

Fiscal Impact Statement Prepared By New York City Mayor's Office of Management and Budget



Jacques Jiha, PhD, Budget Director

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. 1000-A / Establishing a for-hire vehicles parking pilot program*

Sponsors: Brannan, Farias, Narcisse, Banks, Brewer, Nurse, Ossé, Louis, Zhuang and Lee

Committee: Transportation and Infrastructure

Summary of Legislation: This legislation would require the Department of Transportation (DOT) to establish a pilot program to allow for-hire vehicles (FHV) to park in commercial parking meter areas. Under the program, FHV may park in commercial parking meter areas if they first purchase the amount of parking time desired and do not park for longer than three hours. The pilot must start no later than 180 days after the bill is enacted and will last one year, unless DOT by rule extends the program.

Effective Date: Immediately upon enactment

First Fiscal Year Legislation Takes Effect: Fiscal Year 2027

First Fiscal Year with Full Impact: Fiscal Year 2027

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	(\$575,000)	(\$410,000)	(\$410,000)	(\$410,000)	(\$1,805,000)
Revenue	0	0	0	0	0
Total	(\$575,000)	(\$410,000)	(\$410,000)	(\$410,000)	(\$1,805,000)

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$575,000)	(\$410,000)	(\$410,000)	(\$410,000)	(\$1,805,000)

Impact on Expenditures (Expense):

It is anticipated that DOT would require \$150,000 in annual Personal Service (PS) resources, including fringe, for an administrative staff analyst to assist with program management, vendor relations, customer service, and outreach.

It is also anticipated that DOT would require \$200,000 in one-time Other Than Personal Service (OTPS) resources in year one for PARKNYC app development costs, and \$35,000 in annual OTPS resources beginning in year two for maintenance costs. DOT would further require \$225,000 in annual OTPS resources for outreach to and coordination with implicated entities.

C. Revenue

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

Impact on Revenue:

The revenue impacts from this program are unknown at this time given the interplay with FHV spaces occupying/overlapping spaces marked for commercial parking.

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.