

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. 107 / Air quality monitoring at designated "heavy use" thoroughfares*

Sponsors: Avilés, Cabán, Restler, Gutiérrez, Won, Hanif, Bottcher, Hudson, Nurse, Narcisse, Abreu, Ayala, Brewer, Gennaro, Sanchez, Ossé, Rivera, Hanks, Williams, Menin, Marte, Brannan, Salaam, Farías, Schulman, Krishnan, Joseph, Brooks-Powers, Powers, De La Rosa, Ung, Louis, Salamanca, Banks, Lee, Zhuang, Riley, Moya, Feliz and Dinowitz (by request of the Brooklyn Borough President)

Committee: Environmental Protection, Resiliency and Waterfronts

Summary of Legislation: This bill requires the Department of Environmental Protection (DEP) to designate heavy-use thoroughfares in every borough. DEP must install street level air monitors at a minimum of two major intersections on every designated heavy use thoroughfare and at every park or playground adjacent to a heavy use thoroughfare. The bill also requires the issuance of a report to the mayor and to the speaker of the council containing the results of the air quality monitoring of designated heavy use thoroughfares and recreational areas. Where the results of the air quality monitoring indicate that levels of any regulated air contaminant constitute a violation of an existing standard, DEP along with the Department of Transportation (DOT) and the Department of Education shall implement mitigation measures that reduce exposure risks.

Effective Date: 90 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 Environmental Protection, Department of Transportation, Department of Education

Fiscal Impact Analysis

A. Total Impact (Expense and Revenue)

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expense	(\$12,771,500)	(\$16,771,500)	(\$7,941,000)	(\$7,941,000)	(\$45,425,000)
Revenue	0	0	0	0	0
Total	(\$12,771,500)	(\$16,771,500)	(\$7,941,000)	(\$7,941,000)	(\$45,425,000)

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$12,771,500)	(\$16,771,500)	(\$7,941,000)	(\$7,941,000)	(\$45,425,000)

Impact on Expenditures (Expense):

It is anticipated that DEP will require approximately \$10,000,000 and \$14,000,000 in Other Than Personnel Services (OTPS) resources in the first and second years, respectively, to purchase 2,200 air monitors. There is also a projected ongoing OTPS cost of approximately \$5,170,000 thereafter to maintain the program. This analysis is based on the NY Metropolitan Transportation Council data that 97% of roadways, which equates to 1,119 unique roadways, are impacted by this legislation as they exceed 100,000 vehicles annually. These costs are only to meet the monitoring of roadways and do not reflect the potential costs for air monitors at parks or playgrounds, or mitigation costs.

In addition, DEP anticipates requiring \$1,330,000 in Personnel Services (PS) resources to hire 13 staff, broken down as follows:

- 5 Electricians (at an average salary of approximately \$140,000),
- 5 Electrician Helpers (at an average salary of approximately \$70,000),
- 1 Computer Support Staff (at a salary of approximately \$120,000) to operate the system, and
- 2 City Research Scientists (at an average salary of approximately \$80,000) to analyze the data.

Additionally, DOT would require \$1,200,000 annually in PS resources to hire 16 staff to coordinate, plan, and inspect this program—broken down as follows:

- 2 City Planners (at an average salary of approximately \$71,500),
- 2 Construction Project Managers (at an average salary of approximately \$87,500),
- 7 Supervisors of Electrical Installations and Maintenance (at an average salary of approximately \$74,000),
- 1 Administrative Inspector of Electrical (at a salary of approximately \$68,000), and
- 4 Assistant Civil Engineers (at an average salary of approximately \$74,000).

DOT would also require \$241,500 in one-time OTPS resources in year one for 7 vehicles and \$21,000 in annual OTPS costs for maintenance and fuel.

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.