



New York City Council Member

COREY JOHNSON



Wednesday, June 4, 2014

Dear Neighbor:

I wanted to take this opportunity to share with you some important updates from our office. I also wanted to share with you some upcoming events that are happening in the community that may be of interest to you.

Please know that my staff is always available to answer questions and help you wherever possible. They can be reached at our District Office at 212-564-7757. You can also email me anytime at district3@council.nyc.gov.

I hope to see you around the neighborhood soon.

Sincerely,

Corey Johnson
Councilmember, 3rd District

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District3@council.nyc.gov
212-564-7757

‘Let’s Talk’ Series Begins

Last Thursday my office hosted the first topic in our new ‘Let’s Talk’ series. Community members heard from a panel of experts, including Commissioner Pierre-Louis of the Mayor’s Office to Combat Domestic Violence, The New York Foundation for Senior Citizens, Planned Parenthood, New York Law Project, Hudson Guild Adult Services, The Work & Family Legal Center, Global Women for the Arts and the New York Civil Liberties Union. These experts discussed their work, shared resources, and addressed policy reforms relevant to women.

Some of the information that was shared at this discussion had to do with passing important legislation to provide paid state wide family leave insurance. It was shocking to learn that the US is one of only a few countries worldwide that do not yet have such insurance in place for families. We also talked about the importance of making sure our students receive comprehensive, age appropriate, LGBT inclusive material and have access to reproductive healthcare services.

If you weren’t able to join us for this educational discussion, I hope you will join us for our next event. Please stay tuned for more information on our next ‘Let’s Talk’ series.

Testimony on PCB in NYC Schools

Federally banned toxins known as Polychlorinated Biphenyls (“PCBs”) have been found in NYC school buildings constructed between 1950 and 1978 – affecting schools in every district. Long-term PCB exposure is linked to childhood cancer, heart and respiratory disease, permanently depressed IQs, and other health problems.

On June 3, I submitted testimony on the pilot study put forth by the New York City Department of Education (DOE) and the New York City School Construction Authority (SCA) as well as the External Letter Peer Review written by the EPA in response to this pilot study.

The pilot study resulted in numerous findings.

I am pleased that this pilot study has taken place and echoed the sentiments of its findings.

Should you have any comments on this issue, they can be sent to PCBsPreferredRemedy.Region2@epa.gov to be incorporated into the City’s preferred plan of action before June 30. Attached is my full testimony.

Participatory Budgeting: What’s your \$1 million dollar idea?

Participatory Budgeting offers an opportunity for residents to directly shape the decisions that impact their lives.

Beginning this fall, district residents will be asked to come together at public meetings to discuss local needs and brainstorm ways to address them through Participatory Budgeting (PB). In PB, residents of the 3rd Council District decide how to spend at least \$1 million of capital funds. The money can be used for improvements to schools, streets, parks, public housing, and other community spaces.

We will be holding our first introductory meeting for community leaders and residents on **Thursday, June 26 at 6:30 pm at Friends of the High Line offices (The Diller – von Furstenberg Building at 820 Washington Street, take the High Line elevator to the 4th floor)**. If you would like to attend or learn more, please contact Matt Green in my office at mgreen@council.nyc.gov.

Improved Bus Service: M12 & M8

A new local bus operating between Columbus Circle and the West Village is on its way! The M12 bus route, traveling mostly along Eleventh and Twelfth Avenues, will create an accessible public transit option for the thousands of residents and businesses based in or moving into the Far West Side of Manhattan. The M12 would operate 7 days a week every 30 minutes between 7:00 am and 10:00 pm. This service is planned to begin operating in fall 2014.

I am also pleased that the MTA is proposing to make permanent weekend service on the M8 bus line, which serves an important commercial and residential corridor between the Lower East Side and the West Village. The M8 is the only cross-town transportation option between Houston Street and 14th Street, and is particularly important to the elderly, the disabled, and families with young children who face hardship in accessing alternative modes of transportation. It is my hope that the MTA will also restore overnight service on the M8 bus line as well.

Attached is our testimony to the MTA.

Continued on next page

Upcoming Vision Zero Workshop

Each year, approximately 4,000 New Yorkers are seriously injured and more than 250 are killed in traffic-related crashes. Those numbers are unacceptable. The Vision Zero Action Plan is the city's foundation for ending traffic deaths and injuries on our streets.

As Chair of the Council's Committee on Health, I co-sponsored Vision Zero Town Halls with Speaker Melissa Mark-Viverito and other members of the Council in each of the 5 boroughs. These events provided an opportunity for residents to give their feedback, concerns, and legislative ideas on Mayor de Blasio's Vision Zero Plan.

I invite you to attend the Manhattan Vision Zero Pedestrian Safety Workshop which is being held for residents to come together and identify problem locations like dangerous intersections or areas that need better street signage. These workshops will be an opportunity for the community to come up with solutions that can match the realities of what's happening on the ground. The workshop will be on **Wednesday, June 11th Our Lady of Pompeii (lower level) at 25 Carmine Street 6:30 - 8:30 PM.**

Stonewall 45!

This year marks the 45th anniversary of the Stonewall Rebellion that gave birth to the modern day gay rights movement. Community Board 2 member Susanna Aaron has worked with shop owners on Christopher Street to present **Stonewall 45: Windows Onto LGBT History.**

This exhibition commemorates the Stonewall rebellion of 1969 through a series of posters that tell the history of LGBT discrimination before Stonewall; the events of those hot June nights in 1969; and the political response that followed, earning Stonewall credit as the birthplace of the LGBT civil rights movement.

The panels will be displayed in the shop windows along Christopher Street from June 16-29, creating a walking tour that runs almost the entire length of the street. Twenty-six merchants will be participating. The show is sponsored by the Arcus Foundation and the Greenwich Village Society for Historic Preservation.

Sandy Oversight Hearing

Comptroller Stringer's Hurricane Sandy Oversight Unit is a first-of-its-kind initiative that will hold government accountable in the rebuilding of NYC from Superstorm Sandy. You're invited to join an Oversight Hearing to share your ideas for this initiative on **Tuesday, June 17th** at the Goldie Chu Community Room located on 82 Rutgers Slip, 2nd Floor from 7pm - 9pm. Please RSVP to eventsrsvp@comptroller.nyc.gov or 212-669-4466.

Afterhours Work Variances

After-hour variances continue to be a major concern in the community. To combat their overabundance, in February, Councilmember Rosie Mendez introduced Int. 17, which I am proud to cosponsor. The bill would limit nighttime and weekend variances by imposing new time limits on when work may be approved. The remedies included in the present legislation are an important first step in combating the ill effects of rampant After Hour Variances. Our office looks forward to working with the community to both limit their immediate effects on our communities and craft remedies for the future.

Pier 40: Giving the Public a Voice

There is no question that Pier 40 in the Hudson River Park is in need of desperate repair. Parts of this pier have been closed to the public because the roof needs to be secured and the steel pilings on which the pier sits are deteriorating more and more every year.

Last year, legislation was passed by the state to allow the transfer of air rights from commercial piers to dedicated receiving sites directly across Route 9A. This would allow the Hudson River Park to raise revenue to pay for repairs to Pier 40, and finish the park.

The St. John's Building at 550 Washington Street is the site that would be used to generate money to repair Pier 40. Technically, the state could undertake a General Project Plan, which I vehemently object to, along with my colleagues who sent a letter to the Governor and the Mayor outline our objections. A GPP would exclude public input, and usurps the City's zoning regulations. It now appears the State and City agrees that we should use the ULURP process to transfer these air rights.

We recently learned that the Hudson River Park Trust signed a Memo of Understanding with the developer of the St. John's building, which supposedly secured \$100 million for Pier 40. Unfortunately, this was done in secrecy and without any public knowledge, which is reprehensible. I joined Assembly Member Glick, State Senator Brad Hoylman, Borough President Gale Brewer, and other local elected officials demanding to see a copy of the MOU from the Empire State Development Corporation.

I strongly believe that transferring air rights from any piers should go through New York City's Uniform Land Use Review Procedure (ULURP). This process will give residents, the community board and local elected officials a real voice on the transfer of these air rights. The public process must unfold in a way that it is designed to, and all voices must be heard because the transfer of rights will impact our local community.

Attached are our two letters on this issue.

Health Committee Update:

On May 27 at 10 AM, the Health Committee along with the Mental Health and Finance Committees, both of which I also serve on, held a joint hearing to consider the Mayor's Executive Budget. This hearing was a follow up to a six hour hearing held in March on the Mayor's Preliminary Budget and Management Report. The Department of Health and Mental Hygiene, the Office of the Chief Medical Examiner and HHC's new President Dr. Ramanathan Raju all testified. Unlike in previous years, funding for each of these agencies was kept stable, allowing us to delve further into agency programs and policies rather than focusing on the restoration of funds. Mayors Bloomberg and de Blasio also added vital funding that the Council had previously placed in the budget will allow us to develop additional creative public health initiatives.

On June 24 at 1 PM, the Health Committee will hold a hearing on Int. No. 51, a local law that would require the Department of Health and Mental Hygiene (DOHMH) to issue an annual report regarding Hepatitis B and Hepatitis C. I am proud to have cosponsored this bill with Council Members Margaret Chin and Peter Koo to provide an annual assessment that will assist the Council, DOHMH and stakeholders to advocate for more targeted programming and funding for effective Hepatitis B and Hepatitis C initiatives. The hearing would also provide oversight, evaluating current and recommended efforts to improve surveillance, testing, treatment, outreach and education relating to Hepatitis B and Hepatitis C.

It is estimated that between 250,000 and 500,000 people in New York City live with hepatitis B and C and are at risk for developing complications related to the disease. The majority of individuals infected are unaware of their status. As a leading cause of liver cancer and related complications, viral hepatitis presents a major public health challenge. Each year in NYC, an average of 12,000 people test positive for hepatitis B and an equal number of persons test positive for hepatitis C. The CDC recommends that everyone born between 1945 and 1965 get tested for HCV.

Newly Introduced Legislation:

- A Local Law (Int 318-2014) to amend the administrative code of the city of New York, in relation to prohibiting discrimination based on one's arrest record or criminal conviction.
- A Local Law (Int 361-2014) to amend the administrative code of the city of New York, in relation to requiring the department of homeless services to grant a presumption of eligibility for applicants to the shelter system who are exiting human resources administration domestic violence shelters or department of youth and community development runaway homeless youth shelters.
- A Resolution (Res 191-2014) calling upon the New York State Homes and Community Renewal to release the addresses of illegally deregulated rental units upon their return to the rent regulatory system.
- A Resolution (Res 192-2014) calling upon the United States Congress to pass and the President to sign H.R. 4240, the Health Equity and Access under the Law (HEAL) for Immigrant Women and Families Act to expand access to health care services for immigrant women, men, and families by removing legal barriers to health insurance coverage.
- A Resolution (Res 193-2014) calling upon the New York City Department of Education to mandate training in Cardiopulmonary Resuscitation for all enrollees in every high school under its control.
- A Resolution (Res 207-2014) supporting the Justice for Jazz Artists Campaign which seeks to improve the lives of musicians working in New York City's jazz clubs by providing retirement security.
- A Resolution (Res 231-2014) calling upon the New York State Legislature to pass, and the Governor to sign A.6597/S.4609, legislation which would repeal provisions of law granting a real property tax exemption to Madison Square Garden.

COREY JOHNSON
COUNCIL MEMBER, DISTRICT 3

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Testimony before the Environmental Protection Agency Regarding the Pilot Study for the Removal of PCBs from Schools

Tuesday, June 3, 2014
Stuyvesant High School
345 Chamber Street, New York, NY

Good evening. I am Council Member Corey Johnson, and I represent District 3 in the New York City Council, which covers Hell's Kitchen, Chelsea, the West Village, and parts of SoHo and the Upper West Side. I would like to thank the United States Environmental Protection Agency (EPA) for holding this hearing today, and for giving me the opportunity to testify.

Polychlorinated Biphenyls, or PCBs are toxic mixtures of manmade chemicals used in fluorescent light ballasts. In 1979, the EPA banned the use of PCBs (except in totally enclosed equipment) because of their dangerous toxic effects. However, a significant number of light ballasts installed prior to these bans may still contain PCBs and are still in use in many American schools, including public schools in my Council District.¹

I am here to testify on the pilot study put forth by the New York City Department of Education (DOE) and the New York City School Construction Authority (SCA) as well as the External Letter Peer Review written by the EPA in response to this pilot study.

During the pilot study, four different remedial approaches to confront the issue of PCBs were initially identified: 1) the patch and repair of caulk; 2) the encapsulation of caulk, 3) the removal of all caulk and replacement of new caulk, and 4) the "best management practices," which is to say, the use of pre-remedial sampling data from each pilot school building to evaluate effectiveness of current operation and maintenance practices. Two approaches were added once the study progressed: the removal of PCB caulk associated with window frame removal and replacement; as well as the removal and replacement of light fixtures that housed ballasts containing PCBs.²

The pilot study resulted in numerous findings. In terms of caulk, it found that PCBs from original caulk can penetrate and contaminate replacement caulk, meaning that without extra efforts

¹ <http://www.epa.gov/Region2/pcbs/index.html>

² Summary Report: NYC School Housing Authority Pilot Study
<http://origin.library.constantcontact.com/download/get/file/1102712868762-268/PCB+PilotStudySummaryReport+05+24+13.pdf>

to isolate and/or treat original caulk, the “removal and replacement of PCB caulk” used in the pilot study is ineffective. In terms of encapsulation, the coatings used and methods employed in the pilot study also did not prevent caulk from migrating through the encapsulent layer to the surface over time.³ Perhaps most significantly, the study then found that there are materials containing PCBs other than caulk that contribute to higher PCB concentrations in room air. One of the largest sources of airborne PCBs appeared to be from leaking light fixture ballasts; the removal and replacement of these light fixtures proved to significantly reduce PCB levels. The amount of fresh air let into buildings also significantly lowered PCB levels, calling for building ventilation in schools. Carbon filtration, too, proved itself to be effective in reducing airborne PCBs. The pilot study declared that between caulk remediation, light fixture and ballast removal, cleaning, and ventilation, the pilot schools showed an average decrease of 74%, demonstrating its overall effectiveness.⁴

I am pleased that this pilot study has taken place, and agree with the following: the need to remove leaking light fixture ballasts that have been accountable for much airborne PCBs, as well as the need for enhanced ventilation systems in schools. However, there are also elements of the study – such as its approach to PCB laden caulk – that are clearly problematic and require further attention and action. As highlighted by the EPA in their External Letter Peer Review, emissions from caulk as well as leaking ballasts in light fixtures have also contaminated a wide range of other building materials over time which may be re-emitting PCBs into the air.

I agree with the EPA’s experts in that a decontamination or treatment option should be integrated into caulk removal options. Given that recontamination is so common, isolating PCB containing caulk to eliminate migration into both replacement caulk and encapsulating coating is imperative. I also agree that air testing is a better alternative to visual inspection protocol as it can detect emissions from PCB sources other than just light ballasts.⁵ Given the high number of schoolchildren exposed to PCBs from caulk, light fixtures, and secondarily contaminated materials, as well as the costly nature of ridding schools of PCBs, the EPA has stated the imperative nature of choosing the best long term solutions to the problem.⁶ I support that finding and ask for a swift implementation of these actions.

Thank you again for allowing me to submit this testimony this evening.

³ Summary Report: NYC School Housing Authority Pilot Study
<http://origin.library.constantcontact.com/download/get/file/1102712868762-268/PCB+PilotStudySummaryReport+05+24+13.pdf>

⁴ Summary Report: NYC School Housing Authority Pilot Study
<http://origin.library.constantcontact.com/download/get/file/1102712868762-268/PCB+PilotStudySummaryReport+05+24+13.pdf>

⁵ External Letter Peer Review of Report on PCB Caulk in New York City School Buildings
http://origin.library.constantcontact.com/download/get/file/1102712868762-272/TO23_PeerReviewReport_Final_1-10-13.pdf p. 10

⁶ External Letter Peer Review of Report on PCB Caulk in New York City School Buildings
http://origin.library.constantcontact.com/download/get/file/1102712868762-272/TO23_PeerReviewReport_Final_1-10-13.pdf p.1



May 1, 2014

Governor Andrew Cuomo
NYS State Capitol Building
Albany, NY 12224

Mayor Bill de Blasio
City Hall
New York, NY 10007

Dear Mayor de Blasio and Governor Cuomo,

As elected officials who represent Manhattan's West Village neighborhood, we are becoming increasingly concerned about the possibility that the State and the City are working towards the adoption of a General Project Plan (GPP) to transfer air rights from Pier 40 in the Hudson River Park to the St. John's Building at 550 Washington Street. Such an action would enable air rights from the park/commercial pier to be transferred to a property across the West Side Highway without going through New York City's Uniform Land Use Review Procedure (ULURP). This would demonstrate a blatant disregard for our community, and deny the local community board and local elected officials a real voice on what will no doubt be a controversial proposal.

The idea of a GPP has been a non-starter from the moment it was first introduced to local elected officials as a possibility in the fall of 2013. We are all strong advocates of increased funding for Hudson River Park. However, the state legislation that was enacted in 2013 and codifies the Hudson River Park Trust's ability to generate revenue through the transfer of air rights was predicated on the premise that local zoning laws would dictate the process. This was to ensure that resources would be made available to the Park but not at the expense of local input.

A GPP would be in direct violation of this principle and would rightfully enrage the community, which would be effectively left powerless through this process. Any lip service paid to the needs of the community would only be that, as the local officials who have a formal role in the ULURP process, the City Council Member and Borough President, will have no binding authority when it comes to negotiating any agreement, or voting on whether to approve the proposal.

Furthermore, if a GPP is being considered, it is difficult to understand why. This action would obviously create enormous benefit for the developers of the transfer site, and would provide the Park with a quick infusion of capital, but it is highly unlikely that the value of the air rights would decrease during the time needed for a transfer mechanism to be established and a proper ULURP process to take place. In fact, there is a great chance that time will only increase the value of these air rights leading to even more money for the Hudson River Park.

Active engagement by the local community may not be preferable to the developer, but it is that sometimes messy process, in which all voices are heard, that is the hallmark of democracy. And

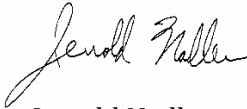
most importantly, it ensures that government takes actions that accurately reflect the wants and needs of its citizens.

If a GPP moves forward, we will actively oppose it. The public process must unfold in the way that it is designed to, and failure to do so is extremely bad precedent. Thank you for your attention to this matter and we look forward to discussing this issue further.

Sincerely,



Deborah J. Glick
Assemblymember



Jerrold Nadler
Congressman



Brad Hoylman
NYS Senator



Gale A. Brewer
Manhattan Borough President



Corey Johnson
NYC Councilmember



Daniel Squadron
NYS Senator



May 21, 2014

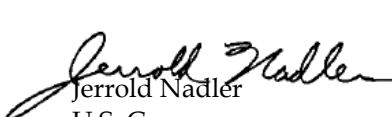
Mr. Kenneth Adams
President & CEO
Empire State Development Corporation
633 Third Avenue
New York City, New York 10017


Dear Mr. Adams:


As elected officials who represent Manhattan's West Village neighborhood and other areas along the Hudson River Park, we are writing to reiterate our request for a copy of the memorandum of understanding (the "MOU") among Empire State Development Corporation ("ESD"), the Hudson River Park Trust (the "Trust") and Atlas Capitol Group, co-owner of the St. John's Building at 550 Washington Street. The MOU was apparently signed in anticipation of the transfer of air rights through a General Project Plan ("GPP") from Pier 40 in the Hudson River Park to the building. We requested a copy of the MOU at a meeting on Friday, May 16, and were promised by a representative of ESD that it would be sent immediately.

We are concerned that the elected officials and community boards were not given advance or even subsequent notice of the MOU, which was signed by the parties approximately six months ago. The City Administration has now indicated that it will seek a Uniform Land Use Review Procedure to transfer air rights from Pier 40 to the St. John's Building. We ask that you e-mail a copy of the MOU to each of our offices as soon as possible.

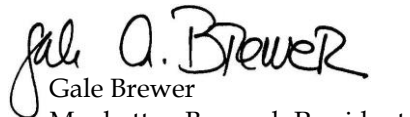
Sincerely yours,



Jerrold Nadler
U.S. Congressman


Daniel Squadron
NY State Senator



Linda B. Rosenthal
NYS Assembly Member


Helen Rosenthal
NYC Council Member


Gale Brewer
Manhattan Borough President


Deborah J. Glick
NYS Assembly Member


Corey Johnson
NYC Council Member


Brad Hoylman
NY State Senator


Richard N. Gottfried
NYS Assembly Member


Margaret S. Chin
NYC Council Member



**Testimony of State Senator Brad Hoylman, Assembly Members Deborah J. Glick,
Richard N. Gottfried, and Council Member Corey Johnson
before the
Metropolitan Transportation Authority New York City Transit
Regarding the Proposed M12 Bus Route and
Improvement of the M8 Bus Route**

Wednesday, May 14, 2014

Our names are Council Member Corey Johnson, State Senator Brad Hoylman, and Assembly Members Deborah J. Glick, and Richard N. Gottfried. Together we represent communities that will significantly benefit from and heavily utilize the proposed M12 bus route and permanent weekend service on the M8 bus route. We thank you for the opportunity to testify before the Metropolitan Transportation Authority New York City Transit (MTA) today.

The Far West Side of Manhattan is currently starved of a comprehensive north-south corridor of public transportation. Longtime residents have endured lengthy crosstown walks or long waits for crosstown services that run along 57th, 50th, 42nd, 34th, 23rd, and 14th Streets to connect to the M11, the westernmost existing north-south route serving Hell's Kitchen, Chelsea and Greenwich Village. With Hudson Yards beginning to rise and the 7 train extension to 34th Street and Eleventh Avenue slated to open in 2015, the proposed M12 bus route is a well-timed addition to MTA's transit system.

This new bus route, which will connect Columbus Circle with the West Village, traveling mostly along Eleventh and Twelfth Avenues, will create an accessible public transit option for the thousands of residents and businesses based in or moving into the Far West Side of Manhattan. We applaud the MTA for selecting this area to add a new bus line.

We also want to thank the MTA for working with our offices and Community Board 2 & 4 on updating the proposal for this bus route. We are specifically pleased by moving much of the southbound route off Twelfth Avenue. The updated proposal will improve the catchment area for riders by serving a larger residential area along Eleventh Avenue and will create a safer route, as pedestrians will not have to cross the West Side Highway to catch a southbound bus.

We also want to use this opportunity to highlight several issues which we hope the MTA will consider as it implements and evaluates rider usage on this new route. The MTA has said it will run the M12 bus every 30 minutes and will assess ridership usage approximately six months after service begins. We want to emphasize that the West Side waterfront continues to undergo huge development that will bring thousands of new residents to the area. Many of those residents will use this bus line to travel between neighborhoods. We anticipate a sharp increase in ridership over

the next several years, and encourage the MTA to increase the number of buses on this line to accommodate for this growth in population.

We also request that the MTA use the hybrid-electric or compressed natural gas buses for the M12 route, which have the added benefit of a lower floor to facilitate better access for seniors or those using push chairs or wheelchairs.

The City's Department of Transportation (DOT) is a key partner in the creation and expansion of NYCT's bus routes. We hope the MTA continues to work in partnership with the DOT as it looks into the feasibility of changing Eleventh Avenue between West 57th and West 45th Streets from a two-way street to a one-way southbound street. This traffic alteration will help alleviate traffic and ensure the bus runs smoothly and on time.

We would also like to express our appreciation for MTA's proposal to make permanent weekend service on the M8 bus line, which serves an important commercial and residential corridor between the Lower East Side and the West Village. Since service on this line was reduced in 2010, the community has consistently advocated for the restoration of both weekend and overnight service. We are pleased to see progress being made toward that end. The M8 is the only cross-town transportation option between Houston Street and 14th Street, and is particularly important to the elderly, the disabled, and families with young children who face hardship in accessing alternative modes of transportation. But restoration of weekend service is not enough and we would like to see the restoration of overnight service as well.

Thank you again for the opportunity to testify on the M12 and M8 bus routes. The new M12 route will be an asset to the burgeoning Far West Side and the restoration of M8 weekend service is a welcome improvement to crosstown service between Greenwich Village and the Lower East Side. We thank the MTA for planning for our city's future growth.