



New York City Council Bill - Intro 0113-2024

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BILL
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SUBJECT
This bill would require the department of transportation to conduct a study on the impact of last mile facilities on the street infrastructure and communities they are situated in, including estimating the amount of delivery vehicles arriving at or departing from each facility, and the impact that additional vehicle traffic has on parking, street congestion, vehicle collisions and other traffic incidents.
DATE
February 06, 2025
OPPOSE

The Business Council of New York State strongly opposes New York City Council Bill Intro 0113-2024 that would require the Department of Transportation to conduct a study on the impact that truck and delivery traffic generated by last-mile facilities have on local communities and infrastructure. While the intent behind this legislation may be well-meaning, we believe it is both unnecessary and potentially harmful to the economic well-being of New York City.

Last-mile delivery facilities are essential to the efficient functioning of the supply chain, ensuring that goods reach consumers and businesses promptly. These facilities play a crucial role in the local economy by providing indispensable services that drive economic growth. They create numerous employment opportunities, from warehouse workers and delivery drivers to administrative and managerial positions. The presence of last-mile delivery facilities in New York City supports countless jobs, bolstering the city's economy and providing livelihoods for many residents.

Moreover, last-mile delivery facilities are integral to the daily lives of New Yorkers. They ensure that essential items, such as groceries, medications, and other consumer goods, are readily available and can be delivered quickly. This is especially important in today's fast-paced and increasingly digital economy, where timely deliveries are crucial for businesses and consumers alike. By facilitating the efficient movement of goods, last-mile delivery facilities help maintain the flow of commerce and support the city's economic vitality.

The mandate for the Department of Transportation to conduct this study is an unwise allocation of already limited resources. At a time when New York City faces numerous transportation related challenges that directly impact public safety and the condition of our infrastructure, diverting attention and funding to this study is counterproductive. The Department of Transportation should focus its efforts on addressing critical issues such as repairing aging infrastructure, improving public transportation, and enhancing road safety, rather than engaging in a redundant study. Additionally, conducting this study will inevitably

incur significant financial costs. These funds could be better spent on initiatives that deliver tangible benefits to our communities and improve the overall quality of life for New Yorkers. By imposing this financial burden, Intro 0113 jeopardizes the City's ability to address more pressing transportation concerns.

It is crucial to recognize that there may already be existing data and studies on traffic patterns related to last-mile delivery facilities. Various governmental and private organizations continuously collect and analyze traffic data, including the movement of delivery vehicles. Commissioning a new study would merely duplicate efforts and waste valuable resources. Instead of initiating a redundant study, policymakers should utilize existing data to inform any necessary decisions regarding last-mile delivery facilities.

In addition, it is notoriously difficult to do business in New York City due to high taxes, stringent regulations, and the high cost of living. Businesses already face numerous challenges, and overregulation further exacerbates these issues. Excessive regulatory burdens, such as those proposed in NY City Council Bill Intro 0113, drive businesses out of the city, leading to job losses and economic stagnation. Implementing this legislation may also lead to unintended consequences that negatively affect local communities. Increased regulatory oversight and potential restrictions on last-mile delivery facilities could disrupt the efficiency of the supply chain, causing delays in the delivery of goods. This could have a ripple effect, impacting not only businesses but also consumers who rely on timely deliveries for essential items, especially in today's fast-paced and increasingly digital economy.

New York City has always been at the forefront of innovation and economic growth. By imposing additional regulatory requirements on last-mile delivery facilities, Intro 0113 risks stifling innovation and hindering the growth of the logistics and e-commerce sectors. Businesses need a stable and predictable regulatory environment to invest in new technologies and improve their operations. This legislation threatens to create uncertainty and deter investment in the City's logistics infrastructure.

In conclusion, while the intention behind Intro 0113 is understandable, its implementation would create more problems than it solves. The Business Council of New York State strongly opposes this bill and urges policymakers to consider the broader implications of this legislation on the economy, local businesses, and the efficient functioning of the supply chain. Instead of mandating a new study, we recommend leveraging existing data and resources to address any concerns related to last-mile delivery facilities effectively. Let us work together to find balanced and pragmatic solutions that benefit all New Yorkers.

