

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. 99-A / Creation of curbside overnight truck parking sections in Industrial Business Zones*

Sponsors: Williams, Stevens, Riley, Louis, Restler, Salaam, Brannan, Krishnan, Hanks, Marte, Lee, Narcisse, Banks, Schulman, Brooks-Powers, Gennaro, Hudson, Menin, Zhuang, Ung, Dinowitz, Holden, Sanchez, Feliz, Abreu, Cabán, Nurse, Moya, Ossé, De La Rosa, Joseph, Vernikov, Paladino and Carr

Committee: Transportation and Infrastructure

Summary of Legislation: This bill would require the Department of Transportation (DOT) to establish curbside overnight parking areas within each industrial business zone (IBZ) for commercial vehicles. In the areas, commercial vehicles will be permitted to park between 8:00 pm and 6:00 and non-commercial vehicles will be prohibited from parking in the area. DOT must post signage indicating these permissions and restrictions. DOT must consult with the community board(s) representing the IBZ before establishing the parking areas. DOT must conduct an outreach campaign on the parking areas and produce an annual report by June 1 each year on the use of the overnight parking areas.

Effective Date: 180 days after 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	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)
Revenue	0	0	0	0	0
Total	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)

Impact on Expenditures (Expense):

It is anticipated that DOT would require \$358,000 in annual Personnel Services resources (including fringe) for:

- 2 transportation specialists at an average salary of \$88,000 to conduct the ongoing planning, outreach and coordination with industry and business groups.
- 1 community coordinator at a salary of 70,000 to serve as overnight truck parking planner.

Additionally, in year one there are one-time Other Than Personnel Services costs of \$34,500 for the purchase a vehicle and \$35,000 for signage and other materials.

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.