

Fiscal Impact Statement Prepared By

New York City Mayor's Office of Management and Budget



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Disclaimer: This fiscal impact statement is a preliminary estimate and subject to change based upon further data analysis or changes in bill text. This legislation is summarized as understood by the administration as of the date this statement was prepared and does not include or consider subsequent text changes. This fiscal impact statement is not legally binding on the administration. "Total" columns represent the respective sum over a four-year period; note that fiscal impacts continue after year four. Unless otherwise stated, information used in the preparation of this Fiscal Impact Statement is sourced from the agencies impacted and the NYC Mayor's Office of Management and Budget.

Proposed Intro No. / Title: *Int. 1154 / Establishing a high visibility pavement marking pilot program and the repeal of this local law upon the expiration thereof*

Sponsors: Menin, Salaam, De La Rosa, Brooks-Powers, Cabán, Brannan and Hanif

Committee: Transportation and Infrastructure

Summary of Legislation: This legislation would require the Department of Transportation (DOT) to conduct a pilot program to install high visibility pavement markings. The high visibility pavement markings must be installed in at least five locations per borough, and DOT should prioritize placing them in locations where a high numbers of traffic related injuries or fatalities have occurred due to poor driving conditions. The pilot program must begin within 90 days of the legislation's enactment and last for two years. Within one year of the conclusion of the pilot program, DOT must submit to the mayor and speaker of the Council a report that includes recommendations on whether to expand or make permanent the program and identifies any challenges with the program.

Effective Date: Immediately upon enactment

First Fiscal Year Legislation Takes Effect: Fiscal Year 2026

First Fiscal Year with Full Impact: Fiscal Year 2026

Agencies Impacted: Department of Transportation

Fiscal Impact Analysis

A. Total Impact (Expense and Revenue)

| | Fiscal Year 1 | Fiscal Year 2 | Fiscal Year 3 | Fiscal Year 4 | Total |
|---------|---------------|---------------|---------------|---------------|-------------|
| Expense | (\$100,000) | (\$100,000) | 0 | 0 | (\$200,000) |
| Revenue | 0 | 0 | 0 | 0 | 0 |
| Total | (\$100,000) | (\$100,000) | 0 | 0 | (\$200,000) |

B. Expense

| | Fiscal Year 1 | Fiscal Year 2 | Fiscal Year 3 | Fiscal Year 4 | Total |
|--------------|---------------|---------------|---------------|---------------|-------------|
| Expenditures | (\$100,000) | (\$100,000) | 0 | 0 | (\$200,000) |

Impact on Expenditures (Expense):

In years 1 and 2, it is estimated that DOT would require \$100,000 per year in Other Than Personal Service (OTPS) resources for the materials required to conduct the pilot program

C. Revenue

| | Fiscal Year 1 | Fiscal Year 2 | Fiscal Year 3 | Fiscal Year 4 | Total |
|---------|---------------|---------------|---------------|---------------|-------|
| Revenue | 0 | 0 | 0 | 0 | 0 |

Impact on Revenue:

There is no anticipated impact on revenue.

D. Capital

| | Fiscal Year 1 | Fiscal Year 2 | Fiscal Year 3 | Fiscal Year 4 | Total |
|--------------|---------------|---------------|---------------|---------------|-------|
| Expenditures | 0 | 0 | 0 | 0 | 0 |

Impact on Expenditures (Capital):

There is no anticipated impact on capital expenditures.