

# 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.

**Proposed Intro No. / Title:** *Intro. No. 606 - in relation to requiring that every bicycle with electric assist, electric scooter and other legal motorized vehicle be licensed and registered.*

**Sponsors:** Holden, Vernikov, Yeger, Fariás, Riley, Brannan, Dinowitz, Bottcher, Gennaro, Menin, Abreu, Ung, Lee, Williams, Narcisse, Zhuang, Hanks, Stevens, Feliz, Mealy, Moya, Salamanca, Louis, Salaam, Banks, Ossé, Ariola, Paladino, Carr, Marmorato, and Borelli.

**Committee:** Transportation and Infrastructure

**Summary of Legislation:** This legislation would require the Department of Transportation (DOT) to provide an identifying number that would be affixed on a visible plate, to every e-bike, e-scooter, and other legal motorized vehicle which is not capable of being registered with the New York State Department of Motor Vehicles.

**Effective Date:** 120 days after enactment

**First Fiscal Year Legislation Takes Effect:** Fiscal Year 2026

**First Fiscal Year With Full Impact:** Fiscal Year 2026

## Fiscal Impact Analysis

### A. Total Impact (Expense and Revenue)

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expense	(\$7,264,000)	(\$3,914,000)	(\$3,914,000)	(\$3,914,000)	(\$19,006,000)
Revenue	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Total	(\$5,264,000)	(\$1,914,000)	(\$1,914,000)	(\$1,914,000)	(\$11,006,000)

### B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures (+/-)	(\$7,264,000)	(\$3,914,000)	(\$3,914,000)	(\$3,914,000)	(\$19,006,000)

**Impact on Expenditures (Expense):** DOT would need both Personnel Services (PS) and Other Than Personnel Services (OTPS) funding to start up and maintain a micromobility licensing operation.

The anticipated PS cost is \$2,814,000 annually based on the assumption that compliance will require hiring 42 new city employees at an average annual salary of \$67,000, excluding fringe benefit costs. Staffing needs include:

- Application and Renewal Unit (10)
- Customer Service Unit (10)
- Enforcement and Compliance Unit (5)
- Education staff (2)
- Legal/Litigation Services Unit (5)
- IT support (10)

The anticipated OTPS expenditures are \$4,450,000 in year 1 and \$1,100,000 annually thereafter. Year 1 impacts include a one-time cost of \$3,350,000 that funds marketing, office supplies, manufacturing costs, an IT call center, and process design consulting. The recurring annual cost of \$1,100,000 funds IT platform architecture/support and education campaigns.

**B. Revenue**

	<b>Fiscal Year 1</b>	<b>Fiscal Year 2</b>	<b>Fiscal Year 3</b>	<b>Fiscal Year 4</b>	<b>Total</b>
Revenue (+/-)	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000

**Impact on Revenues:** There are anticipated revenues associated with registration fees and the issuance of the plates. Note that revenue received can only be used to offset the costs associated with the issuance of the registration, which include all or some of the cost associated with the Application and Renewal Unit as well as all or some of the plate manufacturing costs. An estimated 100,000 vehicles would be registered under the licensing requirement annually.

**C. Capital**

	<b>Fiscal Year 1</b>	<b>Fiscal Year 2</b>	<b>Fiscal Year 3</b>	<b>Fiscal Year 4</b>	<b>Total</b>
Expenditures (+/-)	(\$6,000,000)	0	0	0	(\$6,000,000)

**Impact on Expenditures (Capital):** There is an estimated one-time capital cost of \$6,000,000 associated with an IT contract for software development. Additionally, recurring capital costs are expected beyond the years displayed to replace/upgrade associated software.