



NEW YORK STATE SENATOR
BRAD HOYLMAN

322 Eighth Avenue, Suite 1700, New York, NY 10001

Phone: (212) 633-8052 Fax: (212) 633-8096

hoylman.nysenate.gov



COMMUNITY BOARD FOUR

January 2015

Dear Neighbor:

Happy New Year! I hope you and your family had a good holiday season. The following is a summary of some of my activities since my last report to Community Board Seven. Many of my attached letters, testimonies, and press releases may also be found on my website at hoylman.nysenate.gov.

You'll be seeing a little less of me in person because I'll be returning to Albany for the start of the 2015 Legislative Session. If you have any ideas, questions, or concerns, you can always contact me or Robert Atterbury in my office at 212-633-8052 or via email at robert@bradhoylman.com.

Best regards,

Brad Hoylman
State Senator
27th District

Starting the 2015-2016 Legislative Session

This month I am honored to begin my second term as your State Senator. I'll be reintroducing many important bills over the coming weeks, including legislation to end the "secret income" of some lawmakers, promote tax equity and fairness on ultra-luxury second homes, and ban the practice of so-called "conversion therapy" by therapists that claims to turn LGBT kids "straight," but in actuality amounts to child abuse and consumer fraud.

I'll also be introducing new bills this session in the areas of environmental protection, government reform, public health and more. I look forward to representing you in Albany over the next two years and will continue to fight to restore people's trust in government, protect our precious natural resources, and provide a voice for our state's most vulnerable citizens.

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Preserving Affordable Housing

Last month, Governor Cuomo signed legislation I sponsored along with Assembly Member Richard Gottfried authorizing the New York City Council to grant up to 50 years of additional real property tax exemption to the 2,820 unit middle-income, limited equity co-op in Chelsea known as Penn South, provided it maintains its status as affordable housing. This legislation paves the way for Penn South to remain affordable for current and future generations of middle-class New Yorkers. I commend Governor Cuomo for helping preserve affordability, Assembly Member Richard Gottfried for ushering the bill through the Assembly, and Mayor Bill de Blasio for working closely with us to make this legislation possible, along with Council Member Corey Johnson who now will take this issue forward for review and approval by the City Council. Please see our press release attached.

Save the Old Chelsea Station – Update

At the end of last year the public was notified of the United States Postal Service's (USPS) intention to sell part of the Old Chelsea Station and air rights above the building to facilitate the construction of a residential addition. Today I submitted comments expressing my concern regarding the substantial threat this plan would pose to the historic features of the building and the surrounding community, as well as the lack of notification to the community and relevant stakeholders regarding the potential sale. Please see my comments attached.

Port Authority Bus Garage

Last month I joined with Congressman Jerrold Nadler, Manhattan Borough President Gale Brewer, State Senator Adriano Espaillat, and Assembly Members Richard Gottfried and Linda Rosenthal to write to the Port Authority of New York and New Jersey to encourage the agency to prioritize the construction of a bus annex on Galvin Plaza to help alleviate the extensive bus congestion on the west side. The existing Port Authority Bus Terminal facility is unable to accommodate current and future bus demand, and will require additional capacity. Please see our letter attached.

Applauding the Decision to Ban Fracking in New York

On December 17, the State Department of Environmental Conservation (DEC) announced that it will issue a legally-binding findings statement prohibiting high-volume hydrofracking in New York State. I'm grateful to the many residents of our district who have been active in the anti-fracking movement and helped make this decision possible. Please see my full statement attached.

Keeping Public Space Open

On December 16, Supreme Court Justice Margaret Chan issued terms for a settlement agreement stating that New York Fashion Week must leave Lincoln Center and Damrosch Park after its final event in February 2015. Justice Chan affirmed that the city will not hold events in Damrosch Park that are similar in nature and size to Fashion Week, although the Big Apple Circus and smaller educational and cultural events will

be allowed to continue. The agreement includes developing a new landscaping plan for the park. New York Fashion Week first came to Lincoln Center in 2010. For several months per year it spills into Damrosch Park, destroying plantings and denying residents access to this vital public space. I am very pleased that Damrosch Park will remain open and accessible to the local community. Special thanks to the Committee for Environmentally Sound Development, Friends of Damrosch Park, and NYC Park Advocates for their hard work on this matter.

Ending Discrimination in Health Insurance

Last month, the New York Times ran a story about Governor Cuomo's decision to issue a bulletin banning private health insurers from discriminating against transgender individuals. One week later, the Governor announced he would extend these protections to Medicaid recipients as well. I am proud to have brought this issue to the attention of the Governor and NYS Department of Financial Services Superintendent Benjamin Lawsky. As a result of their action, health insurance providers must cover treatments related to gender transition, which is regarded as medically necessary by leading professional medical organizations for many transgender people. Please find the Times article attached.

Calling for Better A/C Subway Service

The A and C trains are some of the worst in the city, with frequent delays, overcrowded train cars, and poor conditions at stations. I recently signed on to a letter to MTA New York City Transit President Carmen Bianco thanking him for agreeing to conduct a Full Line Review of the A and C lines and asking him to prioritize community concerns throughout this review. The letter cites issues with service levels, station conditions, and communication with riders, and includes specific problems in our neighborhood such as station damage caused by water leaks. The Full Line Review is expected to be completed sometime in 2015. Please see my letter attached.

Port Ambrose Comment Period Open

In 2013, Liberty Natural Gas LLC issued a proposal to build a liquefied natural gas (LNG) deepwater port facility called Port Ambrose, located roughly 19 miles south of New York's shore. After some delay, a Draft Environmental Impact Statement (DEIS) has been issued and a public comment period is now open. This major proposal is unnecessary and environmentally irresponsible, and the public comment period has been rushed and is inaccessible. I, along with Assembly Member Linda Rosenthal, wrote a letter to the Maritime Administration and U.S. Coast Guard requesting they extend the public comment period from 60 to 90 days and add another public hearing in Manhattan. Yesterday, we learned that in response to our request, the comment period will be extended to 90 days, until March 16, 2015, and another hearing will soon be scheduled at a date and location to be determined. Today, we submitted joint testimony opposing the project. For more information or to submit comments, visit 1.usa.gov/1zPc31V. Please see our testimony attached.

Speaking Out Against the Proposed Comcast-Time Warner Cable Merger

On December 11, I submitted testimony to the New York City Council regarding the proposed merger of Comcast and Time Warner Cable. I believe that this merger, by combining the nation's two largest cable operators, would create a highly monopolized environment for cable and internet services, and would therefore be antithetical to the public interest. Such domination of this marketplace would likely increase prices, reduce the quality of service, and limit consumer choice. However, should the merger be approved, it must be conditioned on expanded broadband access for low-income New Yorkers. Please see my testimony attached.

Flu Shots

Last month the Centers for Disease Control and Prevention (CDC) issued a national Health Alert Network advisory to raise awareness about an increase of influenza cases in certain parts of the country, including New York. All people ages 6 months and older are strongly encouraged to get a flu shot, even though the flu vaccine is not a perfect match for the new H3N2 strain this year. Vaccination is especially important for people at high risk for serious flu complications, including children under the age of 5, seniors over the age of 65, pregnant women and people with certain chronic medical conditions. The CDC has also recommended that patients with asthma, diabetes or lung or heart problems see a doctor at the first sign of a possible flu infection.

In light of the concern by health officials, I want to share these free flu shots opportunities offered by the Lenox Hill HealthPlex located on 7th Avenue between West 12th and 13th Streets that I am co-sponsoring with other local elected officials and Community Boards. All interested are encouraged to RSVP, though walk-ins will be accommodated based on availability. Please see the attached flyer for dates and times, and email wkawadler@nshs.edu or call 347-802-7400 to make an appointment. If you are unable to make any of the attached flu shot opportunities, I urge you to visit the NYC Department of Health and Mental Hygiene's website and utilize the flu shot site locator at on.nyc.gov/1mQvEhr. Additionally, you can always contact me via email or phone at 212-633-8052 for help locating a flu shot provider.

2015 Kindergarten Admissions Process Opens Today

Like many families across our district, I'll be sending my child to kindergarten next year. The kindergarten application period is scheduled to open today, January 7 and run through February 13. Placement offers will be distributed in early April and pre-registration at schools starts in April. Like last year, families can apply online by visiting www.nyc.gov/schools/kindergarten, over the phone by calling 718-935-2400 between 8AM and 6PM Monday through Friday or in person at one of the Family Welcome Centers around the city. This year, the kindergarten application is translated into nine languages online, and the Family Welcome Centers will have translated paper copies of the applications as well. Additionally, the Department of Education will be holding a Kindergarten Admissions Information Session in Manhattan on January 12 from 6 to 7:30PM at the High School of Fashion Industries located at 225 West 24th

Street. For more information please visit the Kindergarten Admissions Website at [on.nyc.gov/1zo\[zMc](http://on.nyc.gov/1zo[zMc) or email ES_Enrollment@schools.nyc.gov with any application concerns.

Report Discrimination to the ADC

The Anti-Discrimination Center (ADC), a civil rights nonprofit located in Manhattan, has recently launched a disability access project to assist people with disabilities who have experienced difficulties accessing their homes or public accommodations (e.g. stores, restaurants, etc.) to support their rights to be able to enter and exit such buildings under the New York City Human Rights Law. ADC, in partnership with collaborating counsel, will help people who have experienced access issues evaluate and potentially bring claims under the law. Violators of the law are subject to paying damages. For more information or to report a claim of discrimination, please see the flyer attached or access the ADC's website at <http://bit.ly/13gkYzW>.

FOR IMMEDIATE RELEASE

December 18, 2014

CONTACT:

Peter Ajemian, 212-633-8052

50 MORE YEARS OF HOUSING AFFORDABILITY AT PENN SOUTH - HOYLMAN-GOTTFRIED BILL SIGNED BY GOVERNOR CUOMO

*Enables Penn South to Pay for Major Repairs and Maintain Stability and
Affordability*

Hoylman & Gottfried: "Preserves Penn South for the Next Generation"

ALBANY, NY -- Important affordable housing legislation sponsored by State Senator Brad Hoylman and Assembly Member Richard Gottfried and supported by Mayor Bill de Blasio was signed last evening by Governor Andrew Cuomo authorizing the New York City Council to grant up to 50 years of additional real property tax exemption to the 2,820 unit middle-income, limited equity co-op in Chelsea known as Penn South, provided it maintains its status as affordable housing.

Senator Hoylman and Assembly Member Gottfried said: "Penn South is a critical oasis of affordable housing in our rapidly changing Chelsea neighborhood, where stratospheric real estate prices have forced many long-time residents to relocate. This legislation paves the way for Penn South to remain affordable for current and future generations of middle-class New Yorkers. We commend the Governor for helping preserve Penn South's nearly 3,000 affordable units and thank Mayor Bill de Blasio and his legislative affairs team in Albany for working closely with us to make this legislation possible. Council Member Corey Johnson will now work to get the tax exemption for Penn South quickly passed by the City Council."

Council Member Corey Johnson said: "I would like to extend a personal thanks to State Senator Brad Hoylman and Assembly Member Dick Gottfried for their tireless effort in making this happen for the residents of Penn South and to Governor Cuomo for signing this bill into law which will preserve Penn South, which is not only a critical supply of affordable housing for the City, but an absolutely integral part of our community in Chelsea. I will do everything it takes to pass the proposed property tax exemption for the co-op with my

colleagues in the City Council so that for at least the next 50 years. Penn South is one of the gems in our city and is a model that we should look to.”

Morris Benjamin, President of the Penn South Board of Directors, said: “This bill will allow Penn South to stay affordable for many years to come. We thank our Senator Brad Hoylman and Assembly Member Dick Gottfried for helping us get it done.”

Brendan Keany, General Manager of Penn South, said: “Penn South remains the model of affordable housing and much can be learned from this model in light of the recent news that other similar developments have left the program at a great loss to the city in affordable housing. We invite the city to work with the model of Penn South to see what can be done to continue to keep affordable housing developments in the program so that we can retain the affordable units we already have.”

Penn South, whose official name is Mutual Redevelopment Houses, is a limited-equity cooperative established under Article V of New York’s Private Housing Finance Law. Its construction was sponsored by the International Ladies Garment Workers Union (now UNITE) and its dedication in 1962 was attended by President John F. Kennedy, Eleanor Roosevelt, Governor Nelson Rockefeller and Mayor Robert Wagner, among other dignitaries. Penn South cooperators have voted three times in its 52-year history to keep prices restricted in exchange for continued property tax breaks and other incentives, ensuring affordable housing for future generations rather than converting to a market rate co-op.

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BRAD HOYLMAN
27TH SENATE DISTRICT



THE SENATE
STATE OF NEW YORK
ALBANY

RANKING MINORITY MEMBER:

CONSUMER PROTECTION
INVESTIGATIONS &
GOVERNMENT OPERATIONS

COMMITTEES:

CODES
CRIME VICTIMS, CRIME &
CORRECTION
CULTURAL AFFAIRS, TOURISM,
PARKS & RECREATION
HEALTH
INFRASTRUCTURE &
CAPITAL INVESTMENT
JUDICIARY
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DISTRICT OFFICE
322 EIGHTH AVENUE, SUITE 1700
NEW YORK, NEW YORK 10001
PHONE: (212) 633-8052
FAX: (212) 633-8096

ALBANY OFFICE
ROOM 413
LEGISLATIVE OFFICE BLDG.
ALBANY, NEW YORK 12247
PHONE: (518) 455-2451
FAX (518) 426-6846

E-MAIL: HOYLMAN@NYSenate.GOV
WEBSITE: HOYLMAN.NYSenate.GOV

**COMMENTS OF STATE SENATOR BRAD HOYLMAN REGARDING
THE UNITED STATES POSTAL SERVICE'S CONSIDERATION OF THE SALE OF
A PORTION OF THE PROPERTY AND AIR RIGHTS OF THE
OLD CHELSEA STATION**

January 7, 2015

Thank you for the opportunity to submit my comments regarding the United States Postal Service's (USPS) consideration of the sale of a portion of the property and air rights of the Old Chelsea Station, located at 217 West 18th Street, which is in the district that I represent. I appreciate the USPS' commitment to continue retail operations in the building. However, I am extremely concerned about the substantial threat this plan would pose to the historic features of the building and the surrounding community, as well as the lack of notification to the community and relevant stakeholders regarding the potential sale.

The Old Chelsea Station was listed on the National Register of Historic Places in 1989. Designed by local architect Eric Kebbon in 1935, this building is a remarkably well-maintained and quintessential example of the Colonial Revival style that defined the post offices built in this era. In fact, Kebbon himself designed six such post offices in and around New York City. The principal facade of the building features Doric order columns, four terra cotta rosettes, and relief sculptures of Bald Eagles watching over the two main entrances. Of particular interest are two bas relief cast stone panels of woodland animals titled "Deer" and "Bear" created in 1938 by artist Paul Fiene in the lobby of the station. I share the opinion of the New York State Office of Parks, Recreation and Historic Preservation (SHPO), which is charged with protecting historic resources in New York State, that the sale of a portion of the property and air rights would jeopardize these important historic features.

Further, I am concerned that the sale of the air rights and construction of a residential building on top of the station would damage the low-rise character of the neighborhood. Building additional stories to the building would further reduce light



and air to the street and neighbors, significantly diminishing the quality of life for residents.

Finally, the USPS has not provided sufficient notice to the community and other stakeholders regarding its intentions to issue an RFP for the air rights and property sale, which has resulted in an inability for the public to provide substantive input on the proposed Request for Proposals (RFP). Stakeholders, including government entities, were first contacted in November 2014 through a notice of a 15-day comment period that did not include details regarding the proposed actions. As a result, there are a number of outstanding questions regarding the RFP that have not been answered, including how the proposed addition would impact the existing facility and nearby buildings, other options for a transfer of air rights that the USPS has considered and how the USPS intends on protecting the historic features of the building.

A federal agency has no business undermining the expertise of local and state agencies - in this instance SHPO and Manhattan Community Board 4 - and substituting its own opinion without consultation. The sale of air rights would amount to theft of our local public spaces, neighborhood character and history - a reversed form of eminent domain where the Federal government is privatizing public resources. These actions are all the more egregious because the USPS seeks to drastically alter something as familiar and beloved as a historic post office without even the semblance of public notice or input.

In light of these issues, I urge the USPS to reconsider its proposal and to restart the public engagement process with the goal of creating a transparent process and allowing for substantive community input on any proposed changes to the Old Chelsea Station.

Thank you for your consideration of my comments.



December 12, 2014

Patrick Foye
Executive Director
Port Authority of New York and New Jersey
225 Park Avenue South, 18th Floor
New York, NY 10003

Dear Mr. Foye:

As the elected officials representing the West Side of Manhattan, we write to request that the Port Authority of New York and New Jersey (PANYNJ) prioritize the construction of a bus annex on Galvin Plaza to help alleviate the extensive bus congestion in our districts.

Over the last several years, the use of interstate bus service has grown exponentially, with more people now taking a bus into New York City than all three railroads combined (PATH, New Jersey Transit, and Amtrak), resulting in severe traffic problems. Bus ridership in Manhattan has grown by 23% over the last 10 years, and it is anticipated that over the next 30 years the number of buses coming into New York City will increase 35-50%.

We are encouraged by the Port Authority Bus Terminal's (PABT) recent actions to limit the diversion of buses on to city streets, which has reduced bus congestion on Tenth Avenue. We also welcome the \$90 million capital investment the PANYNJ has committed to improving the bus terminal, which will enhance the customer experience.

The existing PABT facility is unable to accommodate current and future bus demand. In addition, if transferable development rights (aka "air rights") are being considered as a way to generate funds to build a new garage, the PANYNJ must work with our offices, the local community boards, and relevant stakeholders on the sale and transfer of these air rights, as it has in comparable instances.

We appreciate the PANYNJ's commitment to developing a plan to build a bus annex at Galvin Plaza. We believe building a new bus garage to accommodate both current and future growth in bus commuting to New York City is of utmost importance. We look forward to the release of the PANYNJ's Master Plan in early 2015.

Very truly yours,



Corey Johnson
Council Member



Jerrold Nadler
U.S. Representative



Brad Hoylman
State Senator



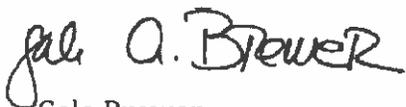
Adriano Espaillat
State Senator



Richard N. Gottfried
Assembly Member



Linda B. Rosenthal
Assembly Member



Gale Brewer
Manhattan Borough President

CC:

Honorable Andrew M. Cuomo, Governor of New York State
Christine Berthet, Chair of Community Board 4
Martin Treat, co-founder, CHEKPEDS



BRAD HOYLMAN

NEW YORK STATE SENATOR
27TH DISTRICT

FOR IMMEDIATE RELEASE

December 17, 2014

CONTACT:

Peter Ajemian, 212-633-8052

SENATOR HOYLMAN HAILS CUOMO ADMINISTRATION'S DECISION TO BAN HYDROFRACKING IN NEW YORK STATE

Hoylman: "I'm proud that today New York State stood up to Big Oil and shale industry profiteers in favor of our kids"

New York, NY – Today, Senator Brad Hoylman (D-Manhattan) issued the following statement in response to the Department of Environmental Conservation's announcement that it will issue a legally-binding findings statement prohibiting hydrofracking in New York State:

"I commend Governor Cuomo's administration for its decision to ban hydrofracking in New York State. The Department of Environmental Conservation and the Department of Health have completed exhaustive studies that further support what I and so many of my constituents have argued for years - that hydrofracking is risky to our health and environment.

"Acting Department of Health commissioner Howard Zucker's comments that after reviewing the studies he wouldn't personally live in a community with fracking or let

his child play in a field is a powerful testament to the seriousness and science-based fact-finding behind the Cuomo Administration's review.

"I'm proud that today New York State stood up to Big Oil and shale industry profiteers in favor of our kids, who deserve nothing less than our responsible stewardship of the environment. The short-term economic gain from hydrofracking can never justify its long-term negative health and environmental impact. I thank Governor Cuomo, DEC Commissioner Martens and DOH Acting Commissioner Zucker for their national leadership on this vital issue."

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The New York Times

Insurers in New York Must Cover Gender Reassignment Surgery, Cuomo Says

By ANEMONA HARTOCOLLIS

DECEMBER 10, 2014

Lee Albertorio felt like a man trapped in a woman's body. After serving in the Air Force, he began taking hormones, which deepened his voice and made his physique more masculine.

He changed his passport to reflect that he was male, and last year he decided to have a mastectomy, known as top surgery. But his insurance company told him the operation was cosmetic and refused to cover it, he said Wednesday.

Now Gov. Andrew M. Cuomo is warning insurance companies that they will no longer be allowed to deny gender reassignment surgery or other treatment to change a person's gender, like hormone therapy, if a doctor has deemed that treatment medically necessary.

In a letter being sent to insurance companies this week, the governor said that because state law requires insurance coverage for the diagnosis and treatment of psychological disorders, people who are found to have a mismatch between their birth sex and their internal sense of gender are entitled to insurance coverage for treatments related to that condition, called gender dysphoria.

"An issuer of a policy that includes coverage for mental health conditions may not exclude coverage for the diagnosis and treatment of gender dysphoria," the governor's letter says.

"That would change everything — I mean that sounds very good," Mr. Albertorio said excitedly when told of the governor's order.

The rule makes New York the ninth state to require the coverage, the Transgender Legal Defense and Education Fund, an advocacy group, said on Wednesday. The others are California, Colorado, Connecticut, Illinois, Massachusetts, Oregon, Vermont and Washington, according to the group. Washington, D.C., also mandates it.

The group said that most insurance policies currently exclude coverage for transgender treatment, and at best include it as a more expensive rider to a standard plan.

"This is an absolute sea change in the way that insurance for transgender people will cover their health care needs," Michael Silverman, executive director of the fund, said.

“This essentially opens up an entire world of treatment for transgender people that was closed to them previously.”

Leslie Moran, a spokeswoman for the New York Health Plan Association, the trade association for most health plans across New York State, said the industry did not object to having to cover gender dysphoria.

But she said the industry was concerned that the governor’s order could raise costs in the new year that were not contemplated during the recent round of rate-setting. And she said companies were concerned that the policy would open the door for other services that people might seek, claiming they were medically necessary for mental health reasons.

“It sets a precedent,” Ms. Moran said.

Benjamin M. Lawsky, the state’s superintendent of financial services, which regulates insurance, said he would “be very surprised” if the change led to a noticeable rise in insurance premiums, because the number of transgender people would be such a small part of the insurance pool.

“It will further solidify the rights of a group that probably weren’t always being treated as equal to everybody else, and that’s sort of fundamental to our system,” Mr. Lawsky said.

The new policy comes as the state is trying to negotiate a settlement in a class-action lawsuit seeking Medicaid coverage for sex-change treatments, and advocates said they hoped it was a signal that the state was going to approve that coverage as well. Mr. Lawsky said that State Senator Brad Hoylman, a Manhattan Democrat, had brought the issue to his attention in June, by pointing out that several other states had barred insurance companies from excluding gender-change treatment.

At that time, a review board of the United States Department of Health and Human Services had just ruled that transgender people could no longer be automatically denied coverage for sex reassignment surgeries under Medicare, reversing a policy in place since 1981.

Mr. Hoylman said this week that he knew people who had had to scrape together money from fund-raisers to pay for their gender reassignment surgery. “Nobody should be in that position in order to embrace such a fundamental aspect of their personhood,” he said.

Mr. Hoylman said he was hoping the governor’s directive signaled that the political climate was right to pass a “transgender civil rights act” in the state, guaranteeing that transgender people would not suffer discrimination in other areas like housing. Mr. Albertorio, 30, a program coordinator at a nonprofit agency, wanted the top surgery so badly that he paid for it using \$6,500 in loans and credit card payments. To complete his transition will cost at least \$50,000, which for him is “pretty out of reach.”

A and C Train Review Working Group

December 11th, 2014

Carmen Bianco
President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear NYCT President Carmen Bianco:

Thank you for agreeing to conduct a Full Line Review of the A and C trains. These trains are essential lifelines serving countless communities in Queens, Manhattan and Brooklyn, and we appreciate your commitment to study service on the line and make necessary improvements.

We have come together to form the A and C Train Review Working Group, comprised of elected officials, community organizations and transit advocates representing the communities that rely on A and C train service. The group is convened by the Riders Alliance, the Straphangers Campaign, Brooklyn Borough President Eric Adams, and State Senator Daniel Squadron.

We write to request that the upcoming Full Line Review study prioritize concerns that our communities have identified, as spelled out in this letter. We also make recommendations for improvements that are of particular importance to riders.

Specifically, our working group has identified the following issues that we request this Full Line Review take into account:

1) Service Levels

The A and C trains are notoriously crowded during both the morning and evening rush hours. Riders cope with severe crowding and are often forced to squeeze uncomfortably close together or to wait in the station for trains to pass before boarding one that has room. In the past, Full Line Reviews have successfully addressed a number of similar service level concerns.

We request that the Full Line Review study:

- Levels of crowding, particularly during the morning rush hours
- Causes of crowding on the trains
- Frequency and reliability of service, including whether the line is running at capacity
- Feasibility of running full-length trains and newer trains instead of shortened, older C trains

- Service levels to Lefferts Boulevard in Queens vs. to the Rockaways

2) Station Conditions

Stations along the A and C trains have gone years—in many cases decades—without significant renovations and upgrades.

We request that the Full Line Review consider the following possibilities for station improvements:

- Reopening station entrances that have been closed, particularly in communities that have experienced population growth in the intervening years
- Targeting A and C train stations for component upgrades and repairs, for example stairways that are broken or areas where water leaks causing flooding or damage (we suggest that this information be updated annually)
- Including in the report 1) the number and kind of station components on the A and C in need of repair or replacement and 2) a time frame for conducting those repairs
- Improving routine maintenance of A and C train stations, for example increased trash pickup and station cleaning

3) Communication with Riders

As seen with previous Full Line Reviews, especially on the G train, rider communication and signage improvements can significantly improve service. Because of older stations and equipment, A and C train riders often are unable to receive real-time information that would alert them to service changes—many of us have heard complaints from riders about service being interrupted or canceled with no audible or visible notification to riders who are stranded waiting for a train. Additionally, smaller steps could help riders orient themselves and have a better experience in the subway.

We request that the Full Line Review study these potential improvements:

- Installing public address systems that work—both on the trains and in the stations; and including in the report a summation of stations without PA systems or with non-working systems
- Installing countdown clocks in stations, so riders know when their train is expected and can see information about service changes in real time
- Placing wayfinding information at key stations, and helping riders use the A train to access JFK Airport by implementing better signage indicating what train to take and where to get off for AirTrain access to JFK

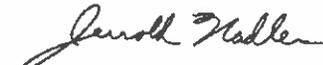
As you conduct the Full Line Review of the A and C trains in the coming months, we ask you to take our recommendations into account. When the review is complete in 2015, we also ask that you present your findings and your plans for improvement to our working group—we would be happy to schedule a time that is convenient for members of your

team. Given the success of past Full Line Reviews, we look forward to the results from this review.

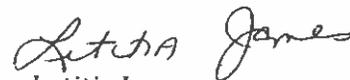
If you have any questions or would like to discuss the issue further, you can reach our working group through the Riders Alliance, by reaching out to Rebecca Bailin at rebecca@ridersny.org or 212-590-9504.

Thank you for your consideration of our input.

Sincerely,


Jerrold Nadler
Member of Congress


Hakeem Jeffries
Member of Congress


Letitia James
Public Advocate


Eric Adams
Borough President


Gale Brewer
Borough President


Martin Dilan
State Senator


Adriano Espaillat
State Senator


Brad Hoylman
State Senator


Velmanette Montgomery
State Senator


Daniel Squadron
State Senator


Richard Gottfried
State Assembly Member


Phillip Goldfeder
State Assembly Member


Walter Mosley
State Assembly Member


Daniel O'Donnell
State Assembly Member

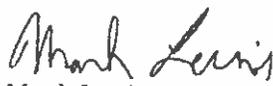

Annette Robinson
State Assembly Member


Linda Rosenthal
State Assembly Member


Robert Cornegy
Council Member


Corey Johnson
Council Member


Stephen Levin
Council Member


Mark Levine
Council Member


Donovan Richards
Council Member



Helen Rosenthal
Council Member



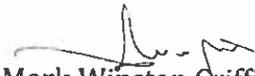
Shirley Secunda
Chair, Traffic and Transportation Committee
Manhattan Community Board 2

NELSON M. STOUTE

Nelson M. Stoute
Chair, Transportation, Sanitation & Environment Committee
Brooklyn Community Board 3

LOUIS BAILEY

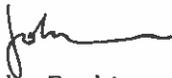
Louis Bailey
Community Organizer and Outreach Coordinator
WE ACT For Environmental Justice



Mark Winston Griffith
Executive Director
Brooklyn Movement Center



Helen Pearlstein
Concord Village Owners, Inc.
Board of Directors



John Raskin
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**TESTIMONY OF STATE SENATOR BRAD HOYLMAN AND ASSEMBLYMEMBER LINDA B.
ROSENTHAL TO THE MARITIME ADMINISTRATION AND U.S. COAST GUARD REGARDING
THE PROPOSED PORT AMBROSE LIQUEFIED NATURAL GAS PROJECT**

JANUARY 7, 2014

Thank you for the opportunity to submit testimony to the Maritime Administration and U.S. Coast Guard regarding the application by Liberty Natural Gas, LLC (Liberty) to build a liquefied natural gas (LNG) deepwater port facility called Port Ambrose, roughly 19 miles from the New York shore. We oppose this unnecessary and environmentally irresponsible project and have serious concerns about the timeline and the public process.

The construction and operation of Port Ambrose would have a negative ecological impact on its surroundings, discharge millions of gallons of chemically treated seawater and require the dredging of miles of sea floor. Port Ambrose would contribute to environmental degradation by increasing New York's reliance on natural gas, a methane emitting fuel, at a time when we instead should be focusing on the development and deployment of clean, safe and renewable energy sources. According to the Intergovernmental Panel on Climate Change, the leading international body for the assessment of climate change, methane is a potent greenhouse gas that is 34 times more effective at trapping heat in our atmosphere over a 100-year period than carbon dioxide. This is, of course, in addition to the potential damage to New York's coastline if an extreme weather event, such as another Hurricane Sandy, were to damage a vulnerable offshore facility of this type.

Port Ambrose is an unnecessary project. According to the 2014 Draft New York State Energy Plan, domestic production of natural gas is at its highest level in four decades and the "need for substantial increased volumes of imported LNG has diminished for the near term." The Draft Energy Plan further states that this saturation of supply in natural gas has caused imports to decline every year from 2007 through 2012, a year in which just two of the twelve active LNG import terminals in the country received regular shipments. Adding another unused port to that tally, particularly in light of the myriad potential detrimental environmental impacts, would be both imprudent and wasteful.

Furthermore, the process to consider this project requires more transparency and opportunities for public input. LNG is a major proposal that will affect large numbers of people and municipalities. We appreciate the Maritime Administration's willingness to extend the public comment period from 60 to 90 days, which will allow stakeholders additional time to fully consider the complex and voluminous plans that are laid out in the Draft Environmental Impact Statement. However, we also urge you to schedule an additional public hearing in Manhattan that is accessible for our constituents and others in the region. Today's public hearing at the Hilton JFK Airport is currently the only hearing scheduled in New York and is geographically inconvenient. As a result, it is inadequate for robust public engagement. The location is inaccessible to those who rely on public transportation, and requires anyone traveling from Manhattan or any of the other boroughs outside of Queens to take at least one subway, one bus and a shuttle. The ride from the west side of Manhattan, an area we represent, takes nearly one and a half hours. Given the availability of convenient venues in Manhattan, one would not be hard-pressed to identify another, more accessible location.

In 2011 New Jersey Governor Chris Christie vetoed an application for an LNG port by Liberty off the coast of New Jersey, stating that "offshore LNG poses unacceptable risks to the state's residents, natural resources, economy and security." We urge you to oppose this project as a means of defending New York State's precious environmental assets, and also to ensure that the public is fully engaged in the process.

Thank you for your consideration of our comments.

BRAD HOYLMAN
27TH SENATE DISTRICT

DISTRICT OFFICE
322 EIGHTH AVENUE, SUITE 1700
NEW YORK, NEW YORK 10001
PHONE: (212) 633-8052
FAX: (212) 633-8096

ALBANY OFFICE
ROOM 413
LEGISLATIVE OFFICE BLDG
ALBANY, NY 12247
PHONE: (518) 455-2451
FAX: (518) 426-6846

EMAIL: HOYLMAN@NYSenate.GOV
WEBSITE: HOYLMAN.NYSenate.GOV



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Testimony of State Senator Brad Hoylman
to the New York City Council
Regarding the Proposed Merger of Comcast and Time Warner Cable

December 11, 2014

My name is Brad Hoylman and I represent New York State's 27th Senate District, which includes the neighborhoods of Clinton/Hell's Kitchen, Chelsea, Times Square, Greenwich Village, Midtown/East Midtown, the East Village, Columbus Circle, Lower East Side and the Upper West Side. Thank you for the opportunity to submit testimony to the New York City Council regarding the proposed merger of Comcast and Time Warner Cable.

I believe that this merger, by combining the nation's two largest cable operators, would create a highly monopolized environment for cable and internet services, and would therefore be antithetical to the public interest. Not only would this deal have negative consequences for Comcast's and Time Warner's customers, but other cable subscribers throughout the state and the country stand to suffer as well.

With this merger, Comcast would amass 30 million subscribers and a roughly 30% market share of television and internet services nationally. Such domination of this marketplace would likely increase prices, reduce the quality of service, and limit consumer choice. In 2013, Comcast and Time Warner Cable were ranked as the two lowest internet service providers according to the American Customer Satisfaction Index. Even those Americans who do not live in areas covered by Comcast or Time Warner would likely see their service deteriorate and prices rise due to diminished overall industry standards.

The sheer size of this consolidated company would also allow it to exercise enormous influence over the nature of available viewing content, tilt the playing field in its

regulatory favor through intensified lobbying efforts, and provide unfair negotiating power over network licensing fees.

Many consumers, both locally and nationally, are already severely limited in their choice of cable providers, and this merger would present a further constriction of the market. We should, instead, do everything within our power to increase the options for cable consumers, such as precluding the market dominance that this merger would create.

In addition to the direct effects of restriction of consumer choice and deterioration of service that this merger might create, there are likely to be indirect effects as well. Technological innovation, which has recently become a key component of the American economy, also stands to suffer, as it is highly reliant on accessible and dependable internet service. If this deal is allowed to proceed, Comcast would become the sole option for many businesses in 19 of the 20 biggest metropolitan areas around the country. Such exclusivity has the potential to stifle technological developments and hinder our consumption of new technologies.

While preventing this merger is the best option to protect consumers, should it be approved, I stand with many elected officials in calling for expanded broadband access and services to be offered as a necessary condition to any potential merger. Not only would this ensure the highest possible speeds and quality of service for all customers, this plan would especially help lower-income New Yorkers. Specifically, the plan lays out several components:

- **Universal Broadband Access to Bridge the Digital Divide:** Expand broadband and provide free access, training, and equipment for all New York City Housing Authority residents, senior centers, youth centers, community centers, public parks, homeless shelters, domestic violence shelters, congregate care facilities, supportive housing facilities, and mental health group homes. Additionally, establish free Wi-Fi in all New York City Parks.
- **Maintain and Expand Access to Affordable and Quality Broadband Services:** Expand Comcast's "Internet Essentials" program to include family and individual recipients of income-qualifying federal, state, and city subsidies, and expand Time Warner Cable's "Everyday Low Price" Internet tier to provide high speeds at low prices. Provide business Internet service equivalent to the "New York Essentials" plan. Remove connection fees for areas without existing cable services.
- **Improvements in Infrastructure, Jobs, Transparency, and Customer Service:** Upgrade New York City's Hybrid Fiber-Coax plant in the merged entity's service areas to provide at least gigabit network speeds. Guarantee an Open Internet and

operate under Net Neutrality standards. Increase transparency around interconnect transmission data. Establish infrastructure development training fund to train New Yorkers for broadband/information technology construction and operation jobs. Provide additional transparency and customer service improvements.

The merger of Comcast and Time Warner Cable would have deeply negative repercussions for consumers, families, and businesses, not just in New York but throughout the United States. I urge the Council to duly consider the public interest and oppose this merger. If it is approved, it must be conditioned on expanded broadband access for low-income New Yorkers.

Thank you for your consideration of my comments.

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Monday, January 12 • 5pm - 8pm
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The best way to prevent the flu is by getting vaccinated each year.

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This event is funded by Lenox Hill HealthPlex and co-hosted by the following:

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Manhattan Borough President Gale Brewer
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