

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. 99-B / Creation of curbside overnight truck parking in industrial business zones and to provide for the repeal thereof*

Sponsors: Williams, Stevens, Riley, Louis, Restler, Salaam, Brannan, Krishnan, Hanks, Marte, Lee, Narcisse, Banks, Schulman, Brooks-Powers, Gennaro, Hudson, Menin, Zhuang, Ung, Dinowitz, Holden, Sanchez, Feliz, Abreu, Cabán, Nurse, Moya, Ossé, De La Rosa, Joseph, Vernikov, Paladino and Carr

Committee: Transportation and Infrastructure

Summary of Legislation: This bill would require the Department of Transportation (DOT) to establish a program for curbside overnight parking for commercial vehicles within each industrial business zone (IBZ), where feasible. In the overnight parking areas, commercial vehicles must be allowed to park for at least 10 continuous hours, exclusive of the hours from 8:00 a.m. to 6:00 p.m. Vehicles that are not commercial vehicles will be prohibited from parking in the areas during the hours when commercial vehicles are allowed to park. At least 30 days prior to implementing the overnight parking area, DOT must provide written notice to any community board and council member representing the area in which the IBZ is located. DOT must conduct outreach to commercial establishments within each IBZ and to commercial truck drivers on the overnight parking areas. DOT must also submit an annual report on the use of the overnight parking areas.

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	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)
Revenue	0	0	0	0	0
Total	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)

B. Expense

	Fiscal Year 1	Fiscal Year 2	Fiscal Year 3	Fiscal Year 4	Total
Expenditures	(\$427,500)	(\$358,000)	(\$358,000)	(\$358,000)	(\$1,501,500)

Impact on Expenditures (Expense):

It is anticipated that DOT would require \$358,000 in annual Personnel Services (PS) resources, including fringe, for:

- 2 transportation specialists at an average salary of \$88,000 to conduct the ongoing planning, outreach and coordination with industry and business groups.
- 1 community coordinator at a salary of 70,000 to serve as overnight truck parking planner.

Additionally, in year one there are anticipated one-time Other Than Personnel Services (OTPS) costs of \$34,500 for the purchase a vehicle and \$35,000 for signage and other materials.

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.