social and interactive websites and applications which simulate human interaction, referred to as “AI companions”.

Summary of Provisions and Statement in Support:

This bill amends the General Business Law to require operators of AI companions to refer users to mental health resources as appropriate and remind users they are interacting with a machine.

Budget Implications:

Enactment of this bill is necessary to implement in the FY 2026 Executive Budget because it will help protect New Yorkers using AI companions.

Effective Date:

This bill shall take effect on the 180th day after it shall have become a law.

Part V – Standardize Returns and Refunds

Purpose:

This bill would require retail sellers to offer a minimum 30-day return window for various products.

Summary of Provisions and Statement in Support:

This bill would amend the General Business Law to set minimum standards for the return window for certain retailers with New York buyers to a minimum of 30 days. This requirement will apply to businesses that have annual revenues of \$500,000 or more or that have more than 500 employees statewide. The bill also provides exemptions for perishable, customized, final sale, or other goods that are not eligible for return.

Budget Implications:

Enactment of this bill is necessary to implement in the FY 2026 Executive Budget to help enhance consumer protections for New Yorkers.

Effective Date:

This bill would take effect on the ninetieth day after it shall have become a law.

Part W – Strengthen Subscription Cancellation and Renewal Protections

Purpose:

This bill would amend the General Business Law to ensure subscription cancellation processes are simple, transparent, and fair thereby reinforcing New York’s commitment to safeguarding consumer rights and preventing predatory practices.

Summary of Provisions and Statement in Support:

This bill would amend the General Business Law to make it unlawful for any business that makes an automatic renewal or continuous service offer to fail to disclose to the consumer, in a clear, timely, conspicuous, and understandable manner the material terms of the subscription renewal. The bill would also require the business to provide easy-to-use options to cancel and prohibit the imposition of unreasonable barriers to cancelling.

Budget Implications:

Enactment of this bill is necessary to implement in the FY 2026 Executive Budget to enhance consumer protections for New Yorkers.

Effective Date:

This bill would take effect on the sixtieth day after it shall have become a law.

Part X – Personalized Pricing Transparency and Anti-Discrimination

Purpose:

The purpose of the bill is to help enhance consumers' awareness of sellers that offer or sell goods or services at a price based on personalized consumer data. The bill would further prohibit price discrimination, which is offering goods or services for sale based on protected class characteristics.

Summary of Provisions and Statement in Support:

This bill would amend the General Business Law to require businesses to notify consumers when they offer or sell goods or services at a price based on individual consumer data. The bill also prohibits sellers from engaging in price discrimination, which is offering or selling goods or services at a price based on the consumer's protected class characteristics.

Budget Implications:

Enactment of this bill is necessary to implement in the FY 2026 Executive Budget to help enhance consumer protections.

Effective Date:

This bill would take effect on the sixtieth day following its enactment.

Part Y – Regulation of Buy Now, Pay Later Loans

Purpose:

Buy now, pay later (BNPL) loans are short-term loans offered as an alternative to credit card payments, that allow consumers to split the cost of a purchase into multiple payments. This bill would authorize the Department of Financial Services (DFS) to regulate companies who offer BNPL loans to ensure consumers are sufficiently protected when using these financial products.

Summary of Provisions and Statement in Support:

This bill would amend the Banking Law to grant DFS licensing and regulatory authority over BNPL loans and their providers to build stronger consumer protections around disclosure requirements, dispute resolution, credit reporting standards, late fee limits, and consumer data privacy. DFS would also review guidelines to curtail dark patterns, debt accumulation, and overextension.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would help strengthen regulations in this industry and establish enhanced consumer protections for New Yorkers who use BNPL products.

Effective Date:

This bill would take effect one hundred eighty days after DFS promulgates rules or regulations to effectuate its provisions.

Part Z – Pharmacy Benefit Manager Rebate Transparency

Purpose:

This bill would establish new, annual requirements for Pharmacy Benefit Managers (PBMs) to disclose and report on details of rebate contracts to the public.

Summary of Provisions and Statement in Support:

This bill would require licensed PBMs to annually publish a report on their websites containing detailed information on rebate contracts. The bill outlines the specific aggregated data required for disclosure in each PBM's annual report, defines what constitutes a "rebate contract", and requires that a copy of each PBM's annual report be filed with the Superintendent of the Department of Financial Services (DFS) and with the Department of Health (DOH).

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it will increase industry transparency and create stronger consumer protections for New Yorkers.

Effective Date:

This bill would take effect one hundred and eighty days after it shall become law.

Part AA – Empower Financial Institutions to Combat Elder Fraud

Purpose:

This bill would amend General Business Law and Banking Law to establish new procedures for financial institutions to impose holds on transactions that appear to be related to the financial exploitation vulnerable adults.

Summary of Provisions and Statement in Support:

Vulnerable adults are especially at risk for financial exploitation through theft and scams. To curb such harmful activity, this bill would establish that financial institutions can impose holds on suspicious transactions, support the ability of relevant government agencies to investigate potential cases of financial exploitation, and place time limits on holds that are long enough to permit investigation but also allow legitimate transactions to be completed in a timely manner.

Under the terms of this bill, a financial institution may place a hold on a transaction if the institution reasonably believes it is the subject of or related to financial exploitation of a vulnerable adult. Institutions should place a hold on a transaction if adult protective services or a law enforcement agency (as defined in this proposal) notifies the financial institution that it reasonably believes that the transaction is the subject of or related to financial exploitation of a vulnerable adult. Banking institutions would also be required to develop training policies and programs to help employees recognize and protect vulnerable adults from financial exploitation.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget as it is part of the Governor’s initiative to combat elder financial exploitation, which is a component of an overall strategy to fight cybercrime and protect consumers.

Effective Date:

This bill would take effect on the one hundred and eightieth day after enactment.

Part BB – For-Hire Vehicle Group Insurance Policies

Purpose:

This bill would permit all for-hire motor vehicle owners to benefit from group insurance policies.

Summary of Provisions and Statement in Support:

Current law allows only for-hire vehicles with a capacity of eight or more to be eligible for group insurance policies. This bill would remove that capacity requirement to allow owners of all for-hire motor vehicles to benefit from group insurance policies. This proposal will open opportunities for insurers to expand their group policy offerings and provide owners of for-hire vehicles more options for sufficient coverage in this market.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget as it would allow more for-hire vehicle drivers to benefit from group insurance policies.

Effective Date:

This bill would take effect immediately.

Part CC – Flex Rating for For-Hire Vehicle Insurance

Purpose:

This bill would authorize the Department of Financial Services (DFS) to set flex for-hire vehicle insurance coverage rates through regulation.

Summary of Provisions and Statement in Support:

This bill would allow for flex rating for for-hire vehicle coverage. DFS would promulgate regulations governing the amount of permissible flex rating, allowing insurers to quickly make small adjustments in response to changes in the industry and better compete for business within reasonable limitations.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would help strengthen regulations in this industry, thereby creating stronger protections and better insurance options for drivers of for-hire vehicles.

Effective Date:

This bill would take effect on the one hundred and eightieth day.

Part DD – Insurance Rate Approval for For-Hire Vehicles

Purpose:

This bill would require for-hire vehicle insurers to file their rates with the Department of Financial Services (DFS) for approval.

Summary of Provisions and Statement in Support:

This bill would require for-hire vehicle insurers to refile their rates by August 25th of 2025 and every three years thereafter for DFS approval. This rate review cycle will enable DFS to establish actuarially-sound rates across the industry and phase-in any rate increases over time to help owners of for-hire vehicles manage the costs of coverage. Establishing more stable rates should also allow for more carriers to enter the market granting more options to drivers.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would help strengthen regulations in this industry and create stronger protections and better insurance options for drivers of for-hire vehicles.

Effective Date:

This bill would take effect immediately.

Part EE – Extend the authorization of the New York State Urban Development Corporation to administer the Empire State Economic Development Fund.

Purpose:

This bill would extend the authorization of the New York State Urban Development Corporation (UDC) to administer the Empire State Economic Development Fund (EDF) for an additional 3 years.

Summary of Provisions and Statement in Support:

Section 16-m of the UDC Act authorizes the UDC to provide financial assistance through the EDF. This authorization has been renewed regularly since 2012 and is currently set to expire on July 1, 2025.

The bill would provide for the continued administration of the EDF, one of the UDC's core economic development programs. Extending the expiration date until July 1, 2028 will permit the UDC to fulfill prior commitments made through the EDF, and to make new assistance available to businesses and other stakeholders throughout the State without interruption.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it allows UDC to continue to implement the Economic Development Fund.

Effective Date:

This bill would take effect immediately.

Part FF – Extend the general loan powers of the New York State Urban Development Corporation.

Purpose:

This bill would extend the general loan powers of the New York State Urban Development Corporation (UDC) for an additional 3 years.

Summary of Provisions and Statement in Support:

Chapter 393 of the Laws of 1994 provides UDC with the general power to make loans. This authorization has been renewed regularly since 1997 and is currently set to expire on July 1, 2025.

Absent enactment of this bill, UDC would be authorized to make loans only in connection with certain State-funded economic development programs that have specific statutory loan authorization.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget, which assumes that UDC would provide certain economic development assistance through loans. Absent this legislation, the UDC could not fund approved loans made through economic programs lacking specific statutory authorization.

Effective Date:

This bill would take effect immediately.

Part GG – Extend the authorization of the Dormitory Authority of the State of New York to enter into design and construction management agreements with the Department of Environmental Conservation and the Office of Parks, Recreation and Historic Preservation.

Purpose:

The bill would extend for two years the authorization for the Dormitory Authority (“DASNY”) to enter into design and construction management agreements with the Department of Environmental Conservation (“DEC”) and the Office of Parks, Recreation and Historic Preservation (“OPRHP”).

Summary of Provisions and Statement in Support:

The bill amends section 2 of Part BB of Chapter 58 of the Laws of 2012, which provided DASNY with statutory authorization to enter into design and construction management agreements with DEC and OPRHP until April 1, 2025. The bill would extend the authorization until April 1, 2027.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget to ensure that DASNY can continue to provide DEC and OPRHP with construction and design services.

Effective Date:

This bill would take effect immediately.

Part HH – Extend the authorization of the Private Activity Bond Allocation Act.

Purpose:

This bill would extend the authorization of the Private Activity Bond Allocation Act for an additional 3 years.

Summary of Provisions and Statement in Support:

Chapter 56 of the laws of 2022 authorizes an orderly and efficient volume ceiling allocation process for state and local agencies by establishing an alternative formula for making such allocations. This authorization is renewed regularly and is currently set to expire on July 1, 2025. Extending the expiration date until July 1, 2028 would ensure the continuation of private activity bond cap allocations.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it allows private activity bond allocations to continue to be made to support critical affordable housing and economic development projects.

Effective Date:

This bill would take effect immediately.

Part II – Dormitory Authority of the State of New York Authorization for Public Libraries

Purpose:

The bill would authorize the Dormitory Authority of the State of New York (DASNY) to provide financing and construction services for public libraries chartered by the board of regents or incorporated under the not-for-profit corporation law.

Summary of Provisions and Statement in Support:

Currently, DASNY is only able to provide financing and construction management services to libraries that obtain a special designation pursuant to legislation. In response to other libraries seeking DASNY financing and construction management services, this bill would extend DASNY financing and construction management services authorization to all libraries, including those chartered by the board of regents or incorporated under the Not-for-Profit Corporation Law.

The bill would amend the existing definition of “public library” in Public Authorities Law (“PAL”) §1676 (32) to include any library chartered by the state board of regents or incorporated under the Not-for-Profit Corporation Law constituting a public library, an association library or a free library as defined in Education Law §253.

The bill also states that it does not affect those libraries defined as “public libraries” under the prior version of PAL §1676 (32), nor does it impair the validity of bonds previously issued by DASNY for any such library.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it provides viable financing and construction alternatives through DASNY for public libraries in the State of New York.

Effective Date:

This bill would take effect immediately.

Part JJ – Authorizes DASNY to provide planning, design, procurement, and construction management services to counties, cities, towns and villages; and grant administration services to DEC.

Purpose:

This bill authorizes DASNY to provide planning, design, procurement, and construction management services to counties, cities, towns and villages, as well as grant administration services to the Department of Environmental Conservation.

Summary of Provisions and Statement in Support:

The bill would amend the definition of the terms “dormitory” and “educational institution” contained in Public Authorities Law (“PAL”) §§ 1676(2)(b) and 1680(1), respectively, to include any county, city, town and village regarding planning, design, procurement, and construction management services. The inclusion of such entities within the definitions of “dormitory” and “educational institutions” would authorize DASNY to provide its services to such entities.

The bill also amends Public Authorities Law §1678 (26) to include grant administration in the list of services DASNY is authorized to provide to DEC.

Budget Implications:

Enactment of this bill will aid in delivering critical programs established in the FY 2026 Executive Budget in a more timely and effective manner by authorizing DASNY to provide planning, design, procurement, and construction management services to units of local government as well as grant administration services for DEC programs.

Effective Date:

This bill would take effect immediately.

Part KK – Extend the Authorization of the Minority and Women Owned Business Program

Purpose:

This bill would extend New York State’s Minority and Women-owned Business Enterprises (MWBE) program for two years.

Summary of Provisions and Statement in Support:

This bill would amend section 121 of chapter 261 of the laws of 1988 to reauthorize the MWBE program, which is set to lapse in 2025. This extension would reauthorize the program until 2027, allowing for the continuation of this beneficial program.

The Division of Minority and Women’s Business Development (DMWBD) oversees the statewide MWBE program operated by state agencies as defined by Article 15-A. The Division is charged with three primary functions: (1) to encourage and assist state agencies that are engaged in contracting activities to award a fair share of state contracts to MWBEs; (2) to review applications by businesses seeking certification as a MWBE and to maintain a directory of certified MWBEs; and (3) to promote the business development of MWBEs through education and outreach to agencies and MWBEs. The MWBE program was reauthorized in 2024 for one year and is set to expire in December of 2025.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it provides the MWBE program additional time to carry out the reporting functions of the program.

Effective Date:

This bill will take effect immediately.

Part LL – Increase the Linked Deposit Program Authorization.

Purpose:

To increase the maximum authorization of funds on deposit for the linked deposit program from \$560 million to \$1 billion.

Summary of Provisions and Statement in Support:

This bill would amend State Finance Law to increase the authorized amount of funds on deposit for the linked deposit program from \$560 million to \$1 billion.

The Linked Deposit Program -- an interest-rate-reduction initiative overseen by Empire State Development that benefits small businesses -- is nearing overutilization due to the current high interest rate environment. The current \$560 million allocation for the program has remained unchanged for nearly twenty years (since 2007) and is no longer sufficient to meet the new demand from New York businesses.

Without an increased authorization, this interest rate reduction program for small businesses is expected to be entirely committed within FY 2026. This impending

shortfall underscores the urgent need for an increase of the program's funding to support New York's small businesses.

Budget Implications:

This bill is necessary to implement the FY26 Executive Budget as the Linked Deposit Program deploys State funds on deposit at participating banking institutions to offer lower interest rate costs to eligible businesses.

Effective Date:

The bill would take effect immediately.

Part MM – Increase Discretionary Procurement Thresholds for Minority and Women-owned Business Enterprises and Service-Disabled Veteran Owned Businesses

Purpose:

Increase State agency and public authority discretionary procurement thresholds for Minority and Women-owned Business Enterprises (MWBEs) and Service-Disabled Veteran Owned Businesses (SDVOBs).

Summary of Provisions and Statement in Support:

This bill increases the State agency discretionary procurement threshold in State Finance Law for MWBEs and SDVOBs from \$750,000 to \$1.5 million.

This bill also increases the public authority discretionary procurement threshold in Public Authorities Law for MWBEs from \$500,000 to \$1.5 million and makes SDVOBs eligible for the threshold.

Discretionary procurements are not only meaningful growth opportunities for MWBEs and SDVOBs but also create strong networks and direct connections between business owners and State contractors. Increasing the number and value of non-competitive contracts by raising the discretionary procurement threshold will increase access to contracts and help more MWBEs and SDVOBs work directly as prime contractors for State agencies and authorities.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget, as it will increase the level of MWBE and SDVOB participation in State procurements, ultimately aiding the State in reaching its long-standing MWBE and SDVOB procurement contracting goals.

Effective Date:

This bill will take effect immediately.

Part NN – Captive Insurance for Public Benefit Corporations

Purpose:

The purpose of this bill is to authorize certain New York State and local authorities to create a pure or group captive insurance company.

Summary of Provisions and Statement in Support:

This bill authorizes certain state and local authorities to create a pure or captive insurance company, will also expanding the definition of an industrial insured group to include certain state and local authorities and establishing guidelines on formation and administration of any captive insurance companies.

Additionally, this bill would authorize public benefit corporations, public authorities, and other public entities to incorporate as a group captive insurance company.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Budget because it authorizes state and local authorities and public benefit corporations to create pure or group captive insurance companies in an effort to more effectively manage risks and costs.

Effective Date:

This bill will take effect immediately.

Part OO – Enhance the Agricultural and Farmland Protection Program

Purpose:

This bill amends Agriculture and Markets Law to update and improve the Agricultural and Farmland Protection Program.

Summary of Provisions and Statement in Support:

Articles 25-AA and 25-AAA of the Agriculture and Markets Law relate to New York's Farmland Protection Program which allows New York State to protect valuable, at-risk,

farmland from development pressures and ensure that the land continues to be used for agricultural purposes. This bill amends current law to:

- Add definitions for urban agriculture, local and regional food systems, and local food supply chains that encourage the consideration of food security and urban agricultural lands as part of the local planning process.
- Clarify and streamline the current program's processes.
- Authorize additional financial assistance programs supporting a variety of agricultural stakeholders and organizations.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it authorizes additional financial assistance for farmland protection.

Effective Date:

This bill would take effect immediately.

Part PP – Extend the Waste Tire Management and Recycling Fee

Purpose:

This bill would extend the Waste Tire Management and Recycling Fee (“fee”) for five years, remove the mail order exemption to the fee, and make other technical and conforming changes.

Summary of Provisions and Statement in Support:

Environmental Conservation Law currently requires businesses that sell or install new tires to collect a fee from customers and remit it to the Department of Taxation and Finance. This fee funds waste tire recycling and environmentally friendly tire disposal. This bill would extend the fee – set to expire December 31, 2025 - for five years, through December 31, 2030. Additionally, this bill would remove a provision that exempts mail order tire sales from the fee.

This bill would also: require out-of-state sellers that meet the requirements for sales tax collection to collect the fee on sales of new tires that are delivered in New York; require a tire service to collect the fee when installing tires, unless the purchaser can show it was already paid; and eliminate language relating to resold tires that became redundant when the sales tax administrative provisions, which included a resale exclusion, began applying to the fee on March 1, 2023.

Eliminating the mail order exemption would level the playing field between New York's brick-and-mortar tire sellers and online sellers, and ensures that the fee is collected on these sales.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because the \$2.50 fee supports the abatement of waste tire sites and associated staff at the Department of Environmental Conservation.

Effective Date:

This bill would take effect September 1, 2025.

Part QQ – Extend the Youth Hunting Program

Purpose:

This bill would extend the deer hunting program for mentored youth for an additional 5 years, from December 31, 2025 to December 31, 2030.

Summary of Provisions and Statement in Support:

The bill extends the provisions of Environmental Conservation Law (ECL) §11-0935 allowing 12-year-old and 13-year-old hunters to pursue white-tailed deer with a firearm or crossbow when supervised by an experienced adult hunter until December 31, 2030.

The deer hunting pilot program was established in 2021 and allows youth ages 12 to 13 to learn basic safe, responsible, and ethical hunting from an experienced adult hunter. During the program's four hunting seasons, nearly 14,000 junior hunters have been eligible to participate each year, with zero safety incidents or hunting violations associated with young hunters. Since the pilot program began, annual license sales for 12-year-old and 13-year-old hunters have increased by approximately 68%.

Additionally, this program was widely accepted by county governments, as 52 of the 54 eligible counties passed a local law to participate in the program. Currently, 47 states, including New York, allow hunters 12 or older to hunt big game. After four seasons with support from counties and no related safety incidents, this proposal would continue the program for another 5 years.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because of the increased revenues received from hunting licenses from the youth hunting program.

Effective Date:

This bill would take effect immediately.

Part RR – Hazardous Waste Superfund Reauthorization

Purpose:

This bill would improve and reauthorize the Inactive Hazardous Waste Disposal Site Program, known as the State Superfund, to provide the program with measures to accelerate the remediation of sites and enable development for manufacturing, clean energy, housing, and other needs. The bill would also increase the amount of bonds that may be issued for purposes of financing the program.

Summary of Provisions and Statement in Support:

This bill would amend Title 13 of Article 27 of the Environmental Conservation Law to require the Department of Environmental Conservation (DEC) to prioritize implementation of remedial programs at sites located in disadvantaged communities; provide DEC with authority to establish financial assurance requirements for the implementation of a remedial program by a responsible party; align definitions with the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA); clarify municipal liability under the Inactive Hazardous Waste Disposal Site Program; provide for the recovery of costs and Natural Resource Damages in state court; allow DEC to issue unilateral orders to responsible parties in instances where there is a significant threat to public health or the environment that a viable responsible party is unwilling to address; and enable the department to file environmental liens on sites to ensure transparent controls are in place for remedial measures effectuated by responsible parties.

Additionally, the bill would amend the Hazardous Waste Remedial Fund under State Finance Law to allow funds to be used for remedial programs at sites owned by New York State and amend Public Authorities Law to increase the bonding authority for the State Superfund Program from \$2.2 billion to \$3.45 billion and extend the authorization from March 31, 2026 to March 31, 2036.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2025-26 Executive Budget because it provides the necessary tools for effective cleanups across the State, holds responsible parties accountable and provides funding authorization for the next ten years for the State Superfund Program.

Effective Date:

This bill would take effect immediately.

Part SS – Keeping Firefighters Safe

Purpose:

This bill would prohibit the manufacture, sale, or distribution of firefighting personal protective equipment (PPE) that contains intentionally added PFAS. This bill would also clarify that the recall of Class B firefighting foam in this section applies to foam that was manufactured, sold, offered for sale, or distributed for sale or use at any time.

Summary of Provisions and Statement in Support:

This bill would amend section 391-u of the General Business Law to prohibit any manufacturer or other person that sells firefighting PPE to a person, local government, fire company, fire department, or state agency to knowingly sell, offer for sale, distribute for sale or distribute for use in the State any firefighting PPE that contains intentionally added PFAS. The bill also clarifies that the recall of Class B firefighting foam in this section applies to foam that was manufactured, sold, offered for sale, or distributed for sale or use at any time.

Budget Implications:

This bill is necessary to implement the FY 2026 because it will help ensure the safety of firefighters throughout the State.

Effective Date:

This bill would take effect immediately.

Part TT – Conservation Easements Exemption and Land Trust Exemption from Mansion Tax

Purpose:

This bill would expedite the process for the acquisition and transfer of land for conservation purposes and exempt land trust organizations from the Mansion Tax.

Summary of Provisions and Statement in Support:

This bill would amend subdivision one of Section 3-0305 of the Environmental Conservation Law to remove the requirement that conservation easement acquisitions be approved by the Attorney General. The relevant State agency acquiring such conservation easement would instead be responsible for reviewing and approving all

aspects of the acquisition. This bill would also amend Section 1405 of the Tax Law to include conveyances of real property for open space, parks, or historic preservation purposes to any not-for-profit tax exempt corporation operated for conservation, environmental, parks or historic preservation purposes as exempt from payment of additional taxes imposed pursuant to Section 1402-A of the Tax Law.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would help expedite acquisition of conservation easements while still ensuring a responsible land acquisition process, as well as relieve a burden on not-for-profit land trusts acquiring land for open space purposes that would otherwise be subject to the Mansion Tax.

Effective Date:

This bill would take effect immediately.

Part UU – Renew DEC's Authority to Manage Crabs

Purpose:

This bill would renew the Department of Environmental Conservation's (DEC) authority to manage crabs until December 31, 2029.

Summary of Provisions and Statement in Support:

The bill renews the provisions of Environmental Conservation Law (ECL) §3-0331 allowing DEC the authority to manage all crabs until December 31, 2029.

This bill would enable DEC to maintain compliance with any applicable federal management plan or Interstate Fishery Management Plan (FMP) adopted by the Atlantic States Marine Fisheries Commission (ASMFC). Extending such authority will ensure that DEC maintains the ability to comply with fishery management plans. DEC's authority for crabs is also necessary to protect the fishery for the benefit of those who rely on it for recreational opportunities and income, and to maintain the sustainability of such fishery so that it is available for future generations.

Budget Implications:

This bill would have no fiscal implications for the State.

Effective Date:

This bill would take effect immediately.

Part VV – Annual NYSERDA Special Assessment

Purpose:

This bill would extend the New York State Energy Research and Development Authority's (NYSERDA) authorization to collect a special assessment on gas and electric corporations to support certain energy-related programs.

Summary of Provisions and Statement in Support:

This assessment allows NYSERDA to finance: its energy research, development and demonstration program; its energy policy and planning program; the Fuel NY Program; climate change related expenses of the Department of Environmental Conservation (DEC); and the creation of a Master Plan for Responsible Advanced Nuclear Development.

This legislation is annually enacted in the State budget.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2025-26 Executive Budget because it authorizes the collection of \$35.8 million in assessments that support NYSERDA's core operations.

Effective Date:

This bill would take effect immediately.

Part WW – Hold Energy Service Companies Accountable for Revenue Return

Purpose:

This bill would close a statutory loophole that allows Energy Services Companies (ESCOs) to retain unclaimed customer deposits or refunds, rather than remitting such unclaimed funds to the Abandoned Property Fund administered by the Office of the State Comptroller (OSC).

Summary of Provisions and Statement in Support:

ESCOs are entities "eligible to sell energy services to end-user customers using the transmission or distribution system of a utility." Unlike other utility service providers, under current law, ESCOs are not required to remit to OSC any utility customer refunds or deposits that meet the definition of "abandoned property" under Abandoned Property

Law. This gap in regulation is relevant when customers move, ESCOs abandon their New York presence, or in certain other circumstances.

To address this gap, this bill amends Abandoned Property Law to define ESCOs and include them in the list of qualifying types of "utility services" that are subject to this law's provisions. The bill would also amend other sections of the Abandoned Property Law to make conforming changes. These changes address, respectively: what monies held by utility services constitute "abandoned property" and timelines for qualifying as such; how utility services must publish information on these monies to find the rightful owner; and, when and how these monies must be remitted to the State Comptroller.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it would establish a straightforward process for ESCO customers to obtain their unclaimed funds and strengthen the deterrent effect of the Public Service Commission's ESCO enforcement order.

Effective Date:

This bill would take effect immediately.

Part XX – Extending Assessments on Cable Television Companies and Public Utilities

Purpose:

This bill would extend for an additional five years the State's current authorization to allow various agencies to finance public health campaigns and utility oversight related costs from assessments on cable television companies and public utilities, respectively.

Summary of Provisions and Statement in Support:

This bill would extend authorization of utility oversight related expenditures of the departments of Agriculture and Markets, Environmental Conservation, State, and the Office of Parks, Recreation and Historic Preservation as eligible expenses of utility assessment revenues.

Additionally, the bill would extend authorization of certain expenditures of the Department of Health as eligible expenses for cable television assessment revenues. Section 18-a of the Public Service Law (PSL) authorizes the Department of Public Service (DPS) to assess public utilities for costs associated with the regulation of utilities. PSL § 217 authorizes the DPS to assess cable television companies for costs associated with the regulation of cable television companies.

This bill would ensure that the affected agencies can continue to expend utility assessment funds on agency activities related to utility oversight and public health initiatives.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because its provisions ensure the recovery of public health and utility oversight related expenses incurred by various agencies.

Effective Date:

This bill would take effect immediately.

Part YY – Incentivizing Compliance with the “Call Before You Dig” Program

Purpose:

This bill would increase and redirect civil penalties for failure to comply with the Department of Public Service's (DPS) rules and regulations established for the protection of underground facilities.

Summary of Provisions and Statement in Support:

This bill would amend General Business Law to increase civil penalties for failure to comply with what is commonly known as the “Call Before You Dig” program. This DPS program provides a legal framework for the protection of “underground facilities”, meaning pipelines, conduits, ducts, cables, wires, manholes, vaults, etc. The program ensures safety procedures are followed whenever excavation occurs.

Under this bill, potential civil penalties for a first violation would be increased from \$2,500 to \$5,000 and potential penalties for each succeeding violation that occurs within a 12-month period would be increased from \$10,000 to \$20,000.

This bill would also amend State Finance Law to direct these penalties to the Environmental Protection Fund (EPF), beginning October 1, 2025.

Budget Implications:

Enactment of this bill is necessary to implement the FY 2026 Executive Budget because it directs revenue to the EPF, while also enhancing safety by dissuading negligent excavating.

Effective Date:

This bill would take effect immediately.

Part ZZ – Tax Disclosure for Climate Leadership and Community Protection Act Implementation

Purpose:

This bill would provide for the sharing of certain tax information from the Department of Taxation and Finance (DTF) with the Department of Environmental Conservation (DEC) or the New York State Energy Research and Development Authority (NYSERDA) for purposes of implementing the Climate Leadership and Community Protection Act.

Summary of Provisions and Statement in Support:

This bill would amend the Tax Law to authorize DTF to disclose certain data from the returns of petroleum or fossil fuel businesses to DEC or NYSERDA to implement programs to be created pursuant to the Climate Leadership and Community Protection Act.

Budget Implications:

This bill is necessary to implement the FY 2026 Executive Budget because it provides for the collection and sharing of information necessary for the effective implementation and enforcement of the Climate Leadership and Community Protection Act.

Effective Date:

This bill would take effect immediately.

The provisions of this act shall take effect immediately, provided, however, that the applicable effective date of each part of this act shall be as specifically set forth in the last section of such part.