

STATE OF NEW YORK

8029--A

IN SENATE

March 21, 2018

Introduced by Sens. COMRIE, STAVISKY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation -- committee discharged, bill amended, ordered reprinted as amended and recommitted to said committee

AN ACT in relation to directing the metropolitan transportation authority to study and report on the feasibility of rehabilitating the Lefferts Boulevard Bridge

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

1 Section 1. Legislative intent. The legislature hereby finds and
2 declares that the Lefferts Boulevard Bridge is an essential almost 100-
3 year-old structure in Kew Gardens, Queens that has been owned by the
4 MTA/Long Island Rail Road since 1925. The bridge has been an integral
5 and essential focal point for community life in Kew Gardens for the past
6 century. Presently, the bridge is home to a series of longstanding
7 local businesses, many of which have served the community, and contrib-
8 uted substantial revenues to the MTA, for multiple generations, while
9 hard at work in their humble storefronts on top of the bridge. For at
10 least the past thirty years, the MTA/LIRR has let the bridge deteriorate
11 to the point where it appears to be structurally compromised due to lack
12 of attention, investment and proper maintenance. These neglectful and
13 inattentive acts have led the MTA/LIRR to declare that the only option
14 available as a next course of action is complete demolition of the
15 bridge. However, widespread demolition is unpalatable to the community
16 for many reasons, including displacement of the businesses, disposition
17 of the property and disruption to essential quality of life issues.
18 Furthermore, the affected community believes that rehabilitation and
19 reconstruction of the bridge decking is possible and has retained its
20 own experts to provide evidence to this effect. Additionally, the LIRR
21 also commissioned a 2016 inspection report that indicated, in exhaustive
22 detail, the steps necessary to repair the present deficiencies of the
23 bridge, in contrast to demolition. However, the MTA has yet to consider
24 these rehabilitative options, which would cost only a fraction of demo-
25 lition. Given the vast importance of the future of the bridge, the asso-

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

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1 ciated businesses and public safety, it is in the best interest of all
2 parties that the MTA undertake a feasibility study of other alternatives
3 with specific research centering around the impacts, economic and other-
4 wise, to the affected community.

5 § 2. The metropolitan transportation authority shall conduct a study
6 to examine the feasibility and impact of the rehabilitation of the
7 Lefferts Boulevard Bridge. Such study shall focus on the costs and bene-
8 fits of such rehabilitation and shall include, but not be limited to the
9 following issues:

10 (a) all feasible alternatives to demolishing the bridge;

11 (b) the economic impact of all such alternatives;

12 (c) a plan for preserving, without interruption, all businesses in
13 place that currently occupy surface space above the bridge; and

14 (d) the economic impact to surrounding businesses if such rehabili-
15 tation does not occur.

16 § 3. Within ninety days after the effective date of this act, the
17 chairman of the metropolitan transportation authority shall submit a
18 written report to the governor, temporary president of the senate,
19 speaker of the assembly and mayor of the city of New York, with the
20 findings and recommendations of the study conducted pursuant to section
21 two of this act.

22 § 4. This act shall take effect immediately.