



**THE COUNCIL OF THE CITY OF NEW YORK
FINANCE DIVISION
PRESTON NIBLACK, DIRECTOR
JEFFREY RODUS, FIRST DEPUTY DIRECTOR
FISCAL IMPACT STATEMENT**

**PROPOSED INTRO. NO: 1026-A
COMMITTEE: Transportation**

TITLE: A Local Law to amend the administrative code of the City of New York, in relation to the enforcement of motor scooter provisions.

SPONSOR(S): By Council Members Garodnick, Chin, Comrie, Gennaro, Gentile, Gonzalez, James, Koo, Mark-Viverito and Nelson

SUMMARY OF LEGISLATION: The proposed legislation would amend Subdivisions a and d of section 19-176.2 of the administrative code of the city of New York, as added by local law number 51 for the year 2004, to provide that any motorized scooter defined as “any wheeled device that has handlebars that is designed to be stood or sat upon by the operator, is powered by an electric motor or by a gasoline motor that is capable of propelling the device without human power and is not capable of being registered with the New York State Department of Motor Vehicles ...[but] shall not include wheelchairs or other mobility aids designed for use by disabled persons” that has been used or is being used in violation of the provisions of section 19-176.2 may be impounded and shall not be released until any and all removal charges and storage fees and the applicable fines and civil penalties have been paid or a bond has been posted in an amount satisfactory to the Commissioner of the agency that impounded such vehicle (currently the Police Department and the Department of Parks and Recreation have enforcement authority.)

EFFECTIVE DATE: This local law will take effect one hundred eighty days following its enactment, except that the Commissioners of the Police Department and the Department of Parks and Recreation shall take all actions necessary, including the promulgation of rules, to implement this local law on or before the date upon which it shall take effect

FISCAL YEAR IN WHICH FULL FISCAL IMPACT ANTICIPATED: 2015

FISCAL IMPACT STATEMENT:

	Effective FY 14	FY Succeeding Effective FY 15	Full Fiscal Impact FY 15
Revenues (+)	(See Below)	(See Below)	(See Below)
Expenditures (-)	\$0	\$0	\$0
Net	(See Below)	(See Below)	(See Below)

IMPACT ON REVENUES: Because the primary purpose of this proposed legislation is to remove motorized scooters from City streets in the interest of public safety, it is anticipated that the impact of this legislation on revenue would be minimal. The stipulated fines and penalties are meant to ensure compliance, not generate revenue.

IMPACT ON EXPENDITURES: This legislation would have no impact on expenditures since existing resources would be used to comply with this local law.

SOURCE OF FUNDS TO COVER ESTIMATED COSTS: N/A

SOURCE OF INFORMATION: Mayor's Office of Legislative Affairs, New York City Finance Division

ESTIMATE PREPARED BY: Chima Obichere, Unit Head

ESTIMATE REVIEWED BY: Nathan Toth, Deputy Director and Tanisha Edwards, Finance Counsel

LEGISLATIVE HISTORY: This legislation was introduced to the full Council on April 9, 2013 as Int. 1026 and referred to the Committee on Transportation. On April 10, 2013, the Committee held a hearing on this legislation and the bill was laid over. An amended version of the legislation, Proposed Intro. 1026-A, will be considered by the Committee on April 24, 2013 and upon successful vote, the bill would be submitted to the full Council for a vote.