

NEW YORK STATE ASSEMBLY • SHELDON SILVER, SPEAKER



2014 ANNUAL REPORT



Committee on
Transportation

David F. Gantt, Chairman



THE ASSEMBLY
STATE OF NEW YORK
ALBANY

DAVID F. GANTT
Assemblyman 137TH District

CHAIRMAN
Transportation Committee

COMMITTEE MEMBERSHIP
Transportation
Rules
Ways and Means
Economic Development, Job Creation,
Commerce and Industry
Local Governments

December 15, 2014

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

Dear Mr. Speaker:

I am pleased to submit to you the 2014 Annual Report of the Assembly Standing Committee on Transportation.

New Yorkers depend upon a safe, efficient transportation system for personal mobility and economic growth, and the work of the Assembly Transportation Committee is committed to ensuring the public's access to, and safety upon, roads, bridges, transit, air and rail systems across the State. Toward those ends, the Committee was proud of its role in ensuring that the enacted State budget contained funds supporting the second year of the Department of Transportation's capital program, as well as funds for local roads and bridges, aviation, passenger and freight rail, and public transit systems.

The Committee also was successful in continuing the appropriation of \$400,000 for the training of school bus drivers. Over 2.3 million children ride school buses daily in the State. School buses are among the safest forms of transportation, having an excellent safety record. They are instantly recognizable on the road due to their distinctive bright yellow color and their lights, signage and stop-arms to alert drivers. Occupants are kept safe through equipment including compartmentalized seats that have high, padded seat backs, and the buses themselves undergo semiannual Department of Transportation inspections and daily pre-and post-trip inspections conducted by drivers and school technicians. However, as safe as we can make the vehicles and as much training as we can provide the drivers, children remain at risk of injury and death from being hit by motorists passing stopped school buses. Statistics show that more than 50,000 motor vehicles illegally pass stopped school buses on a daily basis, thereby endangering children boarding or exiting school buses. Current law authorizes the imposition of high penalties upon drivers convicted of failing to stop for a stopped school bus. To bolster this deterrent, the Committee moved legislation that was passed by the Assembly to ramp up public education on the dangers involved with these violations and to encourage the development of proposals to reduce violations.

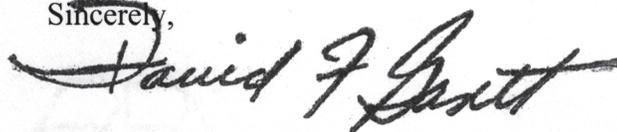
New York State has one of the lowest alcohol-impaired motor vehicle fatality rates in the nation. Our success arises from strong enforcement of strict laws, and locally-based training, enforcement, public education, advocacy, and media campaigns. As much achievement as we have seen in reducing drunk driving incidents, there is always more that can and should be done to reduce these rates to even lower levels. The Committee was successful this year in shepherding legislation through to enactment that addresses the ongoing problem of repeat drunk drivers. The new law strengthens the criminal sanctions imposed on recidivist driving while intoxicated (DWI) offenders by extending the look-back period for prior convictions from ten years to fifteen years. It is anticipated that this will have the effect of deterring persons with prior convictions from repeating that terrible choice, since they would be subject to higher criminal sanctions. And in order to deter drivers from making another horrendous choice, the Committee moved and the Assembly passed legislation to create a new crime, "aggravated leaving the scene of an accident without reporting." This legislation would impose a class C felony on a driver leaving the scene of a multiple fatality or serious injury crash caused by his or her reckless driving, if the driver has either a suspended or revoked license or a prior conviction for leaving the scene of a crash or for driving while intoxicated or impaired.

In 2015, the Committee will continue to explore ways to develop New York State's transportation system and improve its intermodal features in order to facilitate the movement of people and goods throughout the State. The Committee also will continue its work on addressing issues faced by the traveling public.

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

Mr. Speaker, on behalf of the members of the Committee, I want to thank you for your encouragement and support of our efforts throughout the 2014 Session. With your continued leadership, we look forward to a productive Legislative Session in 2015.

Sincerely,

A handwritten signature in black ink that reads "David F. Gantt". The signature is written in a cursive, flowing style.

David F. Gantt, Chairman
Assembly Committee on Transportation

DFG:jb
Enclosure

**2014 ANNUAL REPORT
OF THE
NEW YORK STATE ASSEMBLY
STANDING COMMITTEE ON TRANSPORTATION**

David F. Gantt, Chairman

Committee Members

Majority

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

Minority

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

Staff

Christian Malanga, Assistant Secretary for Program and Policy
Julie A. Barney, Principal Analyst
Michael R. Hernandez, Associate Counsel
Anthony Orphe, Counsel to the Chairman
Nicholas E. Thony, Legislative Director
Kathryn F. Curren, Committee Clerk
Jeannine Barcher, Program & Counsel Executive Secretary

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INTRODUCTION AND SUMMARY

Committee Jurisdiction

New York State's transportation network moves millions of people and tons of freight annually. This network includes a State and local highway and bridge system of more than 17,000 bridges and over 114,000 miles of highways, upon which more than 130 billion vehicle miles are driven annually. Over 480 public and private aviation facilities provide service to more than 80 million passengers annually. Four port authorities (NY/NJ, Albany, Oswego, and Ogdensburg), the Port of Buffalo and numerous private ports and waterways handle more than 165 million tons of freight each year. There also are approximately 4,600 route miles of rail in the State, moving almost 68 million tons of freight annually. Almost 1.7 million riders use Amtrak's Empire and Adirondack services, and over 8.4 million rail passengers pass through Penn Station using Amtrak service with an origin or destination within New York State. Over 130 public transit operators provide service to approximately 7.5 million passengers per day.

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

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

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

Summary of Committee Action

During the 2014 Legislative Session 703 bills were referred to the Assembly Standing Committee on Transportation. A number were ultimately signed into law, including legislation to enhance penalties to discourage repeat drunken driving offenses, and to eliminate a fee for veterans opting to place a distinguishing mark on their drivers' licenses and non-driver identification (ID) cards. The Assembly also acted upon a number of other bills to enhance public safety, including bills that would have: increased penalties for leaving the scene of a multiple serious physical injury or fatal accident under aggravating circumstances; required prioritization of motor vehicle accident report processing; and discouraged motorists from illegally passing stopped school buses.

The Committee conducted a public hearing on Thursday, December 11, 2014 on the impact of the 2014-2015 enacted State budget on the Department of Transportation Two-Year Capital Program.

2014 LEGISLATIVE ACTION

Stopping for Stopped School Buses

(A.99, Gantt; Passed Assembly)

Under current law, it is illegal to pass a stopped school bus when its stop sign-shaped arms are extended and its red lights are flashing. However, motorists continue to illegally pass school buses, raising safety concerns among parents, drivers, and transportation administrators alike. It has been estimated that over 50,000 vehicles pass stopped school buses illegally each school day in New York State. Motorists pass from the front and the rear of buses as well as on the right hand side of school buses, which exposes boarding and exiting children to the risk of death or serious physical injury from being struck by motor vehicles.

Since the law already imposes significant penalties upon motorists convicted of passing a stopped school bus (\$250 to \$1,000 in fines and/or 30 to 180 days imprisonment), the Assembly passed legislation to address this critical issue through public education and the development of proposals to reduce violations. Assembly bill 99 (Gantt) would direct DMV to design and implement a “school bus motorist education program” in conjunction with the Governor’s Traffic Safety Committee (GTSC), the State Education Department (SED), DOT, the Division of the State Police (DSP), and the State Comprehensive School Bus Driver Safety Training Council. This would serve a number of purposes: to educate motorists of the dangers of passing stopped school buses, to reduce the number of these violations, and to promote school bus safety.

The bill would also establish a “school bus motorist education fund” and redirect surcharges collected for illegally passing stopped school buses into such fund. Fifty percent of the monies collected would be directed to the “school bus motorist

education program” and the remaining 50 percent of the monies collected would be directed to the State Comprehensive School Bus Driver Safety Training Council for the study of the illegal passing of stopped school buses and the development of proposals to reduce the number of such violations.

Accident Report Processing

(A.2206, Titus; Passed Assembly)

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

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

Assembly bill 2206 (Titus) is intended to ensure that the data necessary for roadside accident mitigation efforts is available in a more timely manner than current practice allows. It would require DMV to prioritize the processing of accident reports involving serious physical injury or death. Having this data

available more quickly after the occurrence of a collision would facilitate prompter responses in making any necessary changes at crash locations to prevent or reduce the severity of potential future crashes.

Seat Belt Use

(A.5400-B, Thiele; Passed Assembly)

The State of New York in 1984 adopted the first seat belt law in the nation. As first enacted, the law required drivers, all front seat passengers, and rear seat passengers up to the age of ten years to be restrained by safety belts and/or child safety seats as appropriate. The law was amended periodically in subsequent years to increase the minimum age of rear seat passenger use to include all those under the age of sixteen, and to modify the child safety seat provisions to include booster seats for passengers under the age of eight. Use rose from 16 percent prior to the law's enactment, to 91 percent in 2014. However, the downward trend in the number of unrestrained occupant fatalities was reversed recently, increasing from 187 such fatalities in 2011 to 204 in 2012.

Since its inception, the law exempted drivers and passengers in a variety of vehicles from seat belt requirements. These exemptions include authorized emergency vehicles. The exemption for authorized emergency vehicle personnel may be necessary in certain conditions in order for them to perform their duties. However, experts have stated that traffic crashes on the way to or coming from an emergency situation are the leading cause of death or serious injury to volunteer firefighters and ambulance workers. As a result, firefighters and ambulance workers are trained to use seat belts, newer fire vehicles will not activate until all seat belts are fastened, and many ambulance and fire department policies require personnel to use seat belts whenever operating a departmental vehicle.

Assembly bill 5400-B (Thiele) would eliminate the exemption from seat belt requirements of fire vehicles and ambulances operated by volunteer fire companies and volunteer ambulance services. Violations would be subject to a maximum \$50 civil penalty.

Aggravated Leaving the Scene of an Accident without Reporting

(A.7315-D, Hennessey; Passed Assembly)

Persons who leave the scene of a motor vehicle crash involving serious physical injury or death are subject to serious criminal charges under current law. In 2005, the Legislature responded to concerns that drunken drivers were incentivized to leave accident scenes to avoid more serious charges by raising the felony level for leaving the scene of a fatal crash to the same as that for second degree vehicular manslaughter, to a Class D felony (Chapter 49, Laws of 2005). Likewise, the mandatory minimum fines for leaving the scene of a serious physical injury or fatal crash imposed by Chapter 49 match those imposed upon drunken drivers convicted of second degree vehicular assault or manslaughter.

Notwithstanding these penalties, concerns continue to be raised about drivers leaving the scene of serious injury or fatal crashes. In response, the Assembly passed legislation that would create a new crime, "aggravated leaving the scene of an incident without reporting." This new crime would occur if a person left the scene of a personal injury accident that resulted from their reckless driving, in which more than one other person was seriously injured or killed, and one of the following circumstances exists: either the license of the driver fleeing the scene was suspended or revoked for a previous conviction for leaving the scene or for driving while intoxicated (DWI) or while ability impaired (DWAI), or the fleeing driver had a prior

conviction for leaving the scene of an accident or for DWI/DWAI. Violations would be a Class C felony subject to a \$2,500 to \$5,500 fine, in addition to any other penalties provided by law.

Driving While Intoxicated Penalties (“Vince’s Law”)

(A.8021-A, Roberts; Chapter 191, Laws of 2014)

New York State has made great strides in reducing instances of driving while intoxicated (DWI) or impaired by alcohol and/or drugs (DWAI). As noted by the STOP-DWI Association¹, New York’s drunk driving laws prior to 1980 failed to provide a substantial level of deterrence. The Association states that at that time, a person arrested for DWI in New York had an average blood alcohol content (BAC) level of 0.19 percent, an amount more than twice the current legal limit of 0.08 percent. Such person’s chances of being arrested were estimated to be as low as one in 2,000 drunk driving events, and if caught, he or she often could plead guilty to a non-alcohol charge or be subjected to low penalties.

Since that time, the law has undergone many changes. It incorporated a “general deterrence model” as a way to combat drunk driving wherein the greater the perceived likelihood of apprehension, prosecution, conviction and punishment, the more severe the perceived actual penalty, and the more swiftly it is perceived to be administered, the greater will be the deterrent effect. Thus, laws were enacted that created the STOP-DWI Program to coordinate local enforcement, prosecution, public information and education efforts, that restricted plea bargaining, strengthened penalties for more egregious DWI-related violations, mandated the use of ignition interlock devices, and required the assessment and treatment of offenders with substance abuse problems.

¹ STOP-DWI is the “Special Traffic Options Program – Driving While Intoxicated,” see *Vehicle and Traffic Law Section 1197*.

In 2012, New York's fatality rate for alcohol-related traffic fatalities was 0.27 percent, lower than the 0.35 percent national fatality rate. While alcohol-related crashes represent approximately three percent of all police-reported traffic crashes in New York State, their share as a percentage of fatal crashes is higher, at 32 percent of the total. In its ongoing effort to further improve public safety by reducing incidents of alcohol and drug-related driving, the Legislature this year enacted Chapter 191 (A.8021-A, Roberts). This new law attempts to deter repeated violations by expanding the look-back period for prior DWI or DWAI convictions for the purpose of increasing the criminal sanction on such recidivists. Specifically, it imposes a class D felony on a person convicted of driving while intoxicated (DWI) or while impaired (DWAI) by drugs or by a combination of alcohol and drugs if he or she had three or more convictions within the previous 15 years for DWI, DWAI by drugs or by a combination of alcohol and drugs, or alcohol-related penal law violations.

Fee for Veteran Notation on Drivers' Licenses and Non-Driver ID Cards
(A.8231-A, Sweeney; Chapter 429, Laws of 2014)

In order to provide a form of ID for veterans to carry, the Legislature enacted Chapter 487 of the Laws of 2012 which requires DMV to provide a notation on non-driver identification (ID) cards and drivers' licenses, upon request, that the holder is a United States armed forces veteran. Persons who were honorably discharged from the armed forces of the United States, or who were released under honorable conditions, are eligible to request this notation provided that they submit proof that the Commissioner of Motor Vehicles finds is satisfactory including, but not limited to, a DD form 214 (Report of Separation).

Veterans requesting this notation as part of their renewal of a driver's license or non-driver ID card are not charged a fee. However, those making the request as a change to a currently-valid license or ID card were subject to a fee. Chapter 429 makes it clear that no fee should be charged for this notation regardless of whether it is at the time of, or prior to, renewal of these documents.

PUBLIC HEARING

Impact of the State Budget on the DOT Two-Year Capital Program

Albany, Thursday, December 11, 2014

The Assembly Standing Committee on Transportation convened a public hearing in Albany on December 11, 2014 to seek information and testimony on the impact of the 2014-2015 enacted State budget on the Department of Transportation Two-Year Capital Program. The hearing provided an opportunity to obtain pertinent budgetary information and assess progress on the second year of DOT's capital program funded by the 2014-2015 enacted State budget.

Witnesses providing oral testimony included the New York State Department of Transportation (DOT); the Associated General Contractors for New York State; the New York Aviation Management Association; the Public Employees Federation; the New York Bicycling Association; the New York State County Highway Superintendents and the New York State Association of Town Superintendents of Highways; the New York Public Transit Association; and the Tri-State Transportation Campaign.

Testimony covered a range of issues relating to various components of the capital program, such as the status of commitment of the program's construction funds for road, bridge, rail, aviation and transit; pavement and bridge condition ratings and the rebuilding of infrastructure assets; the types of projects funded and on-going financial needs; the need for continued investment in repairing and improving transportation infrastructure; the use of resources for emergency repairs relating to extreme weather recovery efforts; and on-going capital and operating needs.

OUTLOOK FOR 2015

During the 2015 Legislative Session, the Committee will continue to oversee legislation affecting the transportation system of the State and the safety of the walking, boating, biking and motoring public. Among the issue areas to be considered are those relating to pedestrians and bicyclists, motorcyclists, motor vehicle occupants, school bus safety, and improved accessibility for the disabled, as well as issues relating to the State's transportation infrastructure.

APPENDIX A: 2014 SUMMARY SHEET

<u>FINAL ACTION</u>	<u>ASSEMBLY BILLS</u>	<u>SENATE BILLS</u>	<u>TOTAL BILLS</u>
<u>Bills Reported With or Without Amendment</u>			
To Floor; not returning to Committee	0	0	0
To Ways and Means	20	0	20
To Codes	36	0	36
To Rules	4	0	4
To Judiciary	<u>0</u>	<u>0</u>	<u>0</u>
Total	60	0	60
<u>Bills Having Committee Reference Changed</u>			
To Codes Committee	2	0	2
To Corporations Committee	2	0	2
To Ways and Means Committee	<u>1</u>	<u>0</u>	<u>1</u>
Total	5	0	5
<u>Senate Bills Substituted or Recalled</u>			
Substituted		6	6
Recalled		<u>1</u>	<u>1</u>
Total		7	7
<u>Bills Defeated in Committee</u>	0	0	0
<u>Bills Held for Consideration with a Roll- Call Vote</u>	28	0	28
<u>Bills Never Reported, Died in Committee</u>	472	93	565
<u>Bills Having Enacting Clauses Stricken</u>	38	0	38
<u>Motions to Discharge Lost</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL BILLS IN COMMITTEE	603	100	703
Total Number of Committee Meetings Held	9		

APPENDIX B: BILLS WHICH PASSED BOTH HOUSES

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>	<u>ACTION</u>
A.3491-A Magnarelli S.391-A Dilan	Authorizes limited rear overhang for specialized material delivery vehicles.	Chapter 252
A.3702-C Peoples-Stokes S.870-C Grisanti	Repeals the DMV Traffic Violations Bureau in the City of Buffalo and reinstates the City's authority to establish a traffic violations bureau to assist courts in court-adjudicated traffic violations.	Passed Both Houses
A.7059-B Giglio S.4560-B Young	Authorizes DOT to convey certain land in the Town of Andover, Allegany County.	Chapter 294
A.7717-C DenDekker S.6623-B Lanza	Authorizes cars transported by car carriers to overhang a carrier's rear bumper by no more than three feet.	Chapter 303
A.7844-B Gantt S.6797-A Libous	Amends various sections of law relating to motor vehicle franchises.	Chapter 26
A.8021-A Roberts S.7108 DeFrancisco	Strengthens penalties related to driving while intoxicated (DWI) offenses, known as "Vince's Law."	Chapter 191
A.8224-A Galef S.5974-A Ball	Designates a bridge crossing the Taconic State Parkway as the "Disabled American Veterans Memorial Bridge."	Chapter 82
A.8231-A Sweeney S.5955-A Ball	Prohibits the imposition of a fee for the placement of a veteran's distinguishing mark on a driver's license or non-driver ID card.	Chapter 429

A.8250-A Paulin S.6389-A Stewart-Cousins	Authorizes the City of New Rochelle to adopt a local law providing for a pilot red light camera program.	Chapter 99
A.8328-A Giglio S.6116-A Young	Designates a portion of State Route 70 in Allegany County as the "Sergeant Omar G. Blowers Memorial Highway."	Chapter 83
A.8368-B Pretlow S.7236-A Hassell-Thompson	Authorizes the City of Mt. Vernon to adopt a local law providing for a pilot red light camera program.	Chapter 101
A.8405-A Ryan S.2063-B Maziarz	Designates a portion of State Route 93 in Niagara County as the "Youngstown Veterans of Foreign Wars Memorial Highway."	Chapter 86
A.8627-A Lopez S.6594-A Tkaczyk	Designates a portion of State Route 23 in Greene County as the "Hon. Donald Olson Memorial Highway."	Chapter 226
A.8753 Ramos S.6828 Boyle	Designates a bridge crossing the Sunrise Highway in Suffolk County as the "Corey J. Swinson Memorial Bridge."	Chapter 195
A.8765-A Ramos S.6582-A Zeldin	Designates a bridge crossing Interstate 495 in Suffolk County as the "Sgt. Michael J. Esposito, Jr. Memorial Bridge."	Chapter 87
A.8877 Fahy S.6683 Breslin	Authorizes the City of Albany to adopt a local law providing for a pilot red light camera program.	Chapter 107
A.8885-A Russell S.6321-A Ritchie	Creates the "St. Lawrence Wine Trail."	Chapter 108

A.9002-A Paulin S.6861-A Latimer	Authorizes the Village of Bronxville to enact a local law providing for a pilot residential permit parking program.	Chapter 80
A.9206 Silver S.6918 Klein	Authorizes Suffolk and Nassau Counties to implement pilot speed camera programs in school zones, and expands the New York City pilot speed camera program.	Chapter 43
A.9222 Skartados S.6422 Gipson	Designates a portion of State Route 9 in the City of Poughkeepsie as the "Detective John M. Falcone Memorial Highway."	Chapter 194
A.9498 Gantt S.7704 Rules	Extends for five years the authorization for the City of Rochester to enact a local law to implement a red light camera program.	Chapter 122
A.9518 Schimminger S.7223 Maziarz	Designates portions of the State arterial system in the Cities of North Tonawanda and Tonawanda as the "Twin Cities Vietnam Veterans Memorial Highway."	Chapter 84
A.9583-A Fahy S.7295-A Breslin	Authorizes the City of Albany to enact a local law to implement a pilot red light camera program.	Chapter 123
A.9617-A Lavine S.7306-A Marcellino	Designates a portion of State Route 107 in the City of Glen Cove as the "Sergeant Major Daniel Joseph Daly Memorial Highway."	Chapter 85

A.9618-A Lifton S.6825-A Seward	Extends until December 31, 2019 the date by which trucks issued divisible load permits must meet specified equipment requirements.	Chapter 277
A.9737-A Hennessey S.7648 Rules	Extends for five years the authorization for Suffolk County to enact a local law to implement a red light camera program.	Chapter 127
A.9739 Mayer S.7702	Extends for five years the authorization for the City of Yonkers to enact a local law to implement a red light camera program.	Chapter 128
A.9779-A DiPietro S.6842-A Gallivan	Extends the "Wyoming County Veterans Memorial Highway."	Chapter 88
A.9803 Hooper S.7647 Rules	Extends for five years the authorization for Nassau County to enact a local law to implement a red light camera program.	Chapter 133
A.9834 Heastie S.7703 Rules	Extends for five years the authorization for the City of New York to enact a local law to implement a red light camera program.	Chapter 134

APPENDIX C: BILLS WHICH PASSED THE ASSEMBLY

<u>BILL/SPONSOR</u>	<u>DESCRIPTION</u>
A.99 Gantt S.2843 Parker	Would provide for a school bus motorist education program.
A.1615-A Gantt	Would limit a provision relating to the suspension of licenses and registrations imposed for issuing a dishonored check.
A.2206 Titus S.6837 Robach	Would require DMV, when processing accident reports, to give priority to those involving death or serious physical injuries.
A.2380 Dinowitz S.4595 LaValle	Would prohibit persons from interfering with official traffic control signals.
A.4094 Perry	Would require passenger vehicles to be equipped with outside passenger mirrors.
A.5400-B Thiele	Would require volunteer firefighters and volunteer ambulance service workers to use seat belts.
A.7315-D Hennessey	Would create the crime "aggravated leaving the scene of an accident without reporting."
A.7602 Peoples-Stokes S.5623 Kennedy	Would authorize the City of Buffalo to enact a local law providing for a pilot residential permit parking program.
A.9653 Roberts S.397-A Dilan	Would clarify a provision of law relating to roadway lane markings.
A.9790 Gantt	Would extend the authorization for the Department of Motor Vehicles to accept payment by credit card.
A.9913 Rules (Roberts)	Would remove Interstate 84 from the Catskill section of the NYS Thruway, and would repeal a provision relating to the settlement of canal claims.