

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. 262 / Requiring the installation of speed humps on roadways adjacent to any park equal or greater than one acre*

Sponsors: Joseph, Restler, Feliz, Louis, Marte, Gutiérrez, Hanif, Ung, Won, Salaam, Farías, De La Rosa, Riley, Avilés, Banks, Sanchez, Brooks-Powers, Paladino and Vernikov

Committee: Transportation and Infrastructure

Summary of Legislation: This legislation would require the Department of Transportation (DOT) to install speed humps on all roadways adjacent to a park that is equal or greater than one acre. DOT is not required to install the speed hump if the installation would endanger the safety of motorists or pedestrians or not be consistent with DOT's guidelines.

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	(\$2,305,000)	(\$2,237,000)	(\$2,237,000)	(\$2,237,000)	(\$9,016,000)
Revenue	0	0	0	0	0
Total	(\$2,305,000)	(\$2,237,000)	(\$2,237,000)	(\$2,237,000)	(\$9,016,000)

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$2,305,000)	(\$2,237,000)	(\$2,237,000)	(\$2,237,000)	(\$9,016,000)

Impact on Expenditures (Expense):

In year 1, it is anticipated that DOT would require \$68,000 in one-time OTPS resources to purchase a sedan and AC/tar kettle. It is also anticipated that DOT would require annual Other Than Personal Service (OTPS) resources of \$30,000 for vehicle fuel and maintenance and \$300,000 for asphalt.

Furthermore, it is anticipated that DOT will require \$1,907,000 in annual Personal Service (PS) resources, including fringe, for the following positions:

Title	#	Cost
Assistant Transportation Specialist	1	\$ 103,748
Traffic Control Inspector	1	\$ 104,688
Supervisor Highway Repairer	1	\$ 168,526
Highway Repairer	5	\$ 808,763
Assistant City Highway Repairer	5	\$ 504,192
Gasoline Roller Engineer	1	\$ 217,186
Total	14	\$ 1,907,103

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	(\$2,284,000)	0	0	0	(\$2,284,000)

Impact on Expenditures (Capital):

It is anticipated that DOT will require \$2,284,000 in one-time capital expenditures for the following vehicles.

Vehicle	#	Cost
Roller	1	\$ 305,000
Raygo	1	\$ 425,000
FF Truck	1	\$ 445,000
Tow Truck	1	\$ 209,000
D Truck	2	\$ 456,000
Tractor	1	\$ 209,000
Trailer	1	\$ 235,000
Total	8	\$ 2,284,000