

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. 1154-A / Testing high visibility pavement markings and establishing a pilot program*

Sponsors: Menin, Salaam, De La Rosa, Brooks-Powers, Cabán, Brannan, Hanif, Brewer and Narcisse

Committee: Transportation and Infrastructure

Summary of Legislation: This legislation would require the Department of Transportation (DOT) to test at least three different types of high visibility pavement marking products by January 1, 2027. As part of the test, DOT must evaluate the products' durability and visibility in poor driving conditions and assess the operational feasibility of using the products on a more widespread basis in the city. Two months after the conclusion of the testing program, DOT must submit a report to the Mayor and Speaker on its findings. If DOT determines that a high visibility pavement marking product would be both feasible to install throughout the city and likely to improve traffic safety during poor driving conditions, then they shall conduct a pilot program to install and evaluate the product at five locations in each borough. One year after the conclusion of the pilot program, DOT would be required to submit a report to the Mayor and Speaker with a recommendation on whether to expand or make permanent the program as well as the identification of any challenges with the program.

Effective Date: Immediately upon 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	(\$100,000)	(\$100,000)	0	0	(\$200,000)
Revenue	0	0	0	0	0
Total	(\$100,000)	(\$100,000)	0	0	(\$200,000)

Date Prepared:

December 1, 2025

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$100,000)	(\$100,000)	0	0	(\$200,000)

Impact on Expenditures (Expense):

In years 1 and 2, it is estimated that DOT would require \$100,000 per year in Other Than Personal Service (OTPS) resources for the materials required to conduct the test and pilot program.

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.