

Old Problems, New Solutions

A plan for action

by Phillip W. Weiss

Candidate for Mayor of the City of New York

Table of Content

Welcome page – page 1

Who is Phillip W. Weiss? – page 2

New York City has huge problems – page 3

Many New Yorkers are demoralized – page 4

Phil’s plan to fix the problems – page 5

Phil’s 10-point program of action – pages 6

Phil’s plan to finance his program – page 7-8

New York City as the 51st State – page 9

New York City as an Engine of Wealth for All – page 10-11

NYSE Group Volume in All Stocks Traded, 2017 – page 12

Income from Tourism – page 13

Phil’s plan to reduce traffic congestion in Manhattan – page 14

Phil’s “1, 2, 3” Agenda – page 15

Phil’s political tenets – page 16

A personal pledge – page 17

Phil’s mission – page 18

Fact sheet – pages 19-27

Welcome to the write-in candidacy of

Phillip W. Weiss for mayor of the

City of New York

Phil is an independent non-partisan candidate for mayor beholden to no political party or special interest group.

Phil's credo:

Dream It!

Say It!

Do it!

On November 7, when you go to vote for mayor, on the ballot simply write in Phil's complete name – Phillip W. Weiss.

By voting for Phil, you will be doing your part to help make this city what it can be, must be, and will be: namely, the greatest and finest place in the world to work and live.

At no time will Phil ever solicit anyone for funds. Special interest groups need not contact Phil.

PHIL WANTS YOUR VOTE, NOT YOUR MONEY.

Phil says, "Together we can make New York City an even better place in which to live, work and raise a family."

What the people need, the people shall have.

So, let's make it happen!

On November 7 vote for Phillip W. Weiss for mayor.

Who is Phillip W. Weiss?

Phil is a native of Brooklyn, New York and resides in New York City. As a longtime resident of the city, Phil has direct knowledge of the day-to-day challenges associated with life in this metropolis. He knows and understands what you have to put up with on a daily basis and wants to make things better – for you and your family.

Phil is also a playwright. He is the author of 21 plays. As an artist, he is committed to telling the truth as he knows it and not play politics. He is not interested in manipulating people just to get votes. He'll let others go that route. That's because he genuinely cares about people. But most importantly, Phil is a problem solver. He believes that if problems need to be solved, then let's solve them. His motto:

PRAGMATIC SOLUTIONS FOR PRESSING PROBLEMS

So, let's loosen our ties and roll up our sleeves and together, as one people united in a common cause, get to work. The time to act is NOW! There is much to be accomplished.

THE FUTURE IS OURS!

New York City has huge problems:

- 1. Skyrocketing rents and cost of living**
- 2. Stagnant wages**
- 3. Proliferation of bicycles**
- 4. Massive traffic congestion**
- 5. Deteriorating infra-structure**
- 6. Unused real estate**
- 7. A crumbling subway system**
- 8. A burgeoning homeless population**
- 9. Costly entertainment**
- 10. Widespread exposure to second-hand smoke**
- 11. Dwindling manufacturing base**
- 12. Incessant noise pollution**
- 13. Crushing personal taxes**
- 14. Filthy streets**
- 15. Failing public schools**
- 16. Widening income gap**

These problems are so pervasive and overwhelming that they seem beyond the capability of the government to fix. Yet, they CAN BE SOLVED.

WHAT IS NEEDED IS THE POLITICAL WILL.

Many New Yorkers are demoralized

For many New Yorkers, life in the city is a grind, and they feel demoralized. For them, the quality of life in the city is worsening. We have to turn that around! Here are the facts:

58 percent of New York City voters rated the quality of life as “fair” to “very poor” and 44 percent said that in the past few years the quality of life has gotten worse. 49 percent were “somewhat dissatisfied” or “very dissatisfied” with the way things are going in the “Big Apple” and 32 percent said they would move out if they had a chance. 47 percent said that they cannot afford to live in New York City; for black voters the figure was 57 percent.

Source: Quinnipiac University Poll, November 21, 2016.

https://poll.qu.edu/images/polling/nyc/nyc11212016_Npb93da.pdf/

“Only 44 percent of New Yorkers rate municipal services overall as excellent or good. Among services, New Yorkers are least satisfied with public education, street maintenance and traffic, and the social safety net. Respondents most frequently cite infrastructure, safety, housing, and traffic/mobility as the most important issues requiring greater attention from City government.

“Most New Yorkers are satisfied with their neighborhoods, but less satisfied with the overall quality of life in the city: 63 percent of respondents rate their neighborhoods as excellent or good places to live, while 51 percent rate the city positively.”

Source: Citizen Budget Committee citywide resident survey, January 2017

<https://cbcny.org/research/nyc-resident-feedback-survey-report-results>

Phil's plan to fix the problems:

BRING BACK THE MIDDLE CLASS

There was a time, not so long ago, when this city had a robust and expanding middle class. That's because New York City had a huge robust manufacturing base. That base is gone, and along with it much of the middle class. According to one report, "New York City lost more than 11 million square feet of industrial space to rezonings between 2007 and 2016." This is a dangerous trend which must be reversed. The very survival of the city is at stake. Please note that the manufacturing of products, as conventionally defined, comprises the bulk of international trade.¹ We must bring back manufacturing!

CLOSE THE INCOME GAP!

A robust middle class means:

- 1. Economic growth**
- 2. Social stability**
- 3. Opportunity**
- 4. Inclusivity**
- 5. Upward mobility**
- 6. Unity**
- 7. Security**
- 8. Optimism**

¹<https://www.nae.edu/Publications/Bridge/CelebratingManufacturingTechnology7296/TheTransformationofManufacturinginthe21stCentury.aspx>

Phil's 10-point action program

To bring back the middle-class, and to create a climate in which the middle class can grow and prosper, Phil proposes a 10-point action program:

- 1. Rebuild the manufacturing base**
- 2. Expand the affordable housing stock**
- 3. Eliminate the city income tax**
- 4. Slash property taxes**
- 5. Regulate the operation of bicycles**
- 6. Improve city services and programs**
- 7. Improve public health services and programs**
- 8. Protect the environment**
- 9. Ensure public safety**
- 10. Rebuild the infrastructure**

WE CAN DO IT!

Phil's Plan to Finance His Program

Phil's 10-point action program will be financed primarily by revenue from two sources:

1. a one-half of one percent, or 0.005 percent, Stock Transfer Surcharge (or STS) on every commercial stock transaction in the New York Stock Exchange,² and
2. a 7.5-percent Tourism Sales and Use Tax (or TSUT).

As shown in the chart on page 10, based upon past performance, the STS will yield approximately \$7 – 8 billion *per month*. As shown in the chart on page 11, the TSUT will yield approximately \$2.1 billion annually. These two taxes, along with revenue from the strict enforcement of the gasoline and tobacco excise taxes, the rates of which Phil plans to double, will provide sufficient funds to finance his entire program, *with money to spare*.³

What's more, and this is truly GREAT NEWS, with these two taxes in place, the local personal income tax could be eliminated immediately and property taxes significantly slashed.

FINALLY, REAL TAX RELIEF!

EVERY WORKER, MERCHANT AND LANDLORD WILL BENEFIT! THE MIDDLE CLASS WILL PROSPER!

EVERYONE WILL HAVE MORE MONEY TO SPEND.

² The STS will be a temporary measure and will be entirely separate from the Stock Transfer Tax assessed by the State of New York.

³ This is contingent on the city being able to take control of its finances, a goal that Phil will assign the highest priority to achieving.

This will produce economic growth in the city at a rate not seen since the early twentieth century when New York City was the manufacturing center of the nation. In 1919, New York City produced more than 50 percent of total national output in 12 lines of manufacture, and was competitive in many more.⁴

What New York City did in 1919, New York City can do again! When that happens, and the city again has a robust manufacturing sector and an expanding middle class, the STS and TSUT will have served their purpose and could be repealed and replaced with a valued added tax.

The local income tax will be a relic of the past.

⁴http://www.slate.com/blogs/the_vault/2014/01/23/new_york_city_manufacturing_map_of_past_industry.html

New York City as the 51st State

Phil's plan will allow the city to become truly independent. For the first time in living memory, New York City will be in a position to chart its own course without being dependent on the state and federal government for money. This is based on the principle of

HOME RULE

Phil's motto is:

**Whoever controls the money
controls the power.**

Let New York City control the money.

With a population of over 8-1/2 million, a figure which exceeds the populations of 39 states, there is no reason why New York City should not take full control of its own destiny, which would include the possibility of becoming the

51st STATE

New York City as an Engine of Wealth for All

Slashing taxes alone will not significantly bring back the manufacturing sector to the city. The cost of labor needs to be figured into the equation. In this respect, New York City is by-in-large competitive with the rest of the nation. With the exception of Manhattan, the average weekly wage in New York City is *below* the national average. In 2016 Brooklyn ranked 260th in the nation in average weekly wage.⁵ A robust manufacturing sector will increase weekly wages, and for many workers with modest incomes, such as those from Brooklyn, it will open the door for entry into the middle class.

It is the manufacturing sector that generates wealth.

There is no valid reason why electronic devices, textile products, books, furniture, pens, pencils, erasers, toys, office equipment and many other products cannot be manufactured in New York City. The facilities are HERE. The market is HERE. Most importantly, a huge pool of workers are HERE and they WANT TO WORK. As for foreign competition, New York City offers a combination of benefits and services – political stability, rule of law, an educated population, a reliable currency – that no other country can match and that will easily offset any cost differentials associated with doing business in the city. In 1914 Henry Ford, in an act that shocked the entire country, decided to more than *double* the wages of his employees from \$2.34 to \$5 a day. Through that shrewd action Ford stabilized his work force and allowed thousands of workers to join the middle class and no longer be poor.⁶

A well-paid worker is a productive worker.

Phillip W. Weiss

⁵https://www.bls.gov/regions/new-york-new-jersey/news-release/CountyEmploymentandWages_NewYorkCity.htm

⁶ <http://www.businessinsider.com/henry-ford-salary-increase-2012-8>

Phil's plan will create an economic climate in which business, labor and finance can work together to make New York City a fantastic

Engine of Wealth for ALL.

WE CAN DO IT

There is no such thing as an overpaid worker.

Phillip W. Weiss

NYSE Group Volume in All Stocks Traded, 2017

NYSE Group Volume in All Stocks Traded	<u>Trading Days</u>	<u>NYSE Group Shares (millions)</u>	<u>NYSE Group Trades (thousands)</u>	<u>NYSE Group Dollar Volume (billions)</u>
January	20	31,089.75	123,362.80	1,276.32
February	19	29,363.24	115,755.35	1,213.43
March	23	36,625.80	136,514.95	1,504.20
April	19	28,731.40	109,754.71	1,179.64
May	22	33,994.83	129,424.24	1,360.76
June	22	38,008.87	133,259.38	1,529.20
July				
August				
September				
October				
November				

Sources:

<https://www.nyse.com/data/transactions-statistics-data-library>

http://www.nyxdata.com/nysedata/asp/factbook/viewer_editio n.asp?mode=table&key=3140&category=3

Income from Tourism

In 2012 a record 52 million people visited New York City. Below is a chart listing where they spent their money and the amounts spent.

90,000 hotels -----	\$10 billion
Shopping -----	\$8 billion
Restaurants -----	\$7.4 billion
Transportation -----	\$6.8 billion
Arts & Entertainment --	\$4.2 billion

Source:

<https://skift.com/2013/07/09/how-tourists-to-new-york-city-spend-their-money/>

Phil's plan to reduce traffic congestion in Manhattan

In 2006, 18.7 percent of vehicles entering Manhattan via the Lincoln Tunnel were thru trips; the figure was 42.4 percent via the Holland Tunnel.⁷ This massive influx of vehicles produces traffic congestion.

To reduce traffic congestion in Manhattan, Phil proposes the construction of three six-lane vehicular tunnels under Manhattan.

Tunnel One will connect the Brooklyn Battery Tunnel and the Holland Tunnel.

Tunnel Two will connect the Queens Midtown Tunnel and the Lincoln Tunnel.

Tunnel Three will connect the Robert F. Kennedy Bridge and the West Side Highway.

These tunnels will divert traffic away from the local streets and finally provide REAL RELIEF from the congestion which clogs the streets, distorts neighborhoods and degrades the environment.

Currently the city has 22 tunnels (including the Hudson River tunnels). The three new tunnels would be extensions of existing highways and crossings.

⁷ <http://www1.nyc.gov/html/dot/downloads/pdf/manhattan-river-crossings-2014.pdf>

Phil's "1, 2, 3" Agenda

1. Inclusivity

2. Upward mobility

3. Economic prosperity

for EVERY New Yorker

Phil's Political Tenets

- 1. Working together, there is nothing that we as a community cannot accomplish.**
- 2. What the people need the people shall have.**
- 3. The people know best.**
- 4. Government exists to serve the people.**
- 5. Whoever controls the money has the power.**

A personal pledge

to the people of the City of New York:

I hereby pledge that as mayor of New York City I will remain steadfastly faithful to my oath of office and will devote all my energy to serving the needs of the people who have placed their trust in me.

Phillip W. Weiss

Phil's Mission

Phil's campaign is part something bigger than just amassing votes. It is:

To help this city survive, thrive and rebuild the middle class

Phil wants to do what's right, not for the special interests who care only for themselves, but for the entire community which means FOR YOU.

**No more politics as usual. No more political grid lock.
No more empty promises. No more inaction.
No more talk.**

The time for action is NOW!

Join the cause!

Join the fight for what's right!

**VOTE FOR PHILLIP W. WEISS FOR MAYOR OF THE
CITY OF NEW YORK**

And remember: register to vote.

YOUR VOTE COUNTS!

Fact Sheet

Skyrocketing Rents and Cost of Living, and Stagnant Wages

“As of June 2017, average apartment rent within the city of New York, NY is \$3109. One bedroom apartments in New York rent for \$2745 a month on average and two bedroom apartment rents average \$3461.”

<https://www.rentjungle.com/average-rent-in-new-york-rent-trends/>

“In other cases, landlords may earn so much income from a retail tenant that they don't actually need to rent other units—and deal with the costs of maintaining them. Back in 2011, for instance, the *New York Times* wrote that even in the midst of rapid gentrification in Harlem, some landlords there were leaving residences in their mixed-use buildings empty, as they were collecting sufficient rent from ground-floor commercial tenants; a local architect told the *Times* these landlords didn't want the "hassle" of renting to residential tenants.”

<https://www.brickunderground.com/rent/why-landlords-leave-apartments-empty>

“In 1960, New York had a median rent of \$568. By 2013, the median was \$934—a 64 percent increase. Median household income was at \$44,948 in 1960 and had increased to \$53,013 in 2013—only an 18 percent increase. The difference between the two is a whopping 46 percent.”

<https://ny.curbed.com/2016/6/28/12051870/nyc-rent-income-growth-charts>

“Here is a depressing statistic that speaks to that: between 2005 and 2015, New York rents increased by 13.8 percent, according to Apartment List's analysis of census data, while renter income increased by just 1.9 percent.”

<https://ny.curbed.com/2016/12/15/13967302/new-yorkers-cost-burden-rental-market-apartment-list>

“The median household income across New York City stands at \$50,711, according to 2010-2012 estimates from the U.S. Census Bureau. That's down from \$54,057 in inflation-adjusted dollars for the 2007-2009 period.”

<https://project.wnyc.org/median-income-nabes/>

“Taking all expenses into account, the cost of living in New York City is at least 68.8% higher than the national average. If you live in the city center, however, it's even worse. The cost of living in Manhattan is more than double the national average.¹

“A monthly transit pass in New York costs \$116.50 per month, about 75% greater than the national average. For a direct comparison, consider this: the monthly transit passes offered in both Los Angeles and Chicago cost \$100.

“According to the Council for Community and Economic Research, groceries in New York cost between 28% and 39% more than the national average, depending on where you live.”

<https://smartasset.com/mortgage/what-is-the-cost-of-living-in-new-york-city>

New York City's price index is 245 (100 is the base), the highest price index of any city in North America.

<https://www.expistan.com/cost-of-living/index/north-america>

“Between 1994 and 2012, the city suffered a net loss of over 150,000 rent-stabilized apartments. Growing numbers of people simply cannot find a place to live.”

<https://www.wsws.org/en/articles/2017/07/11/homl-j11.html>

Proliferation of Bicycles

“25 percent of adult New Yorkers, nearly 1.6 million people, ride a bike (at least once in past year). Of those adult New Yorkers, about three-quarter of a million (778,000) ride a bicycle regularly (at least several times a month).”

<http://www.nyc.gov/html/dot/downloads/pdf/cycling-in-the-city.pdf>

“From Park Slope in Brooklyn to the Upper East Side of Manhattan, the streets are teeming with bicycle delivery guys.”

<https://bikeportland.org/2012/10/28/new-york-citys-bicycle-delivery-men-79381>

“We have seen a clear proliferation of e-bikes [electric bikes] all around New York City,” said Garodnick in a phone interview. “They are deceptively fast, dangerous and illegal.”

<http://www.thirteen.org/metrofocus/2012/07/a-crackdown-on-electric-bicycles-coming-from-two-directions/>

Cycling in the City—A Snapshot

- About three-quarters of a million New Yorkers (778,000) ride a bicycle regularly (at least several times a month)
- 25% of adult New Yorkers, nearly 1.6 million people, ride a bike (at least once in the past year)
- About 86,000 adult New Yorkers, 2.5% of all commuting residents, usually bike to work or school
- On a typical day, there are over 450,000 cycling trips made in New York City

<http://www.nyc.gov/html/dot/html/bicyclists/cyclinginthecity.shtml>

“Biking has become part of New York's commuting infrastructure as bike routes have been expanded and a fleet of 10,000 Citi Bikes has been deployed to more than 600 locations. Today there are more than 450,000 daily bike trips in the city, up from 170,000 in 2005, an increase that has outpaced population and employment growth, according to city officials. About one in five bike trips is by a commuter.

“Citi Bike alone accounted for a record 70,286 trips last Wednesday, which the program called “the highest single-day ridership of any system in the Western world outside of Paris.” The bike-sharing system in New York has signed up 130,000 riders for annual memberships, up from nearly 100,000 last year.

“Still, the surging bike culture has intensified a “bikelash” among some community leaders and residents, who say boorish cyclists speed and run red lights, text while riding, cross onto sidewalks and go the wrong way on streets. Bike lanes and Citi Bike docking stations, critics say, take away space for parking and deliveries and hinder traffic on already-clogged streets.

“In the past two years, proposals to add bike lanes in Manhattan and Queens have drawn opposition from residents. In an email to the community board on the Upper East Side of Manhattan, Woody Allen, who lives in the neighborhood, said that while he was in favor of encouraging bicycling, “unfortunately the situation has gotten off to an unregulated start and is out of control.” The bike lane was built on his street anyway.”

<https://www.nytimes.com/2017/07/30/nyregion/new-yorkers-bike-lanes-commuting.html>

Vehicular Congestion

2014 Average Daily Traffic Volumes Entering Manhattan

East River Bridges:

Brooklyn Bridge 48,379
Ed Koch Queensboro Bridge 84,556
Manhattan Bridge 43,999
Williamsburg Bridge 56,079

145th Street Bridge 14,054

MTABT Facilities:

Henry Hudson Bridge 31,508
Hugh L. Carey Tunnel 29,423
Queens-Midtown Tunnel 46,741
Robert F. Kennedy Bridge 51,144

Harlem River Bridges:

Alexander Hamilton Bridge 91,198
Broadway Bridge 17,677
Macombs Dam Bridge 20,577
Madison Avenue Bridge 19,508
Third Avenue Bridge 58,447
University Heights Bridge 21,313
Washington Bridge 23,986

PANYNJ Facilities:

George Washington Bridge 136,840
Holland Tunnel 43,212
Lincoln Tunnel 53,128

GRAND TOTAL 891,769

<http://www1.nyc.gov/html/dot/downloads/pdf/manhattan-river-crossings-2014.pdf>

“According to the report, New York City, often referred to as the City of Dreams, ranks number five in the top 10 worst traffic cities in the U.S. right behind Austin. New York commuters spent an average of 53 hours sitting behind a wheel hopefully paying attention to the surrounding traffic and not day dreaming.”
<http://inrix.com/blog/2014/03/new-york-city-ranks-5-in-the-top-10-worst-traffic-cities/>

““Congestion in New York, and I think they really mean congestion in Manhattan, is due to several forces,” says Mitchell Moss, director of New York University’s Rudin Center for Transportation. Those forces include surging numbers of trucks making deliveries from Amazon and other on-demand platforms; a huge growth in intercity buses and tour buses; and a vast amount of street space that’s been converted to bus lanes, bike lanes, and pedestrian plazas. Last fall, New York City also cut speed limits on 90 percent of streets to 25 mph from 30 mph. “There’s a failure to understand that congestion is a part of New York’s lifestyle,” Moss says.”
http://www.slate.com/articles/business/moneybox/2015/07/uber_in_nyc_city_council_proposes_congestion_study_that_would_cap_uber_s.html

Deteriorating Infrastructure

“The city’s 6,362 miles of gas mains are 56 years old on average and 53 percent are made of unprotected steel or cast iron, corrosive and leak-prone materials. In 2012, this aging network of gas mains and service lines was responsible for nearly 6,000 gas leaks across the city.”

“A report published on Monday by the Center for an Urban Future found a significant portion of New York City’s bridges, water mains, sewer pipes, school buildings, and other essential infrastructure is more than 50 years old and in need of repair. Throughout the city, 1,000 miles of water mains, 170 school buildings and 165 bridges were constructed over a century ago. The city’s public hospital buildings are 57 years old, on average, and 531 public housing towers were built prior to 1950.”
<http://time.com/23232/new-york-city-is-crumbling/>

Unused Real Estate.

“The Midtown market’s 10.5 million square feet of new leases through the first half of 2015 represented a 12.5 percent year-over-year increase. Vacancy rates in Midtown fell to 8.9 percent. Downtown vacancy rates at the end of the second quarter stood at 10.3 percent, while Midtown South “continues to be the tightest Central Business District in the nation” with vacancy at 6.2 percent, according to Cushman. While the Downtown and Midtown South markets continue to see asking rents reach “all-time highs,” Midtown rents are still operating roughly 10 percent below their previous peak during the last cycle, Cushman executive vice chair Josh Kuriloff said.”
<https://therealdeal.com/2015/07/21/manhattan-office-vacancy-rate-hits-six-year-low/>

In the 4th quarter of 2014 commercial vacancy rates were as follows:

Midtown – 9.8 percent
Midtown South – 7.1 percent
Downtown – 9.7 percent
Manhattan – 9.3 percent

[https://comptroller.nyc.gov/wp-content/uploads/documents/Quarterly Economic Update 0215.pdf](https://comptroller.nyc.gov/wp-content/uploads/documents/Quarterly_Economic_Update_0215.pdf)

Crumbling Subway System

Annual subway ridership citywide increased 2.6% to 1,751,287,621 in 2014 from 1,707,555,714 in 2013. This was the highest level of subway ridership since 1949. <http://www1.nyc.gov/html/dot/downloads/pdf/manhattan-river-crossings-2014.pdf>

“Fifteen years ago, the problem of overcrowding was practically nonexistent. In the 1990s, about four million people rode the subway daily. Now, nearly six million riders use it each day, its highest level since the 1940s. The subway has not adapted to the dramatic increase in ridership, now serving millions more in the same sized system. Beginning in 2011, the growth in ridership increased and then in 2013, it reached a tipping point, no longer being able to easily take in all of the extra riders. Train reliability may be a thing of the past, with only a few lines having on-time rates above 70 percent.”

<https://www.6sqft.com/the-subway-system-cant-handle-nycs-growing-popularity/>

“* More than one-fourth of all structural components had defects and needed repairs.

* 33% of platform edges had moderate defects and another 10% had defects deemed serious.

* Nearly 30% of station components, such as ceilings or columns, needed to be painted.

* At 83 stations, including major stops like Rockefeller Center and Brooklyn's Borough Hall, at least 25% of the tile, paint and lighting components needed repairs.

* Nearly 1 in 5 of the subway system's 176 escalators and 217 elevators are beyond their useful lives and need replacement.

Over the past three decades, NYC Transit has spent \$4.5 billion completely renovating 241 stations. It failed to invest in follow-up maintenance, however, and conditions worsened over time, the report said.”

<http://www.nydailynews.com/new-york/90-subway-stations-structural-damage-thomas-dinapoli-article-1.1960809>

“It's not just you. In New York City, subway delays are on the rise. In 2012, there was an average of 28,000 delays a month. Fast-forward four years, and that number has climbed to 70,000.

“Sometimes it's easy to miss, with shiny new touchscreen kiosks and promises of open-gangway subway cars, but the New York City subway system runs on technology installed before World War II.”

<http://www.businessinsider.com/nyc-mta-subway-delay-2017-6>

Burgeoning Homeless Population

“Each night thousands of unsheltered homeless people sleep on New York City streets, in the subway system, and in other public spaces. There is no accurate measurement of New York City’s unsheltered homeless population, and recent City surveys significantly underestimate the number of unsheltered homeless New Yorkers.”

“Studies show that the large majority of street homeless New Yorkers are people living with mental illness or other severe health problems.”

<http://www.coalitionforthehomeless.org/basic-facts-about-homelessness-new-york-city/>

“The number of homeless people living on the streets in New York City increased dramatically over the past year, according to figures supplied by the Department of Homeless Services. The annual count conducted by the agency on a single night in February 2017 showed 3,892 unsheltered people living “in the rough,” up nearly 40 percent from the 2,794 counted the previous February.

“The latest number is the second highest since the city began counting its unsheltered population back in 2005, when the total was 4,395. This is in addition to the tens of thousands living in homeless shelters.

“The growing number of homeless people in New York City, both in and out of shelters, is symptomatic of the all-around worsening of living conditions for the city’s working and middle classes. Over the same 10-year period, median household incomes rose only 4.8 percent, while median rents increased by 18.3 percent. This is compounded by a steady decline in the numbers of affordable housing units over several decades. Between 1994 and 2012, the city suffered a net loss of over 150,000 rent-stabilized apartments. Growing numbers of people simply cannot find a place to live.”

<https://www.wsws.org/en/articles/2017/07/11/homl-j11.html>

Costly Entertainment

“If you have any money left after paying for housing, transportation, food and clothing in New York City, then you may want to try and enjoy yourself. Well—big surprise—it’s going to cost you. The average price of admission to a movie in New York is \$14.00, well above the national average ticket price of \$10.00, and a round of bowling is at least twice as expensive in New York as in the rest of the country.”

<https://smartasset.com/mortgage/what-is-the-cost-of-living-in-new-york-city>

41 KSHB Kansas City reported that “the prices of four adult average-price tickets, two small draft beers, four small soft drinks, four regular-size hot dogs, parking for one car, two game programs and two least expensive, adult-size adjustable caps” was \$324.30 for the New York Yankees and \$223.70 for the New York Mets.

<http://www.kshb.com/sports/baseball/mlb-average-ticket-price-fan-cost-index-for-all-30-baseball-teams>

Widespread Exposure to Second-hand Tobacco Smoke

“In New York City, 14.3% of residents (<950,000 adults) smoke. 15,000 public high school students currently smoke cigarettes; one-third of whom will die prematurely as a direct result of smoking. More than 200,000 children are still exposed to secondhand smoke at home. New York State residents’ tax burden from smoking-related healthcare costs is \$1,488 per household. Annual health care costs in New York State directly caused by smoking is \$10.39 billion.”

<http://nycsmokefree.org/smoking-statistics>

“Secondhand smoke causes close to 50,000 deaths per year, and side effects may include lung cancer, respiratory infections and asthma, according to the American Lung Association's website. Cigarette butts account for 75% of the litter found on New York City beaches, according to a news release from Bloomberg's office.”

<http://www.cnn.com/2011/US/05/23/new.york.smoking.ban/index.html>

Dwindling Manufacturing Base

“New York City lost more than 11 million square feet of industrial space to rezonings between 2007 and 2016, according to a new report. Although several large rezonings of manufacturing space in the city went into effect during the early 2000s, millions of industrial square feet have also been rezoned over the past decade, an analysis by Ariel Property Advisors found. Some properties been transformed into residential lofts and offices, but a surprising amount remains vacant — about 2.3 million square feet.”

<https://therealdeal.com/2017/06/28/about-11m-sf-of-industrial-space-has-vanished-in-nyc-heres-what-happened-to-it/>

In January 2014, out of total workforce of 4,018,000 in New York City, 79,000 or less than 3-percent were employed in manufacturing. In December 2016, the total workforce in New York City increased to 4,320,000, government being the largest employer with 557,000 employees, while the number of persons employed in manufacturing decreased to 78,000.

<https://www.nycedc.com/sites/default/files/files/economic-snapshot/March%202014%20Snapshot.pdf>

<https://www.nycedc.com/economic-data/january-2017-economic-snapshot>

Incessant Noise Pollution

“In the streets of Manhattan “noise generally hovers around the 70-decibel level, roughly the output of a coffee grinder. Many locales were worse, like the island at 72nd Street and Broadway on the Upper West Side. The traffic roaring downtown registered 79 decibels, with car horns spiking as high as 90. In Times Square, it measured 80 decibels by the Army recruitment post, 90 when the cabs surged by like spawning salmon.”

<http://nymag.com/nymetro/urban/features/noise/9456/>

Crushing Personal Taxes

“As a PR firm owner, I pay more than 50 percent in taxes — 35 percent federal, 8.25 percent New York state taxes, and 4 percent local taxes. Add in Medicare, social security, payroll, workers compensation, NYC commercial rent taxes, payroll tax, and who knows what other tax and it is more than 50 percent. Is it any wonder that people are leaving New York? The 2014 State Business Tax Climate Index placed New York 50th (out of 50 States) as a result of high income, corporate, sales, and property taxes.”

<http://www.newsmax.com/RonnTorossian/New-Yorkers-Exorbitant-Taxes/2014/06/09/id/575934/>

Failing Public Schools

“At nearly a quarter of New York City public schools, 90 percent of the students cannot do math or read at grade level, according to a report released Thursday by Families for Excellent Schools, a city-based education advocacy group that promotes charter schools.

"We are a city at risk," the report notes. "Thousands of kids, especially those in our poorest communities, are shut out of high quality schools. For these children, success in school means simply to endure the day. Year after year, they are cheated out of skills required to graduate high school. To attend college. To launch a career."

http://blogs.edweek.org/edweek/District_Dossier/2014/07/one-fourth_of_new_york_city_sc.html

Widening Income Gap

“A yawning income gap seemed to show a city that has become stratified with wealth concentrated in a small percentage of the population.

“Citywide, the mean income of the lowest fifth was \$8,993, while the highest fifth made \$222,871 and the top 5 percent made \$436,931 — about 49 times as much as those with the lowest income.

“Manhattan retained the dubious distinction of having the biggest income gap of any big county in the country. The mean income of the lowest fifth was \$9,635, compared with \$389,007 for the top fifth and \$799,969 for the top 5 percent — more than an eightyfold difference between bottom and top.”

<http://www.nytimes.com/2013/09/19/nyregion/poverty-rate-in-city-rises-to-21-2.html>

“Despite a rise in employment, nearly half of New York City’s population is living near poverty levels — a problem that is particularly striking in the city’s Asian population, which has surpassed Hispanics as the city’s poorest group, according to a new report conducted by the Center for Economic Opportunity.

“The study revealed 45.6 percent of New Yorkers are barely making ends meet, even with more adults working full-time since the recession. A combination of low wages, rising rents, and a lack of benefits is largely to blame.”

http://www.huffingtonpost.com/2014/04/30/nyc-poverty_n_5240355.html

