

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. 1138 / Prohibiting standing or parking a vehicle within 20 feet of a crosswalk at an intersection*

Sponsors: Won, Bottcher, Cabán, Brooks-Powers, Hudson, Restler, Krishnan, Marte, Hanif, Abreu, Nurse, Joseph, Brewer, Powers, Avilés, Rivera, Ossé, Brannan, De La Rosa, Gutiérrez, Sanchez, Feliz, Menin, Ayala and the Public Advocate (Mr. Williams) (in conjunction with the Brooklyn, Manhattan and Queens Borough Presidents)

Committee: Transportation and Infrastructure

Summary of Legislation: This bill would prohibit standing or parking a vehicle within 20 feet of a crosswalk. The Department of Transportation (DOT) is required to conduct citywide community outreach on this change in parking regulations. DOT would also implement daylighting barriers at 1,000 intersections each year until 2030. The bill removes DOT's discretion to not install daylighting at intersections where the daylighting would endanger safety.

Effective Date: 180 days after enactment

First Fiscal Year Legislation Takes Effect: Fiscal Year 2026

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	(\$16,681,000)	(\$16,744,000)	(\$16,618,000)	(\$16,618,000)	(\$66,661,000)
Revenue	0	0	0	0	0
Total	(\$16,681,000)	(\$16,744,000)	(\$16,618,000)	(\$16,618,000)	(\$66,661,000)

Date Prepared:

April 18, 2025

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$16,681,000)	(\$16,744,000)	(\$16,618,000)	(\$16,618,000)	(\$66,661,000)

Impact on Expenditures (Expense):

It is anticipated DOT will need \$1,188,000 in annual Personnel Services (PS) resources including fringe to hire 11 staff:

- 1 Transportation Specialist – at a salary of \$74,000
- 1 City Planner II – at a salary of \$84,500
- 1 Assistant Civil Engineer- at a salary of \$81,000
- 1 Transportation Specialist II – at a salary of \$88,000
- 7 Traffic Device Maintainers – at an average salary of \$66,500

Additionally, it is anticipated DOT would require a further \$5,530,000 in annual PS resources as follows:

- 34,500 Traffic Device Maintainer hours at a cost of \$3,465,000
- 5,750 Traffic Device Maintainer Supervisor hours at a cost of \$333,000
- 25,070 inspection hours (field work and order writing) at a cost of \$1,732,000

DOT also anticipates annual Other Than Personnel Services (OTPS) costs of \$8,700,000 for hardening barriers materials, \$780,000 for drive rails, and \$420,000 for signage. There additionally is an OTPS cost of \$63,000 in year 1 and \$126,000 in year 2 for the purchasing of vehicles for Traffic Device Maintainers.

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.