



NEW YORK STATE SENATOR
BRAD HOYLMAN

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COMMUNITY BOARD FOUR

May 2014

Dear Neighbor:

The following is a summary of some of my activities since my last report to Community Board Four (CB4). Many of my attached letters, testimonies, and press releases may also be found on my website at www.hoylman.nysenate.gov.

If you have any ideas, questions, or concerns, please feel free to contact me or Robert Atterbury in my office at 212-633-8052 or via email at robert@bradhoylman.com. Visit my website for updates on my activities and other information you may find of interest.

Best regards,

Brad Hoylman
State Senator
27th District

My Push to Ban the Sale of Powdered Alcohol in New York State

Earlier this week, I introduced S.7195, a bill to ban the sale of powdered alcohol products in New York State. The product, currently branded as "Palcohol," presents a unique set of health dangers and is awaiting federal approval, but I believe we can and should act now in New York State to prohibit the sale of this and similar irresponsible products. My bill would fine first time offenders up to \$5,000 and repeat offenses could result in a misdemeanor and a fine of up to \$10,000. It would also prohibit anyone under 21 from possessing powdered alcohol. Please see attached a *Daily News* story about my bill.

Legislation to Crack Down on Hit-and-Run Cyclists

Later this month, I will introduce legislation that imposes stiffer penalties for cyclists who flee the scene of an accident that causes a serious injury. Last month, a New York State Senate staffer crossing West 40th Street at Sixth Avenue was left with a fractured

skull after a speeding cyclist hit him and rode off into traffic. Current law only allows these lawbreakers to be issued a ticket if caught. My bill would make the penalty for hit-and-run cyclists who cause such serious injuries the same as those for motor vehicle drivers who hit pedestrians. Please see attached a *Chelsea Now* story about my pending legislation.

Speed Cameras for School Zones

On April 30, the State Senate authorized 120 new speed cameras for school zones across New York City. This legislation is part of Mayor de Blasio's Vision Zero initiative to reduce traffic fatalities and was shown to be successful in a limited pilot program that resulted in almost 12,000 tickets issued to speeding drivers in just over a month. Speed camera programs in other U.S. cities have proven effective in reducing accidents and pedestrian injuries and fatalities. Please see my statement on this important legislation attached.

Hailing New York Public Library's Decision to End Renovation Plans

The New York Public Library is one of the crown jewels of our city and I'm extremely pleased its leadership listened to the public and decided to shelve their Central Library Plan. Earlier this year I wrote to Mayor de Blasio to commend his opposition to the plan and urge him to take action to ensure the plan did not move forward. This new course keeps intact the research mission of the Central Library and allows resources to be devoted to the renovation of the Mid-Manhattan branch, which at 1.5 million visitors a year is the most popular of the circulating branches. I'm also glad that the historic stacks at 42nd Street will be preserved. I'm grateful to Mayor de Blasio, Borough President Brewer and the hundreds of scholars, historic preservationists, and everyday users who made their voices heard on this issue over the last several years. Indeed, patience and fortitude have won the day.

Cutting the Ribbon on Juan Alonso Park

Last month I joined Clinton Housing Development Corporation, CultivateHKNY, HKNA, Assembly Members Dick Gottfried and Linda Rosenthal, and community members to celebrate the opening of Juan Alonso Park on West 52nd Street between 10th & 11th Avenues. Juan Alonzo Park, a once-vacant lot revived through the collective efforts of volunteers and neighborhood residents, joins three other community gardens in Hell's Kitchen, all which share the same key. To sign up for a key please contact the CB4 board office at 212-736-4536.

Welcoming Broadway Arterial Slow Zone

On May 1, the New York City Department of Transportation announced that Broadway between Columbus Circle and West 220th Street will be the City's next arterial slow zone, which means the speed limit will be reduced to 25 miles per hour and will be accompanied by improved signal timing, distinctive signage and increased enforcement. I applaud the de Blasio administration for bringing this much needed slow zone to Upper Broadway, which is one of the most dangerous roadways in my district. This and other slow zones being established across the city, along with the

legislation recently passed by the State Senate to authorize 120 additional speed cameras in school zones, brings us a step closer to making the Mayor's Vision Zero plan to eliminate traffic fatalities a reality for New Yorkers.

Legislation to Restore Identifying Lights on Select Bus Service

Last month, I introduced legislation (S.7068) to permit New York City Transit (NYCT) to use flashing purple lights on Select Bus Service (SBS) buses, which require riders to pay at a sidewalk machine before boarding rather than paying on-board. SBS Service buses previously utilized identifying lights to alert riders but this feature was suspended last year because of a prohibition in state law. This issue is of importance to me because our district includes significant portions of the M15 and the M34 SBS routes. For more information, please see my press release announcing the bill here.

Testifying on Runaway and Homeless Youth

On April 25, I submitted testimony to the New York City Council Committees on Youth Services and General Welfare, which held a joint hearing regarding runaway and homeless youth (RHY). In 2007 it was estimated that 3,800 RHY were living on our streets each night – a number that has certainly grown over the past seven years. One of the great disappointments in this year's State budget is that funding for RHY was increased by an embarrassing \$44. With only 250 youth shelter beds currently available, we are leaving thousands of our most vulnerable citizens out in the cold. I am very pleased that the City Council has taken up this important issue. Please see my testimony attached.

My Bill to Regulate the Use of Commercial ID Scanners

This month I will introduce legislation that regulates the use of commercial ID scanners and the information they contain. My legislation will require businesses that use ID scanners, such as bars, to limit the information they collect only to that which is necessary, to dispose of it in a timely manner, and to make public notification of their retention policies. It will also help protect more sensitive information that some ID cards contain, such as social security numbers. I want to thank CB7 and the Business & Consumer Issues Committee for approaching me with this idea, and I hope to see the State Senate pass this bill soon.

Public Forum on Sexual Orientation Change "Therapy"

On Thursday, May 15, State Assembly Member Deborah Glick, State Senator Michael Gianaris and I will be holding a forum on our legislation that would ban licensed mental health professionals from providing sexual orientation change "therapy" to minors (S.4917-B/A.6983-B). So-called "conversion therapy" or "reparative therapy" is widely discredited by leading health organizations and poses risks to LGBT kids, including depression, substance abuse, and suicide. The forum will be held at 10 a.m. in the Senate Hearing Room at 250 Broadway, 19th Floor in Manhattan. Please see the

hearing notice attached, and complete and submit the response form if you wish to testify or attend.

Standing with Public School Communities Against High-Stakes Testing

On April 11, my staff and I joined parents, students, and educators at five schools across our Senate District, including PS 11, in protesting high-stakes testing and the lack of testing transparency.

I stand with our school communities in opposition to high-stakes testing, and in particular its use as a measure of student learning, teacher effectiveness, and school performance. We must broaden our understanding of education, move away from "teaching to the test," and relieve the pressure on our students. We also must do more to safeguard sensitive student data.

Please see attached my letter addressing these important issues that I distributed at the rallies. I look forward to continuing to work with school stakeholders across our district to reduce the emphasis on testing, protect student privacy, and to amplify the voices of parents, students, and educators in education policy.

Calling for Local Control of Our Public Schools

On April 10, I joined Senator Liz Krueger, Council Member Danny Dromm, parents, teachers, and students on the steps of the New York Public Library to protest the State Legislature's subversion of local control over co-location decisions for New York City charter schools. The education budget bill, which I voted against, extends an unprecedented obligation upon the City to cover the cost for facilities of any new or expanded charter school and was passed without a single public hearing or committee vote. This bill was written with the intention to dilute local control over co-location decisions and deny parents and communities input. Moreover, there is no estimate of the law's fiscal implications, which could amount to tens of millions of dollars for the City and State.

Smartphone "Kill Switch" Agreement Announced by Wireless Communications Industry

On April 15, CTIA, The Wireless Association, a trade organization for the wireless communications industry, announced that major smartphone manufacturers and wireless carriers will offer free anti-theft features on all new smartphones made after July 2015. This is an important acknowledgement on the part of the industry that it must take action to protect consumers' personal information in the event their smartphones are lost or stolen, which is what I have advocated in my legislation, the Smartphone and Tablet Security Act (S.6748/A.9070)

I applaud CTIA for responding to law enforcement, consumers, and policymakers and congratulate New York State Attorney General Eric Schneiderman for his national leadership on this issue. I echo the Attorney General's call for the industry to expedite implementation of this commitment and will continue to work with the industry and

my colleagues in the legislature on making the “kill switch” a default feature on smartphones.

Supporting Councilmember Garodnick’s Blueprint for Combating Predatory Equity

On April 22, I joined City Council Member Dan Garodnick as he unveiled a new report on mitigating the continued problem of predatory equity in affordable housing. I look forward to working with Council Member Garodnick to implement his sound prescriptions to preserve our city’s affordable housing stock and protect tenants. As 25,000 of my constituents at Stuyvesant Town-Peter Cooper Village are all too aware, we must act to disincentivize real estate speculators from making over-leveraged gambles on the backs of residents. You may read Council Member Garodnick’s press release and link to the report at <http://bit.ly/1i5WZs7>.

Celebrating Earth Day

I am grateful to the many constituents who attended the open house I hosted at my office this Earth Day and took the time to reflect on the importance of responsible environmental stewardship.

As a member of the New York State Caucus of Environmental Legislators, I worked with colleagues on both sides of the aisle to secure a \$9 million increase for the Environmental Protection Fund in the recently enacted 2014-2015 state budget, and will continue to seek more. Along with my fellow caucus members, I am also fighting to ensure that we take strong action to keep environmentally destructive practices, such as fracking, out of our state. Additionally, I believe that we should make serious efforts to reduce our reliance on carbon intensive fuels, and move instead toward truly renewable energy sources such as wind and solar.

Please see attached a list of environmental legislative priorities which I co-sponsor in the State Senate, each of which is endorsed by green groups such as Environmental Advocates of NY and the New York League of Conservation Voters.

These are just a few of the steps I am taking in Albany to protect our environment, and I’d love to hear any of your ideas on how we can do more. Please feel free to contact me at 212-633-8052 or hoylman@nysenate.gov.

“Senator Pothole”?

Potholes on our streets are threats to drivers, cyclists, and pedestrians. If you see a pothole in your neighborhood, report it using DOT’s special “Report a Pothole” site at <http://on.nyc.gov/1ikrg4I> or by calling 311. Please don’t forget to let me know the Defect ID number you’re given so I can follow up. You can contact me at 212-633-8052 or at hoylman@nysenate.gov.

CELESTE KATZ

DAILY POLITICS

NYS Sen. Brad Hoylman seeks to ban powdered alcohol in New York

BY KEN LOVETT / NEW YORK DAILY NEWS / Tuesday, May 6, 2014, 9:59 AM



Sen. Brad Hoylman

ASTRID STAWIARZ/GETTY IMAGES

A Manhattan state senator has introduced a bill to ban the sale of powdered alcohol products in New York.

Under the bill introduced Monday by Sen. Brad Hoylman (D-Manhattan), first time offenders would face fines of up to \$5,000. Repeat offenders could be hit with a misdemeanor carrying a fine of up to \$10,000 per offense.

The bill would also prohibit anyone under 21 from possessing the powdered alcohol, known as Palcohol.

The bill comes as US Sen. Charles Schumer on Sunday urged the Food and Drug Administration to probe the product, which is awaiting federal approval to hit shelves by the fall.

“Regardless of the federal government’s deliberation on this particular brand, we can and should act now in New York State to prohibit the sale of this and similar irresponsible products,” Hoylman wrote in a memo seeking bill co-sponsors.

Hoylman noted that the controversial product was originally billed as something that is easy to bring into sporting events or sprinkle on food. Some also promoted it by saying it can be snorted, thus allowing a person to get immediately drunk.

Chelsea^{now}

Hoylman's Bill to Treat Hit-And-Run Cyclists Like Drivers

BY SAM SPOKONY | After a State Senate staffer was nearly killed last month by an unidentified bicyclist who hit him on West 40th Street and fled the scene, State Senator Brad Hoylman is calling for much stiffer criminal penalties for hit-and-run cyclists.

The Senate staffer, John Allen, who lives on the Upper West Side, was walking across West 40th Street at Sixth Avenue on April 7, around 2pm, when he was mowed down by the speeding cyclist, according to police. The crash was so serious that Allen was left with a fractured skull, and briefly had to be placed in a medically induced coma after being rushed to Bellevue Hospital that day.

Allen is also a personal friend of Manhattan Borough President Gale Brewer (a former Upper West Side City Councilmember), who initially explained the incident to Hoylman — along with dozens of Chelsea residents — at an April 21 forum at the Hudson Guild community center on West 26th Street. Brewer's recounting of the hit-and-run crash came in response to a question from Chelsea seniors — residents of the nearby Penn South housing complex — who frequently raise concerns about cyclists who they say blow through red lights or ride the wrong way in the Eighth and Ninth Avenue bike lanes around their development.

Brewer told Chelsea Now on May 6 that Allen has since made positive steps on the road to recovery, and is now back at home, doing outpatient rehabilitation. But, although police have since released a grainy image of him taken from video surveillance footage near the scene of the incident, the cyclist who has yet to be caught or identified.

"I have worked with John, his family and police in trying to find the perpetrator," said Brewer, in an email to this newspaper.

"We've looked at every video camera's footage, and police have canvassed every delivery establishment in the area," she continued, referring to the belief that the perpetrator — who was carrying a plastic bag in the video surveillance images recovered by police — may have been a food deliveryman. "This is a sad case, and we want to make sure it doesn't happen again."

A police investigation into the matter is still ongoing, according to an NYPD spokesperson.

Under current New York State law, if the cyclist who nearly killed Allen is eventually caught and arrested by police, he would be charged with a Class B misdemeanor, which carries a

maximum sentence of three months in prison or one year of probation. And if Allen had died from his injuries, the cyclist would still only be charged with that same misdemeanor.

State Senator Hoylman — whose district includes the Midtown site of Allen’s injury, as well as Chelsea, Hell’s Kitchen the West Village and the East Village — says he believes that shouldn’t be the case. Instead, he thinks that hit-and-run cyclists should face the same criminal penalties as drivers of motor vehicles who hit pedestrians and flee the scene.

If the driver of a car is caught after a hit-and-run in which the pedestrian suffers only minor injuries, that driver would be charged with a Class A misdemeanor, which carries up to one year in prison and a \$1000 fine, according to New York State law. In a case in which the pedestrian suffers serious injuries (such as Allen’s) the driver would be charged with a Class E felony, which carries up to four years in prison and a \$5,000 fine. And if the pedestrian is killed, the hit-and-run driver would be charged with a Class D felony, which carries up to seven years in prison and a \$5,000 fine.

In a May 5 email to Chelsea Now, Hoylman — who is a frequent Citi Bike rider — said he will soon introduce legislation that would change state law to make hit-and-run cyclists liable for the same criminal penalties as vehicular drivers.

“This bill, recognizing that the gravity of the injuries is the same regardless of whether the accident was caused by an automobile or a bicycle, would bring parity to instances where someone flees an accident scene after maiming or killing someone,” the state senator explained. He added that the bill is “largely informed” by the April 7 hit-and-run that left John Allen in a coma.

Following that email, Hoylman’s office stated that the bill will be introduced within the next several weeks.

In advance of that introduction, Transportation Alternatives, the city’s most prominent cycling advocacy group, is already voicing support for Hoylman’s effort — albeit guardedly.

“We support the intent of his initiative, because we support anything that brings justice to injured pedestrians,” said Paul Steely White, executive director of Transportation Alternatives, in a May 6 phone interview. “Regardless of how a pedestrian is injured, and regardless of the type of vehicle, if someone leaves the scene of an accident, they should be held accountable.”

But another prominent cycling advocate, Steve Vaccaro, who last year founded the pro-bike political action committee StreetsPAC, wasn’t so quick to throw any measure of support behind the planned bill.

“I would want to see some empirical evidence regarding [the reasoning for the legislation] before leapfrogging over education and other measures and going straight to strengthening criminal penalties,” said Vaccaro, who added that he would still need to be convinced about why the existing penalties are perceived as inadequate.

Although there appears to be very little concrete data at this point regarding hit-and-run cycling incidents, when it comes to statistics on the number of pedestrian fatalities caused by bikes versus cars, the picture is a lopsided one.

Between 2000 and 2013 in New York City, there were 2,291 pedestrians killed as a result of being struck by motor vehicles, according to city Department of Transportation (DOT) statistics. During that same period of time, only eight pedestrians were killed after being struck by a cyclist, according to the same data.

Meanwhile, White did stress that he will want to take a “closer look” at Hoylman’s legislation once it’s introduced, to make sure it can actually achieve the aims of “getting justice” for pedestrians.

He further stated that, regarding the issue of hit-and-run cyclists, Transportation Alternatives is currently more focused on urging the NYPD to utilize its Collision Investigation Squad to review bike crashes and collect forensic evidence at the sites of those incidents. Currently, the Collision Investigation Squad is only used for motor vehicle crashes.

White said that, overall, he believes that strategy will have a “more immediate” impact on this issue than will Hoylman’s bill. However, in his email to Chelsea Now, Hoylman did mention that he also supports urging the NYPD to deploy the Collision Investigation Squad to review bike crashes.

The NYPD did not respond to request for comment on that particular issue.

With regard to Hoylman’s planned bill for increased criminal penalties for hit-and-run cyclists, the Manhattan District Attorney’s office — which would be implementing those penalties within the borough — declined to comment.

“I think the bill is a step in the right direction, because makes it clear that it’s not about us versus them, bikes versus cars,” said Will Rogers, a West 16th Street resident who, along with being an avid Citi Bike rider, is also board member of CHEKPEDS, which advocates for safer streets throughout Chelsea and Hell’s Kitchen. “It’s important to make the same set of rules for bikes and cars, because it shows that we should all abide by the same laws on the road.”

But another Chelsea resident, Eleanor Horowitz, who lives on West 22nd Street and who has been riding her bike “since the ’50s,” wasn’t convinced by Hoylman’s plans.

“How’s increasing the penalties going to have an effect when you can’t identify the [perpetrators]? We need to have licensing, especially for the commercial cyclists, and they need to be registered, so they can actually be identified,” she said.

Currently, DOT requires businesses — generally, restaurants that deliver — to provide their cyclists with a bright vest that displays the business name and a unique three-digit ID

number on the back. However, those ID numbers are managed by the individual businesses, and not registered with the city.

The DOT enforces the commercial cycling requirements through its Commercial Bike Unit, which currently has a staff of six inspectors covering the entire city, according to a DOT spokesperson. That unit has issued more than 3,300 summonses to rule-breaking businesses over the past year, the spokesperson said.

“It’s led to a big improvement in terms of getting them to behave,” said Horowitz, of the rules for commercial cyclists. “But I really think that we still need licensing.”

At the aforementioned April 21 forum at Hudson Guild — moments after he’d heard from Borough President Brewer about the incident that nearly killed John Allen — Hoylman also brought up the idea of licensing.

“I hope this isn’t headed toward licensing of all cyclists, or other laws that will restrict the rights of cyclists,” he said that day, “but if things don’t get better [in terms of pedestrian safety], then everything should be on the table.”



BRAD HOYLMAN

NEW YORK STATE SENATOR ·
27TH DISTRICT

FOR IMMEDIATE RELEASE

April 30, 2014

Senator Brad Hoylman and Senator José Serrano Laud Passage of Speed Camera Legislation by the New York State Senate

State Senator Brad Hoylman and State Senator José M. Serrano released the following statements today applauding the passage of S.6918 by the New York State Senate to authorize 120 additional speed cameras in New York City school zones.

Senator Brad Hoylman said: "Residents in my district and across New York City have suffered tremendously because of reckless driving in school zones. I applaud Mayor de Blasio for insisting that Albany take action to significantly expand the City's speed camera initiative, and Senator Serrano along with my colleagues in the Senate and Assembly for acting swiftly to bring this much needed legislation to the desk of Governor Cuomo."

"According to the NYC Department of Transportation, the City's limited, 20-camera pilot program resulted in almost 12,000 tickets issued to speeding drivers in the first 45 days after the program launched in January. Speed camera programs in other U.S. cities have proven effective in reducing accidents and pedestrian injuries and fatalities. The legislation passed today paves the way for New York City to do the same and protect New Yorkers."

Senator José M. Serrano said: "Today, the New York State Senate passed important legislation aimed at greatly improving pedestrian safety in New York City. As part of Mayor de Blasio's Vision Zero plan, the number of speed violation cameras in school zones will be increased by 700%. Last year, 176 pedestrians died in tragic traffic accidents in New York City. Senator Hoylman and I share neighborhoods on the Upper West Side that have been greatly impacted by these tragedies. I have zero doubt that the combination of these additional speed cameras, plus the implementation of citywide arterial slow zones and other Vision Zero safety initiatives, puts us one step closer to our goal of zero pedestrian deaths in ten years. I would like to thank Senator Hoylman and my colleagues in the state legislature, along with the New York City Council for their partnership and leadership on this issue."



BRAD HOYLMAN
NEW YORK STATE SENATOR
27TH DISTRICT

FOR IMMEDIATE RELEASE
April 28, 2014

**SENATOR HOYLMAN INTRODUCES LEGISLATION TO
RESTORE IDENTIFYING LIGHTS TO CITY SELECT BUS
SERVICE**

- *Bill would bring flashing purple lights to buses on rapid transit routes*
 - *Purple color will prevent confusion with emergency vehicles*

New York, NY— Today, State Senator Brad Hoylman announced the introduction of legislation (S.7068) to permit New York City Transit (NYCT) to use flashing purple lights on Select Bus Service (SBS) buses, which require riders to pay at a sidewalk machine before boarding, rather than paying on-board with a Metrocard or exact change, as they must do on traditional buses.

When SBS Service was first introduced in New York City in June 2008, flashing blue lights were built into the vehicles' destination signs to alert riders of these specialized buses. However, the blue lights were suspended in January 2013 after New York City Transit was informed that state law prohibits use of colored and flashing lights by non-emergency vehicles.

State Senator Brad Hoylman said: "It's hard to believe we need Albany approval to change the color of lights on select buses in New York City, but we do. That said, it's important we pass legislation that enables select buses to use purple colored lights to allow thousands of riders -- many of them my constituents -- to distinguish from a distance SBS buses from traditional buses, giving riders time determine whether they need to pre-pay the SBS fare or take a local bus. Plus, purple lights won't cause confusion with emergency vehicles because they don't use this color."

Senator Hoylman's Manhattan district includes significant portions of the M15 SBS route, which runs on First and Second Avenues between 125th Street and South Ferry, and the M34 SBS route, which runs crosstown on 34th Street. Many of Senator Hoylman's constituents, as well as Manhattan Community Board 6 (CB6), have called for the return of SBS buses' identifying lights.

State Senator Liz Krueger said: "The flashing lights were a necessary and frankly comforting signal to New Yorkers waiting to catch a bus that a Select Bus was on the way, and they were also an important tool to help SBS buses get through traffic on the often congested routes they serve. I fully support Sen. Hoylman's effort to get the flashing lights restored, and look forward to seeing those lights on SBS routes once again."

Sandro Sherrod, Chair of CB6, said: "CB6 received numerous calls and emails once the SBS flashing lights went dark. Residents of our district have clearly spoken out on this issue and it is time we once again have this technologically simple yet highly effective tool for commuters."

Lawrence Scheyer, New York lawyer, Stuyvesant Town/PCV resident and CB6 board member, said: "Especially during long waits for buses on dark and stormy and frigid nights, the first sighting of the SBS bus' signature twin beacons of blinking light in the distance was reassuring to all waiting bus passengers. At major stops where riders wait at different locations for local or Select buses such early warning provided ample opportunity for everybody, calmly, to pre-pay at curbside kiosks and obtain receipts. I observed local bus riders, too, were less anxious if the bus skipped their stop. Our community has a large number of bus riders, and in the fifteen plus months since the lights were precipitously extinguished by the MTA (without having an acceptable alternative ready), the level of anxiety has been palpable. In the resulting confusion over indistinguishable buses, every one of us worries about the real possibility of our own bus leaving without us."

Senator Hoylman's bill, which is the same as Assembly Bill 6076-C, amends subdivision 41 of section 375 of the Vehicle and Traffic Law to add a new subparagraph 1-a so that Metropolitan Transit Authority and NYCT buses that are used on SBS Routes are permitted to use flashing purple lights when running along Select Bus Service route.

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27TH SENATE DISTRICT

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THE SENATE
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**TESTIMONY OF NEW YORK STATE SENATOR BRAD HOYLMAN BEFORE THE
NEW YORK CITY COUNCIL COMMITTEES ON YOUTH SERVICES AND
GENERAL WELFARE REGARDING RUNAWAY AND HOMELESS YOUTH**

April 25, 2014

Thank you Chair Eugene, Chair Levin and the Council for the opportunity to testify today on this vitally important issue. I represent New York State's 27th Senate District, which includes the neighborhoods of Clinton/Hell's Kitchen, Chelsea, Greenwich Village, Midtown/East Midtown, the East Village, Lower East Side, and Upper West Side.

According to the Coalition for the Homeless' report "State of the Homeless 2014," in January of this year, there were 22,712 homeless children sleeping in New York City municipal shelters every night. A 2007 study conducted by The Empire State Coalition, a group of service providers that work with homeless youth, estimated that 3,800 runaway and homeless youth (RHY) are living on our streets each night - a number that has certainly grown over the past seven years. With only 250 youth shelter beds currently available, we are leaving thousands of our most vulnerable citizens out in the cold.

Young people who are forced to live on the streets are significantly more likely to become victims of human trafficking. RHY are at risk of coercion, intimidation, and violence, resulting in high rates of sexually transmitted diseases and HIV infection and making them especially susceptible to sexual assault. This problem is acutely felt in the Lesbian, Gay, Bisexual, or Transgender (LGBT) community. According to the Center for American Progress, between 20-40% of RHY in the United States are LGBT, as compared to only 5- 10% of the overall youth population.

One of the great disappointments in this year's State budget is that funding for RHY was increased by an embarrassing \$44, for a total of \$2,610,300, and significantly below FY 2008-2009 when a total of \$6.3 million was allocated. I was heartened that Mayor de

Blasio has included an additional \$1.3 million in FY 2014 and \$2.4 million in FY 2015 to add 76 youth shelter beds in his preliminary budget. However, we must do more to support our vulnerable youth.

The annual report from the New York City Administration for Children's Services and the Department of Youth and Community Development on sexually exploited children will help identify areas where the City can improve procedures and outreach to stem the tide of homeless youth. Ensuring that we understand the true scope of the problem through accurate assessments is a key step on the path to ending youth homelessness, and I thank the Council for taking up this issue.



NEW YORK STATE ASSEMBLY MEMBER DEBORAH GLICK
NEW YORK STATE SENATORS BRAD HOYLMAN & MICHAEL GIANARIS

NOTICE OF PUBLIC FORUM
ON LEGISLATION BARRING SEXUAL
ORIENTATION CHANGE "THERAPY" FOR
MINORS

SUBJECT: Legislation (S.4917-A/A.6983-A) which would prohibit licensed mental health professionals from engaging minors in sexual orientation change efforts.

PURPOSE: To hear from stakeholders, including mental health care professionals, legal experts, LGBT individuals, and advocates about the need for this legislation and its implementation elsewhere, including New Jersey and California.

Thursday, May 15, 2014
10:00 A.M.
Senate Hearing Room
250 Broadway
New York, NY

Sexual orientation change efforts, or so-called "conversion therapy" and "reparative therapy," have long been discredited by leading associations of health and mental health practitioners, and can pose health risks to lesbian, gay, bisexual, and transgender people, ranging from depression, substance abuse and suicide. The risks are particularly high for minors, who because of parental control may be forced to undergo this therapy. California and New Jersey have enacted laws barring licensed mental health professionals from engaging in this practice on minors. S.4917-A/A.6983-A would create the same prohibition in New York.

Anyone wishing to testify or attend the forum must complete and return the .pdf form below no later than Thursday, May 8, 2014. Oral testimony is by invitation only. Individuals who would like an invitation to testify should indicate so on the reply form below.

In accordance with State and Federal law, the New York State Legislature seeks to make its facilities and services available to all individuals with disabilities. Reasonable accommodations will be provided for individuals with disabilities, upon request.

Questions about this public forum may be directed to Burton Phillips, Counsel to State Senator Brad Hoylman, at (518) 455-2451 or phillips@nysenate.gov.

PUBLIC FORUM REPLY FORM

Persons who would like an invitation to testify at or who plan to attend the public forum on May 15, 2014 are requested to **complete this reply form by May 8, 2014** and mail, email, or fax it to:

Burton Phillips
Counsel to Senator Brad Hoylman
New York State Senate
413 Legislative Office Building, Albany, NY 12247
(t) 518-455-2451 (f) 518-426-6846 (e) phillips@nysenate.gov

- I plan to attend the public forum on May 15.
- I would like to be invited to make a public statement at the forum. My statement will be limited to three (3) minutes and I will answer any questions which may arise. I will provide one electronic copy (as a Word or PDF document) to Burton Phillips by Thursday, May 8.
- I will address my remarks to the following subjects:
- _____
- _____
- I will require assistance and/or handicapped accessibility information. **Please specify the type of assistance required:**
- _____
- _____

NAME: _____

TITLE: _____

ORGANIZATION: _____

ADDRESS: _____

E-MAIL: _____

TELEPHONE: _____

FAX TELEPHONE: _____

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April 11, 2014

Dear PS 11 Community:

Thank you for organizing this morning's rally. I couldn't be with you in person because I'm at my local school rally at PS 41 in the Village.

I stand with you in solidarity in opposition to high-stakes testing, in particular its use as a measure of student learning, teacher effectiveness, and school performance. I strongly agree that we need to broaden our understanding of education, move away from "teaching to the test," and relieve the pressure on our students.

I'm pleased that legislation (S.4764-A) I co-sponsor prohibiting high-stakes, standardized testing for schoolchildren in pre-K through second grade was enacted as part of the state budget passed on March 31. I'm also happy that the budget placed a three-year moratorium on using state English Language Arts and Math test scores for children in grades 3 - 8. I've also raised questions about the practice of field testing, which the budget directs the State Education Commissioner to take actions to reduce.

We also need to address student privacy. The budget prevents the State from sharing students' personal data with any "shared learning infrastructure service provider," and I am encouraged that the State has terminated its ill-conceived plan to store confidential student data with inBloom. However, I think the prohibition in the budget is too narrow, the penalties too weak, and parental rights too limited to ensure the sanctity of student data. I'll continue to work to pass legislation that implements strong safeguards for sensitive student data.

I'd love to know any thoughts you have on this issue. Feel free to contact me at 212-633-8052 or hoylman@nysenate.gov.

All best,

A handwritten signature in black ink that reads "Brad Hoylman".

Brad Hoylman
New York Senator

