



U.S. Representative • 9th CD, New York • Brooklyn-Queens

ANTHONY D. WEINER

Report

New York City Keeps Trucking – A Lot

**Presented by
Congressman Anthony D. Weiner**

Executive Summary

Truck traffic is on the rise in New York City and projected to grow significantly worse in the coming years. There are more people, more goods and more deliveries coursing into the City than there were 10 years ago, and 99 percent of goods and services in the City are supplied by trucks. Truck traffic poses serious risks to pedestrian safety, puts wear and tear on our streets, and contributes to daily gridlock.

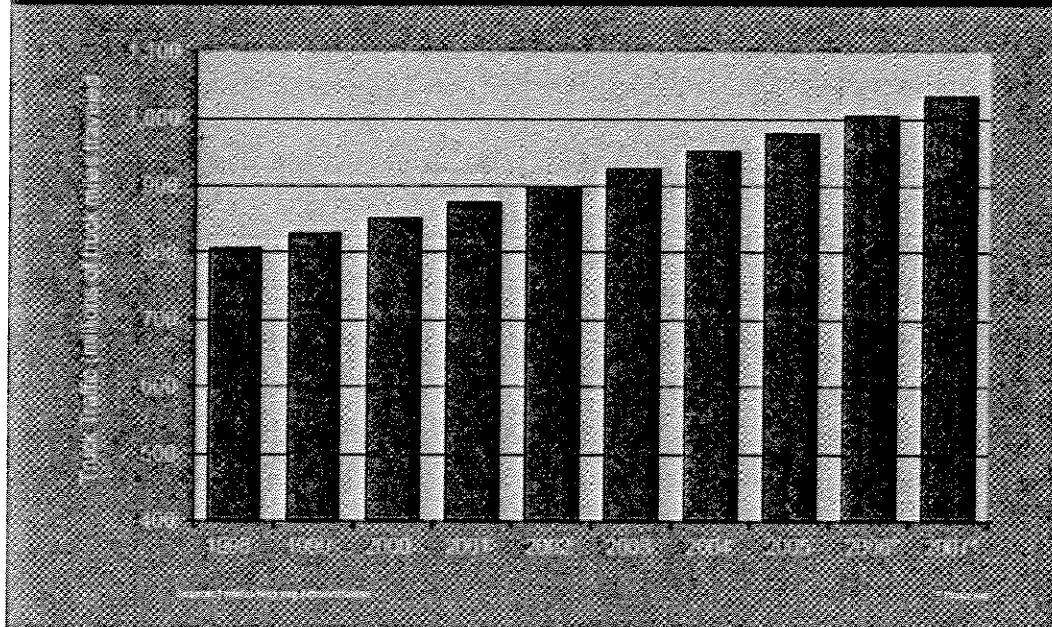
This report looks at rising truck traffic volume and the resulting traffic patterns over the last decade, and presents a four-point plan to alleviate truck congestion.

How much truck traffic is there?

Trucks are the fastest growing segment of traffic today, and the trend is only expected to continue:

- Since 1998, truck traffic has increased nearly 30 percent on City roads and, by 2020, the number of miles traveled by trucks in New York City is projected to increase 83 percent citywide over the 1998 levels.
- The rise in truck traffic outpaces the increase in other vehicular traffic by a more than 3 to 1 margin.
- While 30 percent more trucks fill the City's busy streets, car traffic rose only a modest 8 percent since 1998.

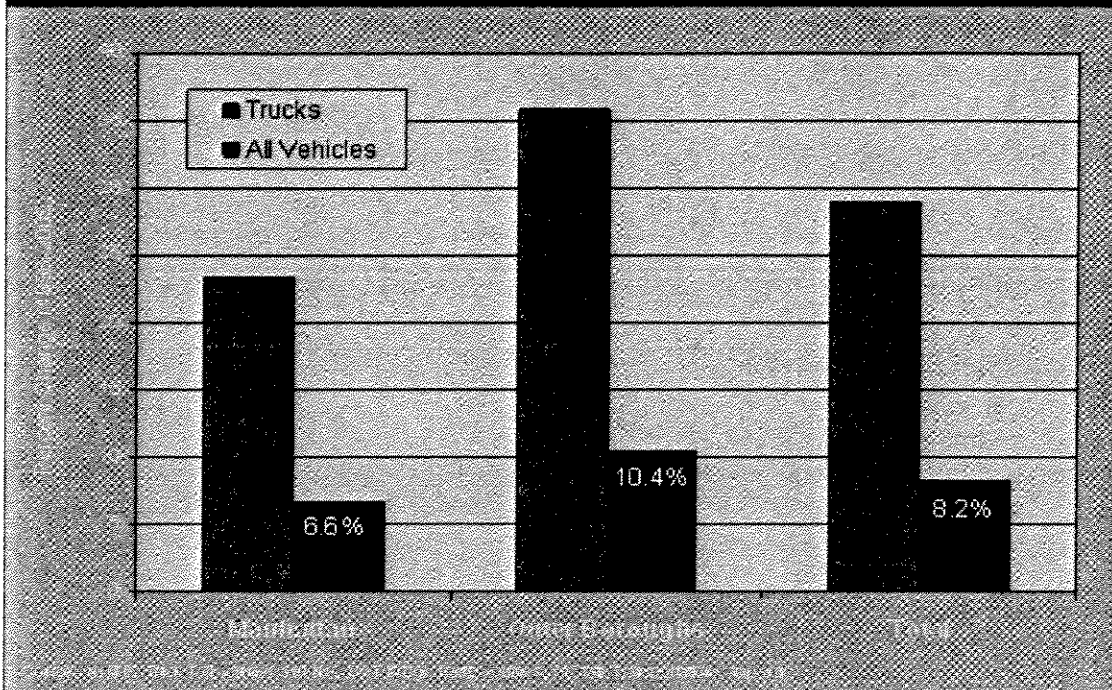
NYC Truck Traffic on the Rise...and Growing Worse Nearly 30% Increase Over the Last Decade



Where is the traffic?

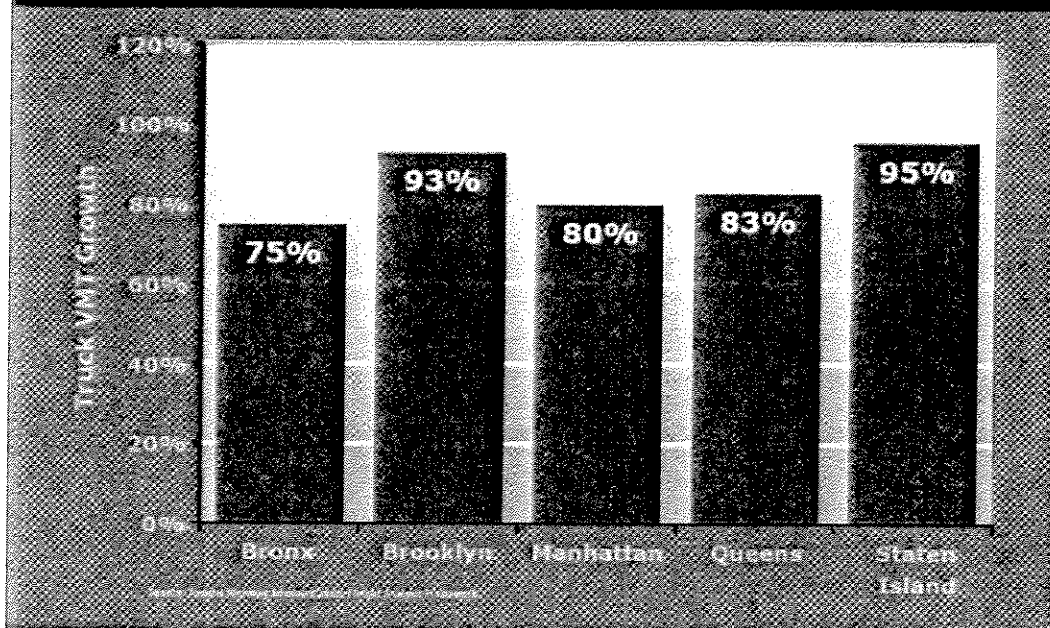
Traffic is growing faster in the outer boroughs than in Manhattan. Over the last ten years, truck traffic on Manhattan crossings has increased by 23.3 percent, while truck traffic between outer boroughs has skyrocketed to 35.8 percent.

Truck Traffic Growth at Bridges and Tunnels in the Last Decade



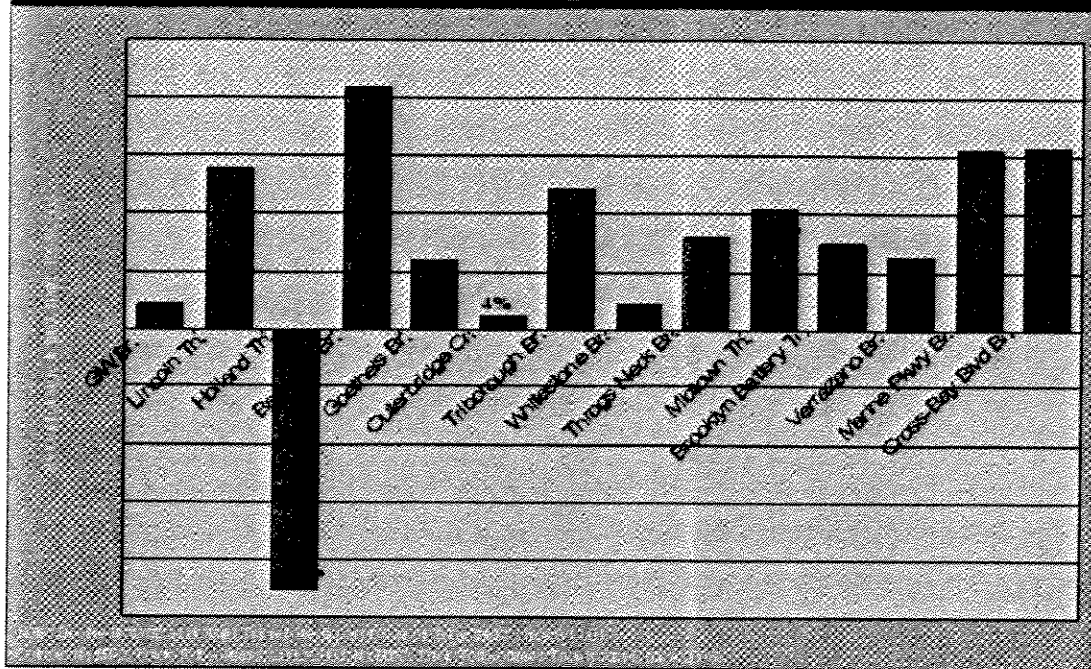
According to Federal Highway Administration projections, Brooklyn and Staten Island will see the greatest increase in truck traffic by 2020, with 93 percent and 95 percent increases respectively over 1998 levels. The Bronx, Queens and Manhattan projections come in at 75 percent, 83 percent and 80 percent, respectively.

Growth in New York City Truck Traffic (1998 - 2020)



Meanwhile, river crossings have also seen an increase in truck traffic. Since 1998, truck traffic on the Bayonne Bridge is up 84 percent and Lincoln Tunnel traffic increased 56 percent over the same time period.

Change in Truck Traffic on Major River Crossings Since 1998



Representative Weiner's Four-Point Plan

To help deal with truck congestion, Rep. Weiner proposes the following four point plan:

1. **Increase Truck Tolls During Peak Hours:** According to a New York State Department of Transportation study, 96% of Manhattan deliveries take place during peak hours. To discourage truck traffic from passing through the City at peak hours, the Weiner plan would increase peak hour truck tolls on City river crossings that have existing tolls.
2. **Incentivize Nighttime Truck Deliveries:** The Weiner plan would encourage businesses to receive deliveries at night in order to reduce truck traffic in the City during rush hours, an idea similar to the NYC Department of Transportation's "Early Delivery Program" proposed in May 2006. To compensate for any extra staffing costs associated with off-peak deliveries, Rep. Weiner proposes that affected businesses receive a City tax credit which would be matched by the federal government. According to a 2006 study by the New York State DOT, a tax deduction of \$10,000 may lead to more than 20% of restaurants switching to off-peak delivery.
3. **Implement NYC DOT Recommendations for NYPD Training and Trucker Education:** Last May, the NYC DOT conducted an exhaustive study which found that poor awareness and poor enforcement of truck laws is a major problem in New York City. Sixty-eight percent of truckers have little to no familiarity with truck laws and only 40 of 2,500 (2%) NYPD traffic enforcement officers are trained to do truck enforcement. The DOT issued dozens of recommendations for improving law enforcement training and trucker education, which should be promptly implemented.
4. **Build Cross Harbor Rail Freight Tunnel:** New York City is the only major city not connected to the national rail system and, as a result, 99% of the City's goods must be

brought in by truck. The 5.5 mile rail freight tunnel proposed by Rep. Jerrold Nadler would run under NY Harbor from Sunset Park in Brooklyn to Greenville Yard in Jersey City and take 1 million trucks off City streets.

Conclusion

The New York City Department of Transportation deserves credit for facing the growing challenge of truck traffic in New York City. As trucks continue to make up an increasing percentage of the City's traffic, we need to find innovative solutions to ensure that New York's roadways keep moving.

Methodology

This report was compiled with data from the New York Metropolitan Transportation Authority's *Truck Toll Volumes, 2002-2003* and *NYMTC Truck Toll Volumes Trends at a Glance 2005*. The NYMTC gathered this data from toll agencies and the Federal Highway Administration's state-by-state traffic volume samples.

This data was further distilled by the Tri-State Transportation Campaign August 2006 report, *New Yorkers on Traffic & Transportation* and their review of New York City Department of Transportation Bridge Traffic Volumes.

Facts were also drawn from the New York Department of Transportation's *Truck Route Management and Community Impact Reduction Study*, as well as the New York-New Jersey Port Authority, New York Metropolitan Transportation Authority, Regional Plan Association, Grotell Consulting, Cross Harbor Freight Movement Project, and the Cross Harbor Tunnel Coalition.

This is the second in a series of reports Rep. Weiner will release in the run-up to the Republican National Convention detailing the Bush Administration's record when it comes to New York City. The first, regarding education, can be found at <http://www.house.gov/weiner/report26.htm>.

Congressman Anthony D. Weiner

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