STATE OF NEW YORK

8158

IN SENATE

April 13, 2020

Introduced by Sen. KENNEDY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

AN ACT to amend the public authorities law, the highway law, the transportation law and the vehicle and traffic law, in relation to renaming the Thomas E. Dewey Thruway to the Frederick Douglass Thruway

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. The closing paragraph of section 356 of the public authorities law, as added by chapter 23 of the laws of 1964, is amended to read as follows:

The thruway constructed along the routes designated in this section shall be known as "The [~~Governor Thomas E. Dewey~~] **Frederick Douglass** Thruway".

§ 2. Paragraph 1 of subdivision 31 and paragraph 7 of subdivision 34 of section 341 of the highway law, paragraph 1 of subdivision 31 as amended by chapter 594 of the laws of 1988 and paragraph 7 of subdivision 34 as added by chapter 550 of the laws of 1985, are amended to read as follows:

1. Beginning at the Madison-Oneida county line east of the village of Madison, thence running generally easterly through or near the hamlet of Sangerfield and the village of Bridgewater to the Oneida-Otsego county line; beginning at the Herkimer-Oneida county line east of the village of Bridgewater, thence running generally easterly to the Oneida-Herkimer county line, west of the village of West Winfield; beginning at the Madison-Oneida county line, thence running generally northeasterly through or near the village of Waterville and the hamlet of Paris to a point in or near the village of New Hartford; beginning at a point in or near the village of Waterville, thence running generally northwesterly through or near the hamlet of Forge Hollow to a point in or near the hamlet of Deansboro; beginning at the Madison-Oneida county line in or near the village of Oriskany Falls, thence running generally northerly through or near the hamlet of Deansboro and the villages of Clinton and New Hartford to the southern city line of Utica; beginning at a point on or near state highway seven hundred sixty-one, thence running generally

EXPLANATION--Matter in **italics** (underscored) is new; matter in brackets [-] is old law to be omitted.

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northerly through or near the hamlets of Kirkland and Westmoreland to a point in or near the hamlet of Stanwix; beginning at a point on or near the west end of state highway one thousand six hundred ten, thence running generally easterly to a point on or near the east end of state highway nine thousand sixty-one, in or near the village of Clinton; beginning at a point on or near state highway five thousand three hundred eighty-five in or near the village of Oriskany Falls, thence running generally northwesterly through or near the hamlets of Augusta, Vernon Center and Lowell to a point on or near state highway five hundred sixty-four in the city of Rome; beginning at a point in or near the hamlet of Vernon Center, thence running generally northwesterly to a point on or near state highway two hundred seventy-one in the village of Vernon; beginning at a point east of the hamlet of Kirkland, thence running generally southeasterly to a point northeast of the village of Clinton; beginning at a point northeast of the village of Clinton on or near the south end of state highway fifty-four dash two, thence running generally northeasterly to a point on or near state highway nine thousand two hundred five; beginning at the Oneida-Madison county line, thence running generally northerly through or near the village of Bridgewater and hamlets of Clayville, Chadwicks and Washington Mills to the southern city line of Utica, including an interchange connection with Genesee street in the city of Utica; beginning at the Madison-Oneida county line, thence running generally easterly through or near the village of Oneida Castle, the city of Sherrill, the village of Vernon and the hamlet of Kirkland to a point on the southern city line of Utica; beginning at a point in or near the village of Oneida Castle, thence running generally northeasterly through or near the hamlet of Verona Station to a point on or near the southern inner corporation line of the city of Rome; beginning at a point south of the southern inner corporation line of the city of Rome, thence running generally southeasterly through or near the villages of Oriskany, Whitesboro, New York Mills and Yorkville to the western city line of Utica; beginning at a point on state highway eight thousand four hundred fifty-five in the village of Oriskany, thence running generally northeasterly to a point on or near state highway two hundred ninety-six; beginning at a point on or near state highway nine thousand two hundred five, west of the village of New Hartford, thence running generally northeasterly to a point in or near the village of New York Mills; beginning at the Madison-Oneida county line east of the city of Oneida, thence running generally easterly to a point on or near state highway forty-seven dash one, north of the village of Oneida Castle; beginning at a point on the Madison-Oneida county line, thence running generally northeasterly through or near the hamlets of Durhamville and New London to a point on the western inner corporation line of the city of Rome; beginning at a point on the Madison-Oneida county line, thence running generally easterly through or near the hamlets of State Bridge and Verona Station to a point in or near the village of Vernon; beginning at a point on a state highway in or near the hamlet of Stanwix, as determined by the commissioner, thence running generally southeasterly and easterly through or near the hamlet of Westmoreland to a state highway on or near the southwestern city line of Utica, as determined by the commissioner; beginning at a point in or near the village of New York Mills, thence running generally easterly to the western city line of Utica; beginning at the Madison-Oneida county line, thence running generally northerly through or near the hamlet of Sylvan Beach to a point on or near state highway eight thousand one hundred three, east of the hamlet of North Bay;

beginning at the Oneida-Madison county line, thence running generally northerly along the eastern shore of Oneida lake to a point on or near the southern boundary of Verona Beach state park; beginning at a point on the northern boundary of the Verona Beach state park, thence running generally northerly along the eastern shore of Oneida lake to a point south of the hamlet of Sylvan Beach; beginning at the Oswego-Oneida county line, thence running generally easterly through or near the hamlets of North Bay and Vienna to a point in or near the hamlet of New London; beginning at a point in or near the hamlet of Vienna, thence running generally northwesterly through or near the village of Camden to the Oswego-Oneida county line; beginning at the Oswego-Oneida county line, thence running generally southeasterly to a point in or near the village of Camden; beginning at a point in or near the village of Camden, thence running generally southeasterly through or near the hamlet of Taberg, to the western inner corporation line of the city of Rome; beginning at the eastern inner corporation line of the city of Rome, thence running generally southeasterly through or near the hamlet of Cary Corners to the western city line of Utica; beginning at the southern end of state highway one thousand five hundred seventeen at a point on or near the northern city line of Utica, thence running generally northerly to a point south of the Erie canal; beginning at a point on or near state highway one thousand five hundred seventeen on the northern side of the [~~Governor Thomas E. Dewey~~] **Frederick Douglass** Thruway, thence running generally northerly to a point west of the western city line of Utica; beginning at the northern inner corporation line of the city of Rome, thence running generally northerly through or near the hamlets of Stokes, West Branch and Ava to the Oneida-Lewis county line; beginning at the northern inner corporation line of the city of Rome, thence running generally northerly through or near the hamlets of Westernville and northwestern to a point in or near the village of Boonville; beginning at the Oneida-Lewis county line, thence running generally easterly to a point in or near the village of Boonville; beginning at a point in or near the village of Holland Patent, thence running generally northwesterly through or near the hamlets of Steuben and Big Brook to a point in or near the hamlet of Frenchville; beginning at a point on state highway five hundred sixty, in the vicinity of the entrance to Griffiss Air Force base, thence running generally northeasterly near or through the hamlet of Floyd to a point on state highway eight thousand three hundred forty-five, west of the village of Holland Patent; beginning at a point on state highway five thousand five hundred forty-seven, north of the village of Whitesboro, thence running generally northeasterly through or near the villages of Holland Patent, Barneveld and Prospect and the hamlet of Hinckley to the Oneida-Herkimer county line; beginning at the northern city line of Utica, thence running generally northerly and northwesterly through or near the villages of Barneveld and Remsen, the hamlet of Alder Creek, and the village of Boonville to the Oneida-Lewis county line; beginning in the town of Deerfield on or near state highway nine hundred thirty-three, thence running generally northeasterly to a point south of West Canada creek and west of the village of Poland; beginning at the Herkimer-Oneida county line at a point on or near state highway five thousand five hundred fifty-nine, thence running generally easterly to a point on the Oneida-Herkimer county line west of the village of Poland; beginning at a point on state highway nine hundred thirty-one, south of the village of Barneveld, thence running generally easterly to the Oneida-Herkimer county line; beginning at a point on state highway five thousand three

hundred forty-five, north of the village of Prospect, thence running generally northwesterly to a point on or near state highway five thousand three hundred forty-six in or near the village of Remsen; beginning at a point on state highway five thousand two hundred forty-eight in or near the hamlet of Alder Creek, thence running generally northeasterly through or near the hamlets of Forestport, White Lake and Otter Lake to the Oneida-Herkimer county line; beginning at a point on state highway five thousand three hundred three in or near the village of Boonville, thence running generally northwesterly to the Oneida-Lewis county line; beginning at a point west of the village of New Hartford in the vicinity of the Utica North-South arterial, thence running generally southeasterly through or near the hamlet of Washington Mills to the Oneida-Herkimer county line; beginning at a point on state highway nine hundred thirty-one south of the village of Barneveld, thence running generally northerly through the village of Barneveld to a point on state highway five thousand three hundred twenty-five; beginning at a point on or near state highway fifty-eight dash four in or near the city of Rome as determined by the commissioner, thence running generally northeasterly to the southern inner corporation line of the city of Rome; beginning at a point on state highway eight thousand five hundred ten in the village of Whitesboro, thence running northeasterly to a point on state highway two hundred ninety-seven; beginning at the city line of Utica at state arterial highway sixty dash twenty-five thence running generally northeasterly to a point on the village of Yorkville - city of Utica line at or near Whitesboro street.

7. Effective upon the approval and filing by the comptroller of the state of New York of the first contract for the construction of a new interchange on the [~~Governor Thomas E. Dewey~~] Frederick Douglas thruway between exit fifteen, in the town of Ramapo, Rockland county, and exit sixteen in the town of Woodbury, Orange county, connecting such thruway with existing highways in the vicinity of the intersection of state highway eight thousand two hundred fifty-eight and state highways one thousand six hundred forty-three B and four hundred sixteen in the town of Tuxedo, Orange county, provided that the legislative body of Orange county shall have previously approved the transfer of the highway described in this paragraph, the commissioner of transportation is hereby authorized and directed to assume jurisdiction for state highway purposes over the county road described as follows: that portion of the route described in paragraph one hereof as "beginning at a state highway near the village of Warwick, thence running generally easterly through or near the village of Greenwood Lake to a state highway northeast of the village of Tuxedo Park, thence running easterly to a point on the New York state thruway" that lies between state highway four hundred sixteen and a point on the New York state thruway.

§ 3. Section 342-d of the highway law, as added by chapter 61 of the laws of 1966, is amended to read as follows:

§ 342-d. Portion of state highway system to be designated as the "Col. George F. Chandler Drive." From exit nineteen of "The [~~Governor Thomas E. Dewey~~] Frederick Douglass Thruway" and Edison Plaza at the traffic interchange in Ulster County at Kingston, shall be designated as "Col. George F. Chandler Drive."

§ 4. Section 343-s of the highway law, as added by chapter 277 of the laws of 2005, is amended to read as follows:

§ 343-s. Portion of the state highway system to be designated as the "Erie County Veterans' Memorial Highway". All that portion of the state highway system constituting United States route two hundred nineteen, in

Erie county from the interchange with interstate route ninety ("The [~~Thomas E. Dewey~~] **Frederick Douglass** Thruway"), mile marker 219-5312-124.9, in the town of West Seneca to the interchange at New York route three hundred ninety-one, mile marker 219-5312-116.5, in the town of Hamburg shall be designated and known as the "Erie County Veterans' Memorial Highway".

§ 5. Section 33 of the transportation law, as added by chapter 420 of the laws of 1968, is amended to read as follows:

§ 33. Purposes of fund. The purposes of this fund shall be to provide a means for elimination of existing tolls, except bridge tolls, on the Niagara section of the [~~Governor Thomas E. Dewey~~] **Frederick Douglass** Thruway within the context of protection of the rights of the bond holders of the New York State Thruway Authority.

§ 6. Subdivision 2 and paragraph (k) of subdivision 3 of section 1180-a of the vehicle and traffic law, as amended by chapter 464 of the laws of 2003, are amended to read as follows:

2. Notwithstanding the provisions of paragraphs (a) and (b) of subdivision one of this section, upon The [~~Governor Thomas E. Dewey~~] **Frederick Douglass** Thruway as such term is defined in section three hundred fifty-six of the public authorities law, the New York state thruway authority may establish a maximum speed limit of not more than sixty-five miles per hour provided that such maximum allowable speed limit is established in accordance with all applicable rules and regulations.

(k) interstate ninety from exit eight, in the county of Rensselaer, thence generally easterly to the interchange with the Berkshire section of The [~~Governor Thomas E. Dewey~~] **Frederick Douglass** Thruway,

§ 7. The commissioner of transportation shall provide for the installation and maintenance of adequate signing of the state highway system as designated pursuant to this act.

§ 8. This act shall take effect immediately