

## Shining a Light on Proprietary Schools

In a tough economy, young people (and not-so-young people) often seek out opportunities to increase their skills. There are a number of educational institutions that market such opportunities; some are community colleges, some are proprietary schools (often referred to as trade schools). The State Education Department (SED), which I work with frequently in my role as Chair of the Assembly's Higher Education Committee, oversees all of these enterprises. While many of these institutions operate in a forthright manner, some are what are called "bad actors." These institutions aggressively market themselves in subways and on television, especially to low-income individuals, veterans, and other population groups that have access to federal loans and grants, making promises, they often have no means of keeping, about the skills students will gain and their potential employment prospects.

Recently, two young women, Ayda Angulo and Keyomia Kennedy, were in touch with my office regarding their experience with a proprietary school in my district. Ayda and Keyomia had enrolled in a program to become certified surgical technicians, but found their educational experience to be severely lacking and that upon graduation they were woefully unprepared for a position in the field. Their certificates were useless. Both had taken on significant debt through federal loans in order to attend a program that they were promised would lead to an exciting and engaging career in the medical field. Fortunately, my office is working with SED to secure a refund for Ayda and Keyomia, and will continue to work together on a broader investigation of this particular school.

But larger issues loom, especially concerning whether these schools are receiving proper oversight and how much detailed



*Assemblymember Deborah Glick with students Ayda Angulo and Keyomia Kennedy.*

information prospective students receive. If you or someone you know is considering enrolling in a proprietary school, it's extremely important to perform due diligence before enrolling. While many schools are honest about their programming and what skills students can hope to gain, many are purposefully misleading. An excellent resource to help get prospective students started and help identify warning signs is the "Know Before You Enroll" program run through the City's Department of Consumer Affairs (DCA). You can contact them by visiting DCA's website ([www.nyc.gov/consumers](http://www.nyc.gov/consumers)) or calling 311. I will continue to work with SED and the City to ensure that fraudulent institutions will not be allowed to offer services in New York State.

## Ensuring the Long-Term Success of Hudson River Park

As the session drew to a close, A.8031, legislation designed to ensure the long-term success of the Hudson River Park, was passed. This legislation assures that the Hudson River Park will remain a park free of inappropriate large-scale private development, while at the same time providing the Hudson River Park Trust with several financial mechanisms to maintain the upkeep of the Park. Repeated attempts to include permission to build residential towers or hotels were defeated.

I have always believed that keeping the Park a park meant less development in the Park. I am pleased that this legislation strikes a balance between additional revenue for the Park and protecting public space. In particular, I am extremely pleased that any

the exception of ferries and cruise liners. This fee could bring in as much as \$1.5 million to the Hudson River Park every year.

Furthermore, this legislation provides for the preservation of the historic elements, like the White Star Lines' Iron Arch, on Pier 54. This is the Pier where the RMS Carpathia arrived with survivors from the Titanic in 1912. The legacy of this important historic marker in world history is now forever secured.

Like most legislation this bill is not perfect. However, in order to secure a park that would remain free of development, we were forced to make some compromises. In doing so, the process was not as open and transparent as I would have liked. During the last two weeks of session with all of that time spent in Albany, numerous

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sale of air rights from Pier 40, must be used to secure Pier 40's infrastructure: thus ensuring that playing fields utilized by children and adults will continue to exist for generations. Furthermore, the sale of any air rights from the park will be accompanied by multiple layers of public input, including hearings held by the Trust, as well as being subject to the Uniform Land Use Review Process (ULURP). Any dollars generated by the sale of these air rights will be used to help maintain and improve our Park.

In addition, the Hudson River Park legislation also allows for the Hudson River Park Trust to place a \$2 surcharge on every passenger traveling on a commercial passenger vessel with

versions of the legislation were developed daily. Changes made to the legislation by the hour made it impossible to have community feedback on each version of the bill. However, I did not enter negotiations blindly. I have been a dedicated park advocate for decades, long before I was elected to the Assembly. Additionally, I have received many emails and have attended countless meetings and forums about the Park over the course of my service, not to mention all of my constituents who have stopped me on the street to talk. All of this feedback plays a major role in helping me to frame the priorities of any negotiations regarding the Park. I will continue to fight for the Hudson River Park and I will continue to listen to you.

# Notable 2013 Legislation

## Speed Cameras Near Schools

I am proud to announce that my bill A.4327/S.4459, the Speed Camera bill, was signed into law by Governor Cuomo. Passage of this bill means that we have an extra tool to protect children walking to and from school. This program is a police force multiplier. Officers can be freed to enforce other crimes.

The cameras will only be placed in school zones, and allows 10 mph of leeway over the speed limit. Drivers would not be subject to points on their license or insurance penalties. Violations will be administered under the Parking Violations and treated like parking tickets. Individuals will have the right to contest their tickets and photos are only taken of the license plates and not of the driver.

Speeding is the number one cause of fatal crashes in New York City. We must do more to prevent the 1 in 4 deaths from speeding drivers that occur. Speed cameras will not only catch cars speeding, but they may start to modify the speeding behavior of every driver.

## Feral Pig Prohibition

You might not run into a feral pig in New York City but they have become a serious concern in areas north of the City. My legislation A.3767, which would limit the sale, transport and breeding of Eurasian Boars addresses a problem that is slowly being recognized across the United States. Recent television and print media stories have detailed the destructive effect that these wild pigs have on agriculture and humans.

Experts on invasive species estimate that these swine have been spread largely after escaping from private shooting preserves and during illegal transport by hunters across state lines. Hogs have been observed damaging a 10-acre corn plot in one night. There are estimates that they cause \$1.5 billion in annual agriculture damage.

We are making an honest attempt to halt this problem in New York State before it reaches the disaster it has become in our southern states. We are trying to head off the problem by stopping the breeding of these boars so that we won't see dairy herds affected by their rampaging feeding.

This bill has passed both houses and awaits the Governor's signature.

## Landmark Women's Equality Act

This year, we also passed the historic Women's Equality Act (WEA) in the Assembly. This bill will break down the barriers that



*Assemblymember Deborah Glick with President of NOW, Terry O'Neill.*

have, for too long perpetuated discrimination and inequality based on gender. Since the inception of the women's suffrage movement in Seneca Falls, NY in 1848, New York State has a proud history and tradition in leading the nation in progressive ideals and reforms. This is especially so with respect to women's rights.

As numerous states, the length and breadth of the country, pass increasingly conservative laws, threatening women's rights, the need to strengthen women's rights in New York State has never been greater. The passage of the Women's Equality Act will go a long way in finally securing the equality the women of New York deserve.

This landmark 10-part bill was first proposed by Governor Cuomo during his January 12th State of the State address. This legislation will achieve pay equity, prevent sexual harassment, protect victims of domestic violence, strengthen laws against human trafficking, and finally protect a woman's reproductive freedom, by incorporating my own Reproductive Health Act. This bill codifies Roe v. Wade and ensures the alignment of State law with existing federal law.

Having started college before Roe v. Wade, I remember clearly the damage to the lives of young women facing an unintended and unwanted pregnancy, without recourse to safe and legal abortion services. I have dedicated myself to ensuring that NY's women will never go back to those dreadful days.

# The Impact of the Supreme Court's Decision on DOMA

The Supreme Court's rejection of the Defense of Marriage Act (DOMA) was historic in many ways. Thanks to the determination and courage of New Yorkers (and my constituents) Edie Windsor, and her skilled attorney Roberta Kaplan, married LGBT Americans finally will be granted the civil rights we have fought for, for so many years. The impacts of this decision are far ranging in breadth and scope.

### Binational same-sex couples

Binational LGBT couples now have the ability to sponsor a foreign-born spouse. LGBT couples can obtain Green Cards for United States residency and receive immigration protections.

### Taxes

Through DOMA's overruling, married same-sex couples have the option to file their income taxes separately or jointly on the federal income tax code. The choice on how to file taxes is not only a long-term money saver, but also a form of financial freedom.

If one spouse does not work, the other is able to open a separate retirement account for the unemployed partner. However, this can only be done if a joint tax return is filed. The working spouse can contribute to the IRA for both themselves and their partner.

### Social Security

State recognized marriage will allow same-sex couples to access many benefits under Social Security long denied to gay couples. If two people are married for at least nine months and one person dies, their partner will be able to obtain half of their

benefits if they were retired and did not collect benefits before retirement age.

Married federal employees, regardless of their sexual orientation, have the right to their spouse's pension benefits and can put their spouse's names on their health insurance.

### Veterans

Veterans are eligible for many benefits through the Department of Veterans Affairs. These benefits include financial assistance for injured vets. The benefits can be up to \$1,000. In terms of DOMA's overruling, assistance can now carry over to the veteran's spouse.

### Military families

If a military family resides in a state with marriage equality, they will have access to federal benefits such as health insurance, increased base and housing allowances, relocation assistance, and surviving spousal benefits. Most importantly, the spouse of a deceased service person killed in the line of duty can finally be listed as next of kin for purposes of notification.

### Things to keep in mind

Once two people are married, financial ability is demonstrated by two people's incomes rather than one person's, which can impact qualification for benefits such as Supplemental Security Income, Medicare, or Medicaid and can even impact what happens when the children of married LGBT couples apply for financial aid to attend college.



# Working to Improve NYC's Bike Share Program

I have always thought that bikes are a terrific mode of transportation in New York City. Before my election to the Assembly, I spent many years commuting by bike and taking in the City on two wheels.

When I heard about the new Bike Share program, I was cautiously optimistic. Given its size and scope, I expected there would be glitches in its introduction and there were. Some Bike Share stations were far larger than the community expected and were placed in locations that were inappropriate. Initially, the City did not handle these hiccups in a graceful manner and was dismissive of concerns raised by residents and small business owners. However, since then, they have made some changes, and with a few additional tweaks this program has the potential to be extremely successful with minimal impact to residential homes and businesses.

My outstanding concern with the Bike Share program is ensuring public safety: the safety of the more than 20,000 users of the program, and the safety of the pedestrians and drivers that these riders will impact. The easy, spontaneous access to bikes as facilitated by this program is what makes it a success, but also means that many might be jumping on a bike without a helmet, even if they have one at home. I know this concern has been raised to the DOT since the program was originally conceived. I believe, at least, helmet rental programs from local stores should be partnered with Bike Share and these locations identified on the Bike Share map.

Another factor in safety is a lack of general knowledge of the laws of riding bikes—such as riding only in the same direction as traffic, not riding on the sidewalks and yielding to pedestrians. I believe the DOT needs to do a better, more extensive and proactive education campaign across all communities that currently have the stations as well as those who will receive stations in the expanded program. This will not only help protect new, or inexperienced riders, but the public at large.

While some residents in areas with Bike Share Stations feel that they have received too many bikes, there are other parts of the City that have been completely cut out of participating in the program at this phase and there are many communities across the five boroughs that are eager to fill their own public transportation gaps with the introduction of these bikes. I think it is a lost opportunity for the City to be fully inclusive and meet the supposed goal of this program by failing to include at least some of these communities in the first phase of the program. I hope that DOT considers increasing the geographical reach of this program quickly, even if doing so might reduce the number of stations currently existing in other neighborhoods.

I will continue to work with the DOT, my elected colleagues and the community to help make this a successful, low-impact program.

# The International Crisis of Open Space

As I watched news coverage of the protests in Gezi Park in Istanbul, Turkey this past June, it was impossible not to think of our own battles in New York City to maintain open space and keep it free of private interests. The protests in Turkey began on May 28 after it was announced that Gezi Park, one of the few remaining parks in Istanbul, would be razed so that the site could be developed into a shopping mall. Gezi Park is roughly the same size as Washington Square Park and is reported to serve a similar purpose, offering both a respite in an urban environment lacking green space and as a gathering place for young people. In response to the plan, protestors occupied the park for 3 weeks in order to stop authorities from taking down its 600 trees, a reasonable response to an unreasonable action. As a result, the government moved to disperse protestors, using tactics such as tear gas, chemically treated water cannons, and rubber bullets.

While there are obvious differences between what is happening in Turkey and what is being experienced in New York, what we do have in common is that many in our communities are engaged in a fight to save what precious open space we have from private

also allege that because private companies must compete in the free market, they are more cost-effective and efficient in providing services. What is often ignored in these conversations is that these partnerships create major opportunities for private interests to profit, and that as government cedes control of its projects to private interests, that profit motive has the potential to undermine those projects and dilute the services being delivered.

For parks, the push towards privatization has come in the form of forcing new parks to be partially or fully self-financing. When parks cannot come up with the revenues they need for operations and capital maintenance, they enter into a state of (manufactured) fiscal crisis, and are forced to turn towards development that is wholly inappropriate for a community park because that development has the highest earning potential.

The push for residential development in Hudson River Park this past Spring is a perfect example of what can happen when a crisis like this occurs. It is my guess that if you asked most people unfamiliar with the park's plight whether they thought building a luxury residential tower in a park was a good idea, their answer

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development. Here in my district that fight has most recently centered around proposals for Hudson River Park that have included inappropriate development such as luxury residential development and hotel construction, but similar battles have been and are being waged across the City. In Brooklyn, there has been sustained community resistance to plans to develop within Brooklyn Bridge Park, which will now house luxury condos, a hotel, and shopping complexes. And in the Bronx, 3 acres of parkland were lost so the Yankees could build a new stadium. When economic development is pitted against preserving open space, the trend has been that the space and the public benefit it brings are forever lost.

Importantly, just as protestors in Turkey viewed the efforts to privatize Gezi Park as part and parcel of a broader conservative political agenda being undertaken by Prime Minister Erdogan's government, the push for development within New York City parks is part of a broader shift toward the privatization of the public sphere. The past decade has seen an influx of what are often referred to as "public-private partnerships," as the public sphere has increasingly contracted out to or come to rely on the private sphere. Proponents of these models point to the fact that governments are often working with smaller budgets and need additional financial support, and

would be a resounding no. However, because the park is required to be partially self-financed, the community was forced to consider this outlandish proposal, as it was alleged it would bring in a large amount of money. The Hudson River Park Trust made it clear that if this plan was not accepted the community would face the loss of ball fields on Pier 40. I am proud that I helped defeat this proposal, but the fact that residential development was ever a consideration, or that we continue to have to consider other types of lower-impact private development in order for the park to regain its financial footing, is extremely troubling.

We as a community must ask ourselves some basic questions: what is our government's responsibility to its constituents? Should government be responsible for providing the public goods, like parks, that make neighborhoods livable and sustain residents' quality of life? Or should parks and other amenities be forced to become profit-centers, pressured to compromise their missions for the right price? I believe wholeheartedly that New Yorkers need open space (and more of it) if the City is going to continue to be a place where residents, and especially families, can grow and thrive, and we must fight to preserve the little of it that we have downtown.

# Be Prepared for Disasters

As we are still trying to fully recover from the impacts of Sandy, we are again approaching peak hurricane season. While we hope that another severe storm doesn't hit our area, our best defense is to be prepared to respond quickly and safely in a disaster. For safety purposes, it's always best to be cautious and prepare for the worst, while hoping for the best. Below are just a few tips for planning for an emergency. Please see the resources listed below for more details.

## Gather supplies

- Have a "go-bag" ready for immediate relocation.
- Make sure you have enough food, water and supplies at home should you be without access to stores or are stuck inside without water or power.

## Make a plan & stay informed

- Stay up to date as any storm is approaching. See if your area has a mandatory evacuation notice, locate the nearest shelters, follow public transportation notices.
- Figure out how you can safely get to any destination, and who you should call with your plans.
- Hand-crank or battery-operated radios are essential for staying informed if you lose power, and having extra batteries available is especially important.
- Having a lantern, rather than candles, can avert a fire hazard.

## Prepare for pets, children, seniors and people with special needs

- Not everyone has the same physical mobility. Please make sure you plan accordingly given any restrictions you or a family member has.
- If your neighbors fall into these categories, consider reaching out to them in advance, to make sure they have the supports and supplies needed before, and after any potential emergency.
- Consider having an updated list of prescription medications if you have to evacuate.

For details on what supplies to gather, how to best stay informed, and other planning information visit the following websites:

- Office of Emergency Planning: [www.nyc.gov/oem](http://www.nyc.gov/oem)
- The Centers for Disease Control: <http://www.bt.cdc.gov/disasters/>
- Additionally, you can call **311** for information leading up to and following disasters.

If you have trouble locating this information, please feel free to contact my office, and we will do our best to locate the resources you are looking for.

Deborah Glick's

## NEIGHBORHOOD UPDATE



ASSEMBLYMEMBER  
66<sup>TH</sup> DISTRICT  
NEW YORK CITY

*HOW TO REACH US:*  
Call 212-674-5153 or  
email [glickd@assembly.state.ny.us](mailto:glickd@assembly.state.ny.us)



Assemblymember Deborah Glick on the floor of the chamber arguing for the need for gun control laws.



Assemblymember Deborah Glick promoting Safe Horse New York, a ban on horse slaughter, with State Senator Kathy Marchione.