



# Sustainable Freight in NYC

NYC DOT Freight Mobility Panel

Metropolitan Washington TPB Freight Subcommittee Meeting

January 29, 2026



# Overview

- Panel Introductions
- Freight in NYC
- Local Strategies
  - Mode Shift
  - Freight Consolidation
  - Curb Access
- Discussion



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# Panel Introductions

1

# Meet the Team!

## Perspectives from Freight Mobility



Huma Husain,  
Director of  
Freight Mobility



Catherine Ponte,  
Freight Strategy  
Lead



Katrina Carey,  
Freight Efficiency  
Lead



Jack Holmes,  
Freight Planner



Forward  
Thinking



Off-Hour  
Deliveries



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# Freight in NYC

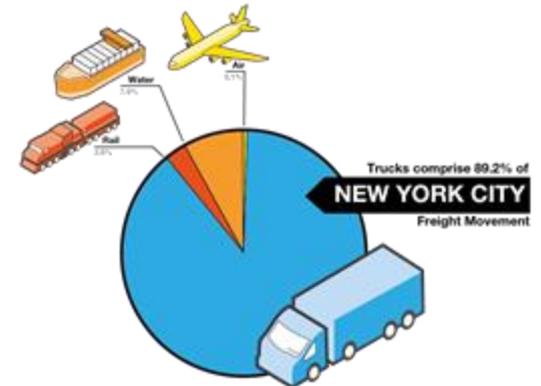
# 2

# Freight in NYC

Movement is driven by consumer demand



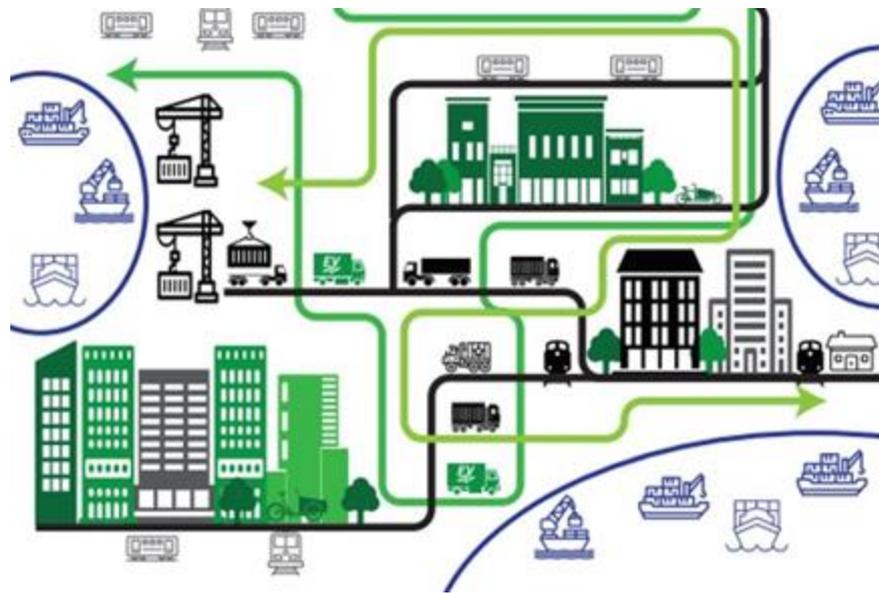
- **Over 80% of New Yorkers** received a package at home in the last 7 days, 18% received packages on 4 or more days
- **Pre-COVID-19**, 60% of the deliveries were made to commercial customers and 40% to residential customers.
- **Post-COVID-19**, approximately 80% of deliveries were now going directly to residential customers
- **Trucks conduct 90% of freight deliveries in NYC**, leading to impacts on air quality, traffic, quality of life, and safety; disproportionately impacting environmental justice communities



# Regional Freight Vision

Five pillars as defined in *Delivering Green: a vision for a sustainable freight network serving New York City*

-  Shift freight from road to **water**
-  Shift freight from road to **rail**
-  **Green** the last mile
-  Make the last mile more **efficient**
-  Foster a culture of **compliance**

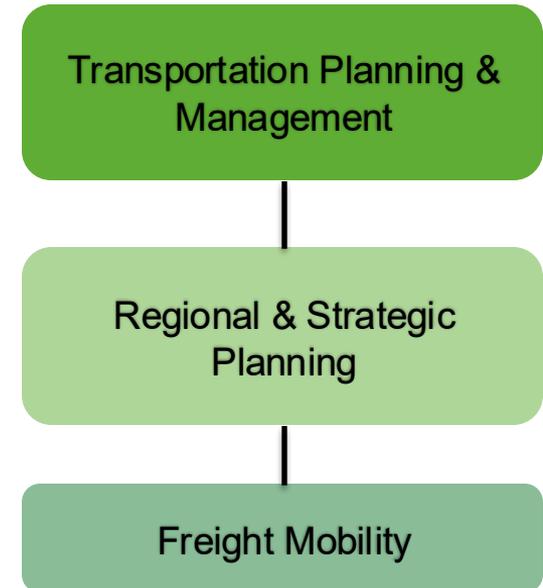


# Freight Mobility Unit

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- Established in **2007**
- **Vision:** We work toward economic vitality and quality of life for all New Yorkers by providing for the **safe, equitable, efficient, and responsible** movement of goods.
- **Goals:**
  - Improve safety and efficiency of deliveries
  - Mitigate the adverse impacts of trucks on infrastructure and communities
  - Support the city's economic competitiveness and livability



# Freight Mobility Toolbox

## Programs



Off-Hour Deliveries



Commercial Cargo Bikes



Truck Safety Engagement



Microhubs



LockerNYC



Blue Highways

## Street Design



Loading Zones Expansion



Conflict reducing designs



Truck Route Network & Signage



Overnight Parking & Charging



Efficiency



Sustainability



Safety



Partnership

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## Local Strategies – Mode Shift

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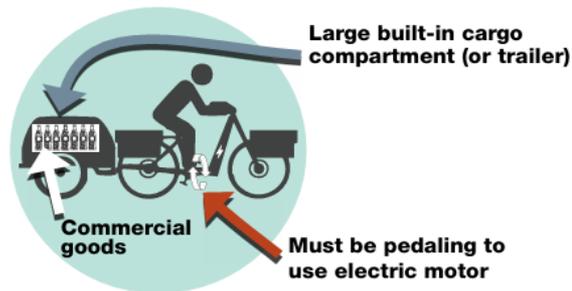


# Commercial Cargo Bike Program

## What are Cargo Bikes?

In NYC, a **commercial cargo bike** is a pedal-assist electric bicycle that:

- Has a large **built-in cargo compartment**, or a method to attach a cargo trailer
- Is used to transport **commercial goods**
- Only **engages in the electric motor** when the commercial cargo cyclist is **pedaling**



## Types of Commercial Cargo Bikes



# Commercial Cargo Bike Program



## Freight Program Overview



**Do You Deliver?**  
Cargo Bike Training Guide

Training Materials  
& Fleet Manager  
Resources



**NYC DOT's Pilot launched** in December 2019, and is now the largest program in the US. Overall the program aims to **expand commercial cargo bike usage** and **promote safe use** of cargo bikes

**Current Status:** ~800 cargo bikes with 1000s of workers delivering packages, groceries, etc in NYC

**Program Goal:** Provide guidance and infrastructure investments for safe expansion of cargo bike fleets in NYC

### **Next Steps:**

- **Infrastructure** – Data informed cargo bike corral network; supported bike routes for cargo bikes
- **Culture & Education** – Publication of *Safety Guide for Trainers & Safety Guide for Bikers*; public outreach campaign

# Blue Highways Program

Diversifying middle mile and last mile modes in the freight supply chain

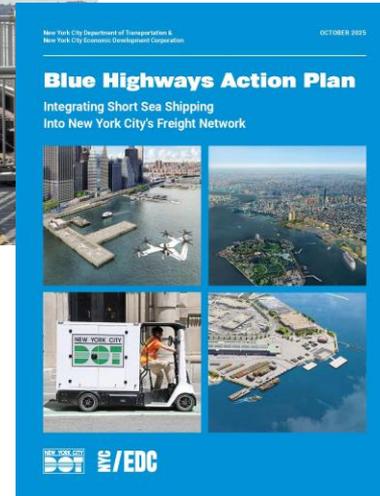
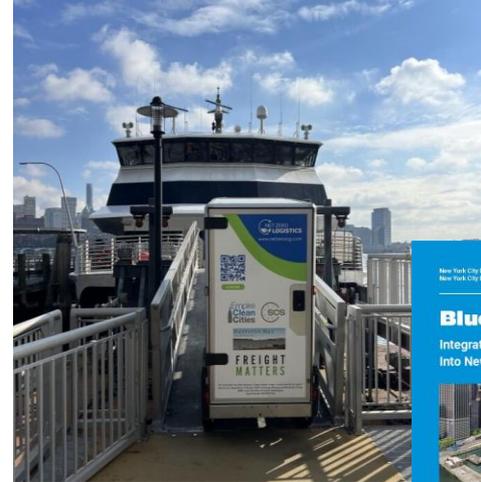


The goal of Blue Highways is to **improve quality of life for New York City** by:

- Reducing middle-mile truck-based transportation
- Shifting last-mile delivery from trucks to bikes/vans
- Decreasing regional and local traffic
- Improving air quality

## Program:

- **Build infrastructure** to support waterborne freight movement
- Develop **industry buy-in**
  - Partner with industry for successful implementation of pilots and program
  - Lead by example; facilitate municipal bulk movement by water
- **Encourage alternative vehicle & energy sources** for freight
  - cargo bike instead of delivery vans
  - fuel alternatives and electrification to further reduce emissions



# Blue Highways Program

## The Challenge for New York City



Freight volumes are growing

**67%**

Growth in freight volumes in NYC through 2045 <sup>1</sup>

But our roadways are full

**\$20 Billion**

Annual economic cost of congestion to NYC <sup>2</sup>

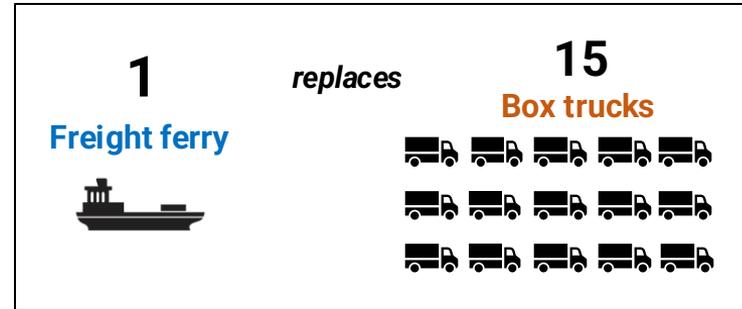
And expensive to maintain

**300x**

One truck causes the roadway wear and tear of 300 cars <sup>3</sup>

### **Blue Highways is how New York City can meet growing demand while**

- Reducing congestion
- Improving road safety
- Eliminating harmful pollutants



1. *Freight Delivering Green: A vision for a sustainable freight network serving New York City.* NYCDOT 2021.

2. *\$100 Billion Cost of Traffic Congestion in Metro New York.* Partnership for New York City. 2018.

3. *FP Innovations: Analysis of Car and Truck Pavement Impacts.* American Trucking Association. 2018.

# Blue Highways Program

## Pilot Routes

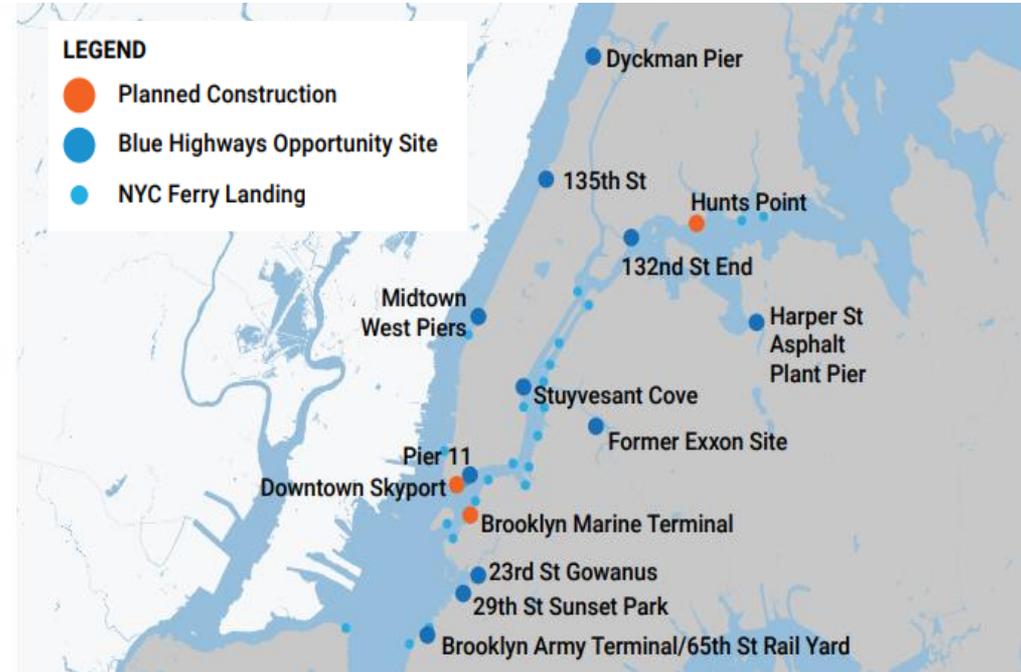


### Manhattan piers owned by the City:

- Pier 79
- Pier 11
- East 34th Pier
- Battery Maritime Building
- Open to additional sites based on availability

### First pilot launched!

The pilot moves packages daily from **Red Hook, Brooklyn to midtown Manhattan**. Goods are transferred to **5 cargo bikes** for final delivery, replacing existing van deliveries.



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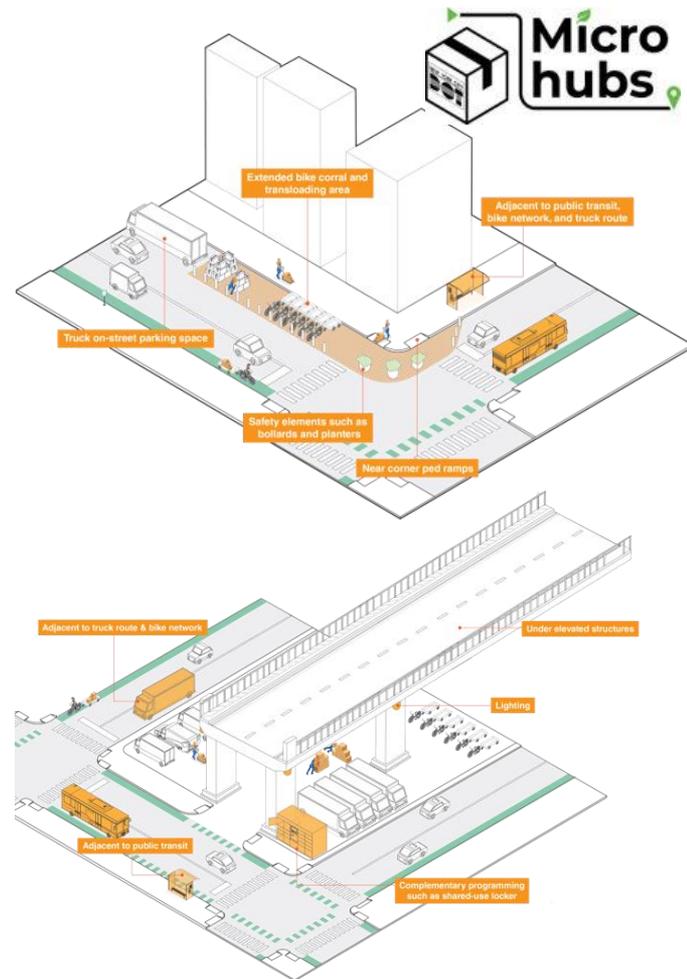
## Local Strategies – Freight Consolidation



# Microhubs Pilot Program

## Reducing the impact of last mile delivery

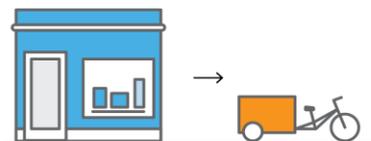
- A **microhub** is defined as a space where **goods are transferred from larger freight vehicles to green or human-powered modes** (e.g., cargo cycles, hand carts, small electric vehicles) for final delivery.
- NYC [traffic rules](#) adopted in early 2025 authorize curbside microhubs allowing pilot implementation at both on- and off-street City-owned locations across three years.
- The [City of Yes for Economic Opportunity](#) 2024 adopted zoning amendment makes establishing a microhub on private property more widely permissible, paving the way for early adopters.
- First locations will compliment other NYC DOT initiatives:
  - Off-Street locations will be tested under the BQE to support BQE revisioning efforts
  - On-Street locations will be tested as part of the Upper West Side Smart Curbs Pilot



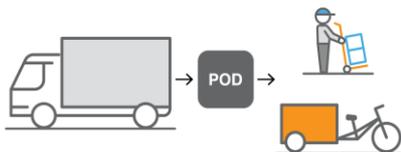
Note: These conceptual images are for illustrative purposes only

# Microhub Variations

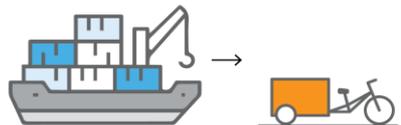
## Privately managed models, can support Cargo Bike & Blue Highways Programs



On-demand delivery/retail distribution



Truck-to-pod-to-cargo bike/handcart

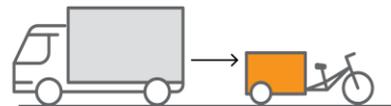


Barge-to-cargo bike

## Models NYC DOT can support within the public right of way



Box truck-to-EV van/sprinter van



Truck-to-bike/trailer



Curbside box truck-to-handcart

## Pilot Goals & Potential Benefits:



Sustainable Mode Adoption \* Transportation Safety \* Increased Efficiency \* Better Air Quality \* Programming

# On-Street Hubs installed in 2025



77 St and Broadway Hub



74 St and Amsterdam Ave Hub



85 St and Amsterdam Ave Hub

- ✓ First 3 curbside sites installed as part of Smart Curbs program, Upper West Side, MN
- ✓ Where possible, curbside designs include intersection daylighting elements

## Next Steps:

- Assessing initial site data and gathering lessons learned
- Preparing for Phase 2 expansion in April 2026 including new partners and locations

# LockerNYC Pilot Program



## Context and Timeline

### Background:

Shared use lockers were first identified in *Delivering NY* as a strategy to improve last-mile delivery by:

- Reducing truck trips by consolidating deliveries at central locations.
- Providing secure locations to pick-up and drop-off packages.

### Timeline:

- Spring 2021: DOT issues RFEI
- April 2024: pilot launches with GoLocker as the first vendor
- November 2024: first pilot expansion
- September 2025: second pilot expansion
- October 2025: Quadient installs its first location



LockerNYC kick-off event in April 2024



LockerNYC pilot location on W 161st St

# LockerNYC Pilot Program



## Shared Use Parcel Lockers

### Two different modes of delivery:

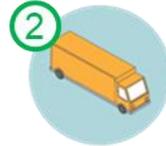
1. Consolidation model
2. Direct drop-off by individual carriers

### Findings from 2018 Seattle Pilot:

- Delivery time reduced by 78%
- Reduced truck dwell times
- No failed deliveries



**1 Consumer**  
Consumer places online order



**2 Supplier**  
Inbound goods are delivered to the nearest warehouse



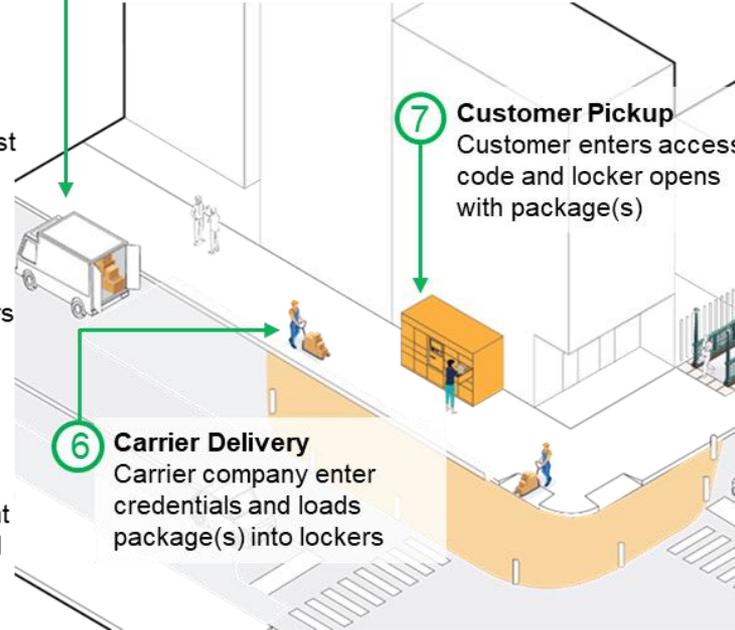
**3 Warehouse**  
Inventory is stored before customer orders are received



**4 Fulfillment Center**  
Once an order is placed, goods are moved to the fulfillment center for packing and pick-up

**5**

**Carrier Fulfillment**  
Carriers pick up packages for delivery to lockers



**6**

**Carrier Delivery**  
Carrier company enter credentials and loads package(s) into lockers

**7**

**Customer Pickup**  
Customer enters access code and locker opens with package(s)

# LockerNYC Pilot Program



## Pilot Program Structure

### Siting and Installation:

- Vendors are responsible for identifying sites and coordinating locker installation.
- All identified sites are reviewed by DOT to ensure compliance with siting criteria before approval.

### Operations and Maintenance:

- Vendors are responsible for coordinating with parcel carriers.
- Support services must be available 24/7 for assistance with use of lockers and reporting of any issues.
- Vendors must check on the condition of locker sites weekly and remove any litter/trash, graffiti, snow, and vandalism.

### Data Collection and Reporting:

- Anonymized data on usage statistics and reservation history is reported to DOT monthly.



LockerNYC pilot location in Bed-Stuy Brooklyn.

# LockerNYC Pilot Program



## Key Numbers and Statistics

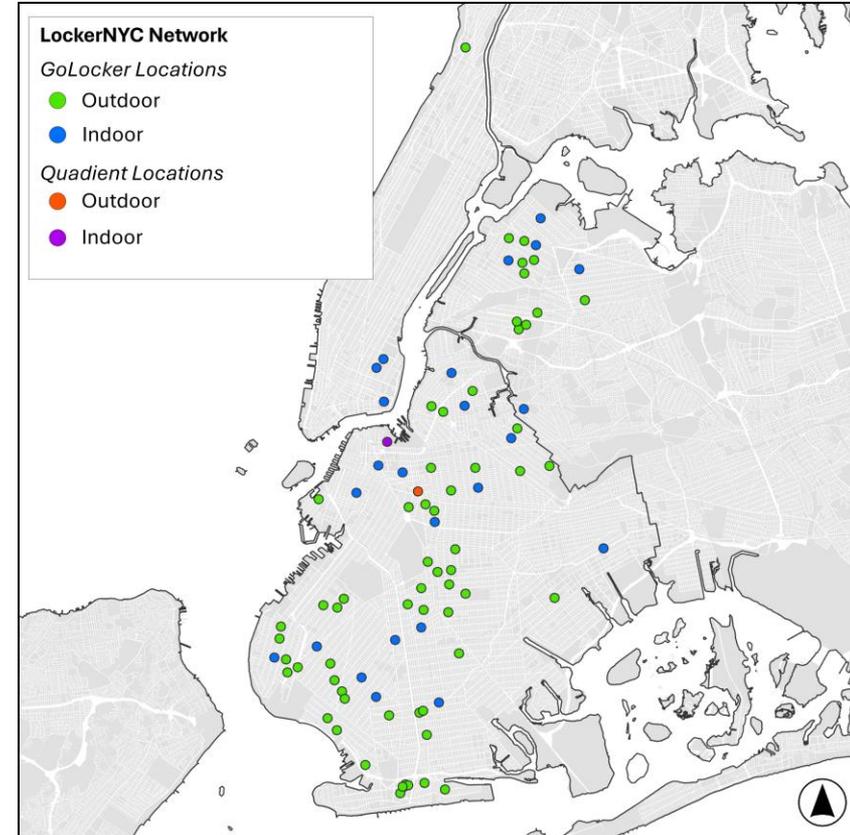
### Deployment Status as of January 26<sup>th</sup>:

90 active locker locations:

- 65 outdoor locations
- 25 indoor locations

### User Metrics:

- Over 3,000 registered users.
- More than 22,000 reservations.
- 125 unique zip codes to focus the locker location search based on 354 customer inquiries.



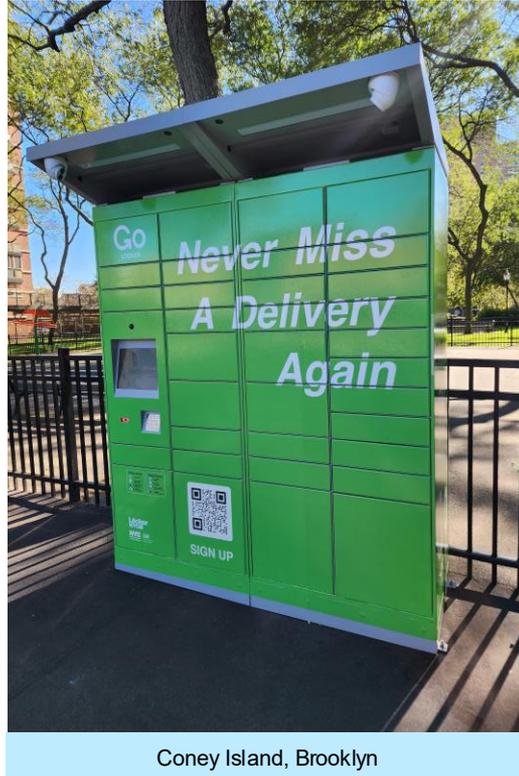
# LockerNYC Pilot Program



## Site Photos of Existing Locations



Astoria, Queens



Coney Island, Brooklyn



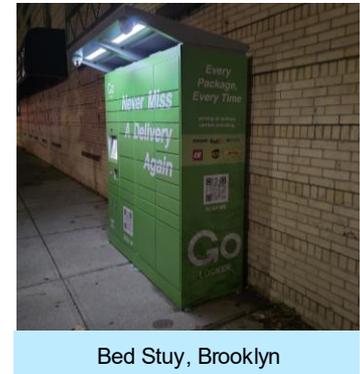
Sunset Park, Brooklyn



Washington Heights, Manhattan



Bay Ridge, Brooklyn



Bed Stuy, Brooklyn

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## Local Strategies – Curb Access

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# Neighborhood Loading Zones (NLZs)

## Increasing Demand for Curb Space

### Background:

- Deliveries and For-Hire Vehicle traffic growing in residential streets, leading to congestion and unsafe street conditions for bikes, pedestrians, and drivers.

### Goal:

- Reduce congestion and safety issues that stem from double and illegal parking by providing dedicated space for vehicles to load and unload goods and passengers.
- Priority is given to locations high-density, narrow residential streets, and corridors with bus or bike routes.



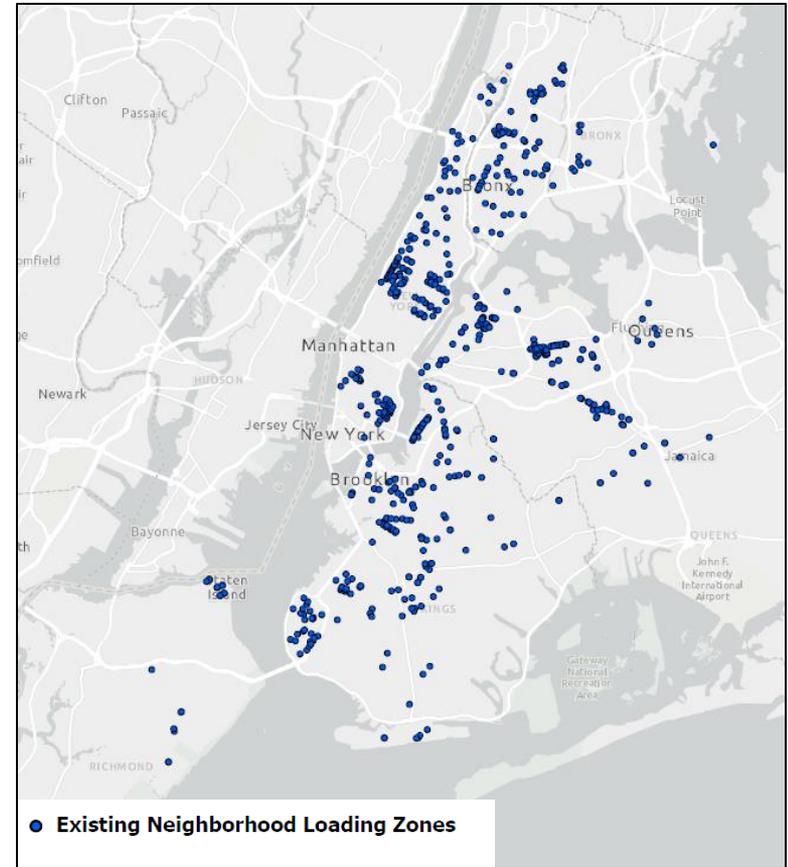
**Clear the travel lane and bike lane!**



# Neighborhood Loading Zones (NLZs)

Providing curb access for loading on residential streets

- Program pilot launched in Summer 2019
- Provides dedicated space at the curb for:
  - **Package deliveries** by commercial vehicles
  - Taxi and car service **pick-up and drop-off**
  - **Active loading and unloading** of personal vehicles
- Since becoming a permanent program DOT has:
  - installed **over 950 NLZ** spaces city-wide
  - Introduced “Loading Only” signage for clearer messaging
  - Found that NLZs can result in up to 70% reduction in double parking



# History of OHD in NYC

## Pilot Program to Today

- **Background:** 2007-2010, pilot included 25 receivers and 8 transporters focused in Manhattan.
  - Participants agreed to shift deliveries to the off-hours (**7 pm - 6 am**)
  - Resulted in reduced congestion, reduced delivery times, and greater access to the curb.
- **Initial Goal:** Voluntary program to shift commercial deliveries to off-peak hours and expand to new food and non-food retail locations in congested areas.
- **Today:** Over **1,100** Active OHD Locations
- **New Goal:** **5,000** locations by 2040 (set in 2021)
- **Our Role:** **Technical support, tailored implementation guides, matchmaking and curb access where feasible.**



Delivery occurring overnight

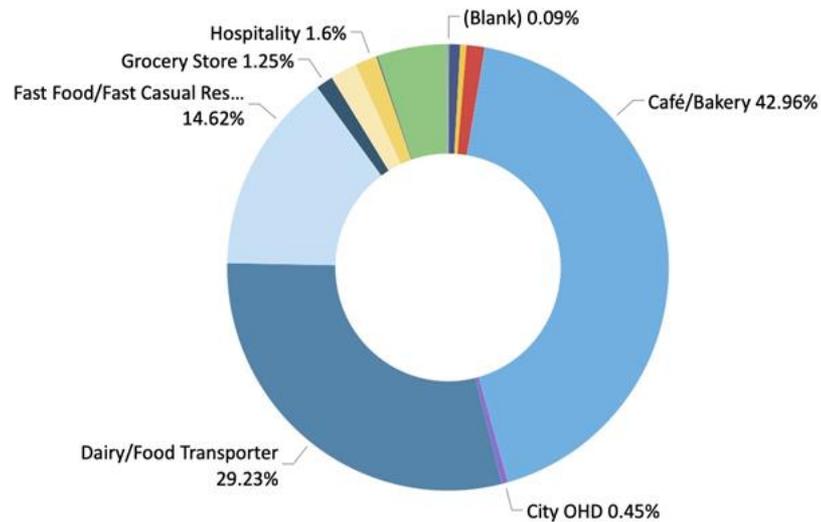
# Off-Hour Deliveries

Forward  
Thinking



## Current Partner Samples

OHD Locations By Business Category



# Benefits

DOT's pilot study of Off-Hour Deliveries conducted in 2009-2010 identified improvements in travel speeds (customer-to-customer) and service time (time spent at delivery) as compared to deliveries performed during congested periods.

## TRANSPORT COMPANY BENEFITS



EFFICIENT  
DELIVERIES



REDUCED TRANSIT TIME  
AND FUEL COSTS



LESS PARKING  
HEADACHES



MORE PREDICTABLE  
DELIVERY WINDOWS



IMPROVED TRUCK  
UTILIZATION



REDUCED  
DELIVERY COSTS

## GOODS RECEIVER BENEFITS



GOODS DELIVERED  
OUTSIDE STORE HOURS



GOODS PREPARED  
BEFORE STORE OPENS



MORE CERTAINTY ON  
TRUCK ARRIVAL TIMES



REDUCED DELIVERY  
COSTS

## COMMUNITY BENEFITS



LESS CONGESTION



CLEANER AIR



SAFER STREETS



IMPROVED NEIGHBORHOOD  
AESTHETIC

# Common Barriers & Challenges

## For Receivers:

- Stipulations in Building Lease Agreements
- Receivers have a strong influence over how deliveries are made
- Lack of financial incentives
- Some businesses may need additional staff

## For Transporters:

- Receivers determine when and how they receive their deliveries
- Not all industry sectors are suitable for off-hours
- Some businesses lack of trust for facilitating unattended deliveries
- Lack of Carrier-Centered incentives

## For the Community

- Noise is an issue that cannot be neglected and can run the risk of impacting the reputation of any program.
- Lack of appropriate provisions in the Noise Code impacts ability to enforce accordingly.
- Local perception of OHD is not always positive as the benefits do not always directly affect residents.

# Incentive Program Design

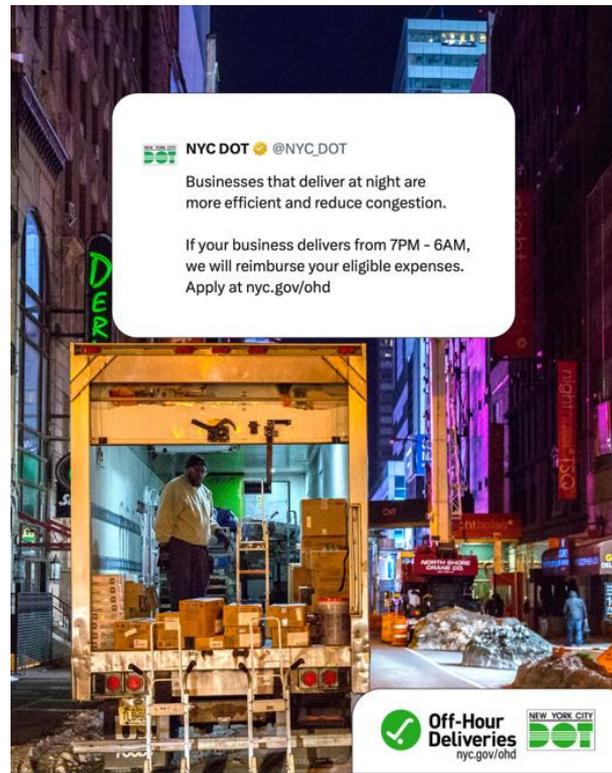
## Overview

**Why Incentives?** Offering incentives to businesses can help address some of the most common barriers to adoption while advancing larger agency congestion and safety goals.

**Who:** Both transporters and receivers of all sizes are eligible to apply. Current program participants are also eligible.

**What:** Businesses receive a one-time incentive reimbursement for eligible OHD-enabling expenses including **access enhancements, security equipment, low-noise cargo handling equipment, and green delivery modes.**

**Where:** Must be located in NYC. (Focus on Lower Manhattan, Downtown Brooklyn, Flushing, and Jamaica – though businesses citywide are encouraged to apply.)



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## Discussion

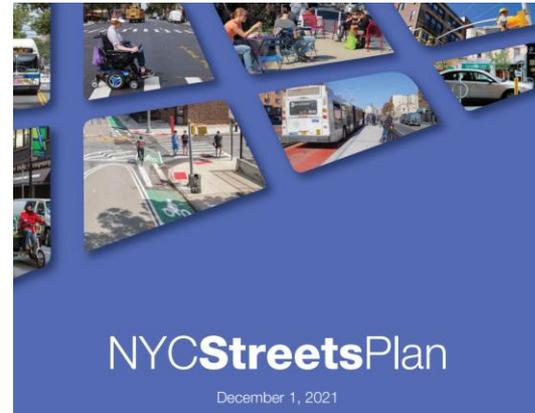
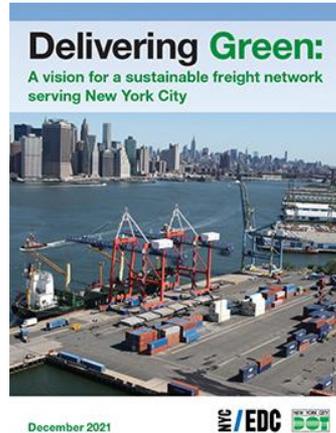
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# Where to Learn More!

Learn more about NYC DOT freight programs through our website and published plans

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[nyc.gov/trucks](https://www.nyc.gov/trucks)



# Thank You!



NYCDOT



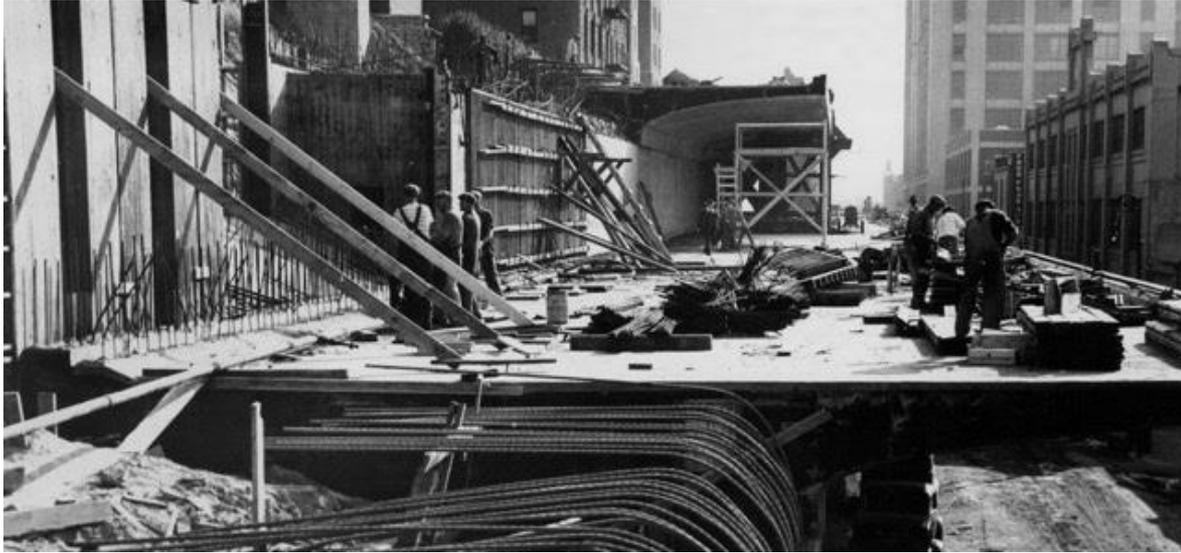
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NYCDOT



IMPLEMENTATION OF WIM SYSTEMS  
FOR DIRECT ENFORCEMENT OF WEIGHT LIMITS

Metropolitan Washington  
TPB Freight Subcommittee Meeting  
January 29, 2026



Tanvi Pandya, P.E., DBIA Executive Director, DB & Emergency Contracts/Bridge Division

- Challenge
- BQE Example
- Implementation of Direct Enforcement
- Conclusions & Next Steps



**Tanvi Pandya**, Executive Director, DB & Emergency Contracts

**Dawn Harrison**, Director, Design & Planning , DB & Emergency Contracts

**Shane Trotman**, Civil Design Lead, DB & Emergency Contracts



**Hani Nassif**, Professor & Director of RIME Group and Assc. Dir. of C2SMART

**Chaekuk Na**, Senior Research Associate

**Peng Lou**, Research Associate, and Senior Str. Engineer



measure. analyze. innovate.

TRIPLE CANTILEVER DESIGN **JV**



# THE PROBLEM

## Public agencies face an increasingly complex challenge:

Managing aging infrastructure under demands that far exceed original design expectations with **extensive (and often, uncertain) timelines** required to fund, design, and implement major rehabilitation or replacement projects.

In addition to the operational demands, agencies are also looking to meet sustainability and safety goals.

# BQE EXAMPLE

The BQE is one of the most heavily traveled roadways in New York City, and beyond, with an average daily volume of **130,000 vehicles**, including up to 13,000 trucks:

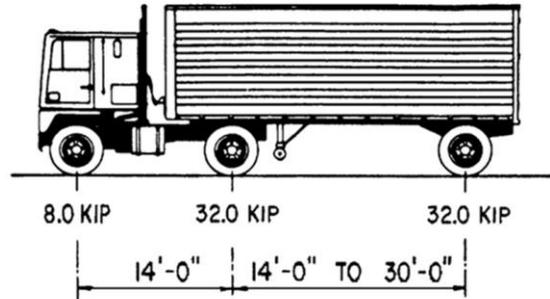


**Key freight route:** peak volume of up to 1,100 trucks per hour (500-600 per direction) during weekday mornings.



## Original Engineering Parameters

- Based on A.A.S.H.O. 1941 Specifications
- Designed and constructed – 1948 - 1954



Vehicular Loading	H20-16
Pedestrian Loading	100 {SF
Soil Loading	30 PCF
All. Concrete Strength	3000 PSI
All. Steel Yield Strength	18 KSI
Pile Capacity	30 Ton Comp.

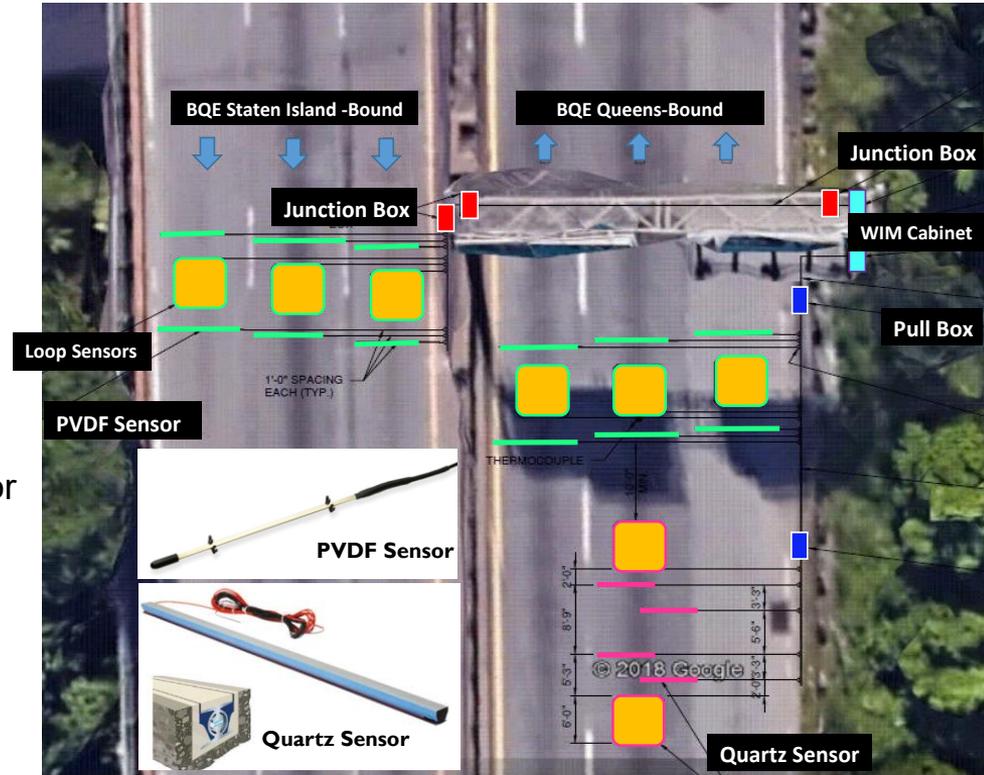
## BQE Truck Weight Design & Legal Load

- As BQE Central approaches end of useful life, data collection related to material capacity led to enforcement efforts and the loads on the structure to develop true picture
- NYS legal load is significantly higher than structure's designed load, and proliferation of overweight trucks continues
- So the question arose, what is the actual live load?



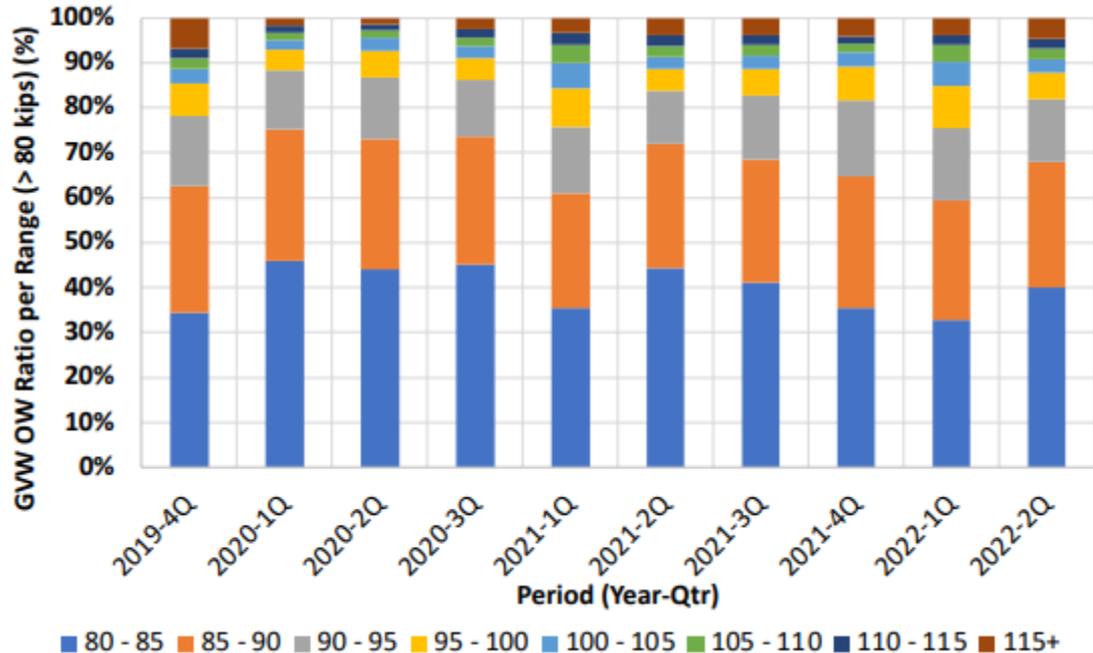
## Pilot Study: WIM installed on the BQE

- One QB lane: **Quartz Sensor**
- Remaining Lanes: **PVDF Sensors**
- Installation completed in 2019 with C2SMART/Rutgers Team involved in related research with FHWA on sensors
- Analysis including site-specific live load factors for LRFR provided by Rutgers/C2SMART Team



## Breakdown of Gross Vehicle Weight Violations

- Roughly 40% of OW, GVW between 80,000 – 85,000 lbs
- Roughly 30% of OW GVW between 85,000 – 90,000 lbs
- Remainder of OW GVW over 90,000 lbs, with GVW as high as 120,000 lbs
- OW percentages stay relatively constant, with only minor fluctuations



## Comparison of Load Factors

### Staten Island-Bound

LRFD Rating	HL-93	Site-Specific	% Increase
Inventory	1.75	2.13	22%
Operating	1.35	1.68	24%

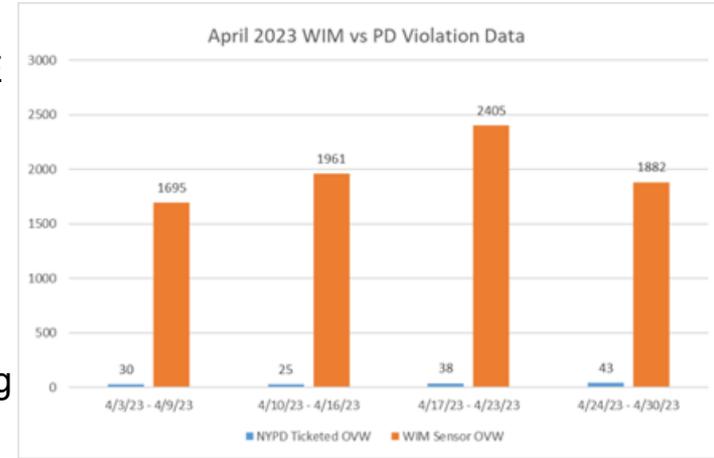
### Queens-Bound

LRFD Rating	HL-93	Site-Specific	% Increase
Inventory	1.75	2.31	32%
Operating	1.35	1.83	36%

# BQE Truck Weight Limits Enforcement-Traditional

- **Enforcement:** Executive Order 51 issued in January 2020 to provide for strict enforcement of existing weight restrictions on BQE
- **Following the Executive Order, the following notification was sent to all permit holders**

"To all who currently have a valid NYC DOT Annual Overweight Load and or Annual Special Hauling / Crane permit, Vehicles with NYC DOT Annual Overweight Load and or Annual Special Hauling / Crane permits are NOT permitted to travel on the BQE / I-278 from Sands St. to Atlantic Avenue in both directions until further notice."
- New York City's highway network presents operational challenges to law enforcement personnel with limited available space to safely conduct truck stops.



Less than **2% of overweight trucks** identified along the BQE corridor by NYPD using portable scales

# IMPLEMENTATION OF DIRECT ENFORCEMENT

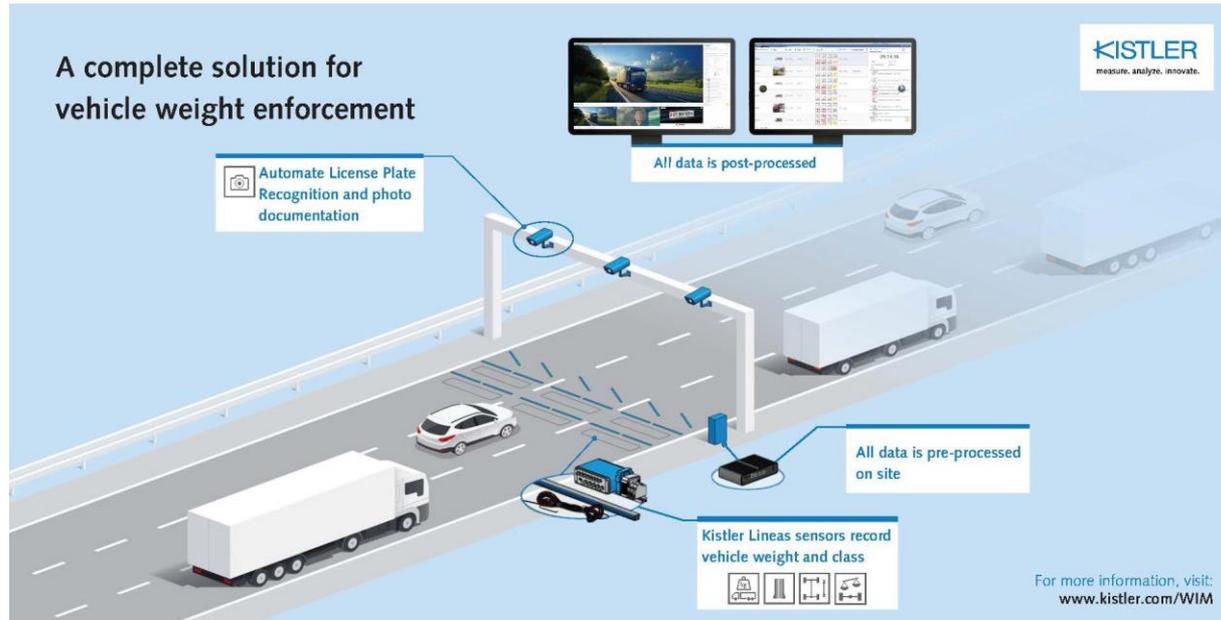
## NYS Legislation Overview

### Amended in 2023: S6246/A6225

Dec 23, 2021	APPROVAL MEMO.151	<b>Approved.</b>
Dec 22, 2021	SIGNED CHAP.773	
Dec 10, 2021	DELIVERED TO GOVERNOR	
Jun 08, 2021	Returned To Senate Passed Assembly Home Rule Request Ordered To Third Reading Rules Cal.536 Substituted For A2316a	
Jun 03, 2021	Referred To Codes DELIVERED TO ASSEMBLY PASSED SENATE HOME RULE REQUEST	
May 24, 2021	<b>AMENDED ON THIRD READING 2740B</b>	
Apr 26, 2021	ADVANCED TO THIRD READING	
Apr 21, 2021	2ND REPORT CAL.	
Apr 20, 2021	1ST REPORT CAL.707	
Apr 08, 2021	<b>PRINT NUMBER 2740A</b>	
Apr 08, 2021	AMEND AND RECOMMIT TO TRANSPORTATION	
Jan 25, 2021	REFERRED TO TRANSPORTATION	<b>Introduced.</b>

- Establishes a weigh-in-motion (WIM) demonstration program on I-278 in Kings County (Brooklyn, NY), imposing monetary liability for failure of an operator to comply with gross vehicle weight and/or axle weight restrictions; and
- The installation and operation of up to (16) sixteen weigh-in-motion violation monitoring systems within the vicinity of the Atlantic Ave. interchange to Sands St.
- Calibration & Certification of Calibration Required every 6 months
- Violations**
  - GVW at least **10%** above gross vehicle weight restrictions
    - FHWA GVW Limit = 80 kips or Federal Bridge Formula
  - Axle/Tandem weights at least **20%** overweight restrictions
  - At least two independent weight measurements obtained by the WIM monitoring system

**Sample System Configuration:** Followed the legislative requirements for evidentiary package & code requirements – QB system installation in October 2022



The related system programming completion along with administration platform development completed in summer of 2023

## Big Step Forward:

- **What elevates this WIM system beyond traditional monitoring tools?**

**its integration with automated enforcement workflows.**

- As vehicles pass over the sensors, the WIM system captures axle loads, GVW, speed, and axle configuration & identified violation in real time.
- Simultaneously, high-resolution cameras capture license plate images and vehicle characteristics,
- The combined information is transmitted to trained NYCDOT personnel, who verify that a violation has occurred.

## System Configuration

- Well-suited for low & varying speeds of urban traffic. Provides two independent weight readings along with time stamps per vehicle.
- Accounts for accuracy need in varying conditions
- Enables the measurement of axle loads, gross vehicle weight (GVW), axle spacing, and vehicle speed as vehicles travel at or near highway speeds
- **The first in the United States designed and certified specifically for direct enforcement of overweight violations on a public roadway.**
- WIM systems must be calibrated and recertified every 6 months by the NYS Department of Agriculture and Markets.

## Calibration & Certification – Technical Considerations

**State Department of Agriculture** typically certifies all commercial as well as enforcement equipment using NIST Handbook 44 Specifications, Tolerances, and Other Technical Requirements for Weighing and Measuring Devices

- Existing NIST Handbook 44 currently has a tentative code for screening of vehicles
- ASTM 1318:
  - Type IV system potentially for automated enforcement for speeds of 2 – 10 mph.
  - The Type III system is defined as a system to be used for screening for weight violations only
- OIML R134-1: A comprehensive existing standard available for reference
- August 2022 Formal effort for update of NIST Handbook 44 to address code for direct enforcement

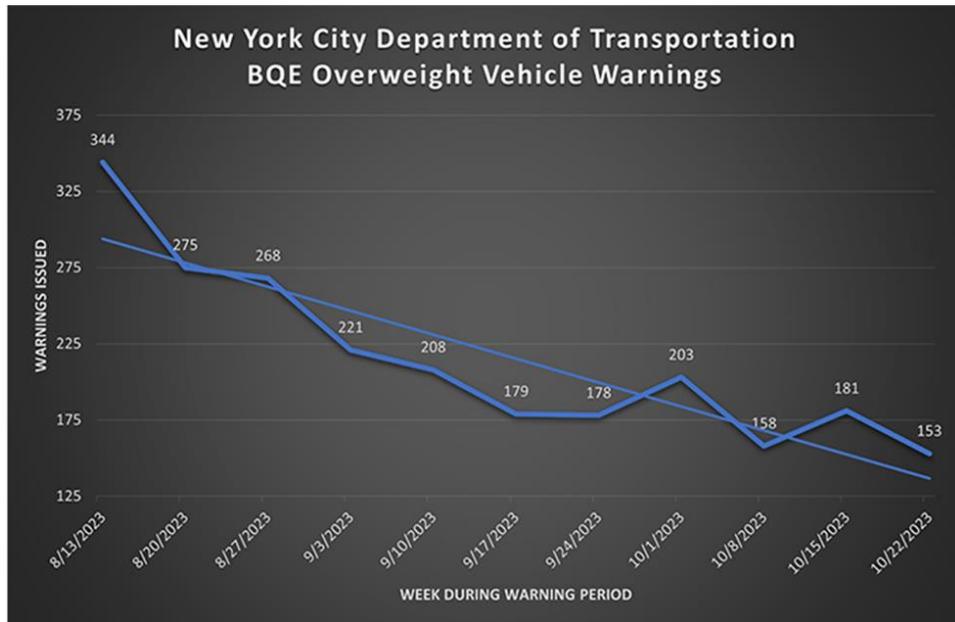
NYCDOT entered a MOA with NYS Dept of Agriculture to certify the system as a pilot. They have the authority to test/certify equipment outside of the handbook guidelines.

Until the handbook is updated, they will use the most recent version of the proposed standard under consideration with national weights and measure for handbook update

- Calibration certification performed in accordance with the proposed amendment to NIST Hand-book 44, which outlines procedures for certification of equipment used legal weight measurements.
  - Diverse fleet of six calibration trucks selected, with known wheel and gross weights verified using certified scales for reference.
  - Each vehicle passed over the sensors multiple times at varying speeds to meet statistical requirements
- **Following successful testing, the New York State Department of Agriculture and Markets certified the site, authorizing NYCDOT to issue violations based on WIM overweight.**

# Warning Period

- QB direction 90-day warning period began on **August 10, 2023** ended on **November 8 2023**.
- Warning notices did not carry a fine and will not accrue points or any other liability on vehicle registration.



**NEW YORK CITY**  
New York City Department of Finance  
Weigh-In-Motion Enforcement Program  
PO Box 3641 Church Street Station New York,  
NY 10008-3674

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## WARNING NOTICE

Owner's Name  
Owner's Address  
City, State, Zip

**PLEASE TAKE NOTE:** In accordance with New York State Vehicle and Traffic Law section 385-a, the photographed vehicle has been detected by the NYCDOT Weigh-in-Motion violation monitoring system located on that portion of Interstate Route 278 (also known as the Brooklyn-Queens Expressway) specifically from the vicinity of Atlantic Avenue to the vicinity of Sands Street in Kings County (Brooklyn), NY traveling:

- at least 10% above the gross vehicle weight limit (80,000 lbs.) at the above stated date and time.

	Gross Vehicle Weight Measured
Sensor Set 1	
Sensor Set 2	

**This is a Warning Notice.**

There are no penalties associated with this Notice.

There are no points associated with this Notice.

No response or action is necessary.

Please be advised that Weigh-in-Motion violations may subject you to a fine.

# Violations

- Violations began to be issued on November 14, 2023(QB), June 2025 (SIB); overweight trucks captured on the BQE WIM system will be subject to a \$650 fine per violation.
- Separate violations can be issued for exceeding both axle/tandem and gross weight

***Each violation reviewed by NYCDOT personnel to ensure integrity of package***

New York City Department of Finance  
 Weigh-In-Motion Enforcement Program  
 PO Box 3641 Church Street Station  
 New York, NY 10008-3641



**NOTICE OF LIABILITY / CERTIFICATE  
 CHARGING THE LIABILITY**

View your records online at  
[www.nyc.gov/wimviolations.nyc.gov](http://www.nyc.gov/wimviolations.nyc.gov)  
 NOTICE #: 4500000215  
 PIN: 8839

#BWCFGHJ  
 #45000002158#

**PLEASE TAKE NOTICE:**

In accordance with New York State Vehicle and Traffic Law section 385-a, the photographed vehicle has been detected by the NYCDOT Weigh-in-Motion (WIM) violation monitoring system located on that portion of interstate route 278 (also known as Brooklyn-Queens Expressway) specifically from the vicinity of Atlantic Avenue to the vicinity of Sands Street in Kings County (Brooklyn), NY traveling at least 20% above the axle weight limit (22,400 lbs. for a Single Axle and 36,000 lbs. for a Tandem-Axle) at the stated date and time.

You are liable to pay a monetary penalty for the amount shown. This amount is due within 30 days of the date of this Notice. Photographs evidencing the plate and violation are shown. Please see the additional pages of this Notice for further instructions.

ISSUE DATE: 11/14/2023 DUE DATE: 12/14/2023

VIOLATION DATE	VIOLATION TIME	FINE AMOUNT
11/13/2023	01:36:06 AM	\$650.00
<b>LOCATION</b> EB BQE (-278) MP 2.9 Lane 2; Interstate route 278 specifically from the vicinity of Atlantic Avenue to the vicinity of Sands Street in Kings County, NY		
<b>Axle Weights Measured (lbs.)</b> Sensor Set 1: Tandem - 47,960 lbs  Sensor Set 2: Tandem - 49,460 lbs		<b>Maximum Axle Weight (lbs.)</b>  Single Axle: 22,400 lbs; Tandem-Axle: 36,000 lbs;

*There are no points associated with this Notice.*



USDOT #  
 [REDACTED]

Make your check or money order payable to the  
 NYC Department of Finance

Detach and mail this coupon with your payment.

**DO NOT MAIL CASH**

- Write on the front of your payment:
- 1) the 10-digit Notice Number
  - 2) Your Plate Number
  - 3) Your State of Registration
  - 4) Your Plate Type

Insert this tear-off coupon in the enclosed envelope

**NYC DEPARTMENT OF FINANCE**  
 Weigh-In-Motion  
 Enforcement Program  
 PO BOX 3641  
 CHURCH STREET STATION  
 NEW YORK, NEW YORK 10008-3641



NAME		AMOUNT DUE	
[REDACTED]		\$650.00	
NOTICE NUMBER	VERSION	ISSUED	DUE DATE
4500000215	1	11/14/2023	12/14/2023
PLATE NUMBER	STATE	TYPE	WIM SYSTEM ID
[REDACTED]	[REDACTED]	COMMERCIAL	870501

## Enforcement: Violation Notice Requirements

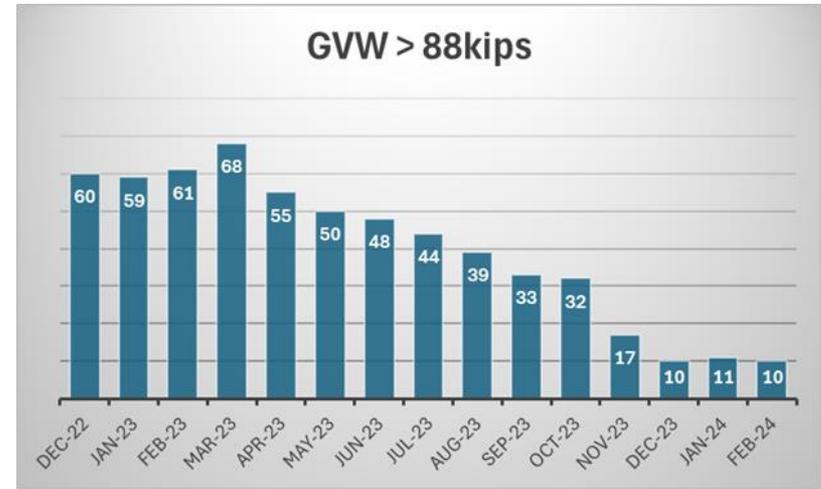
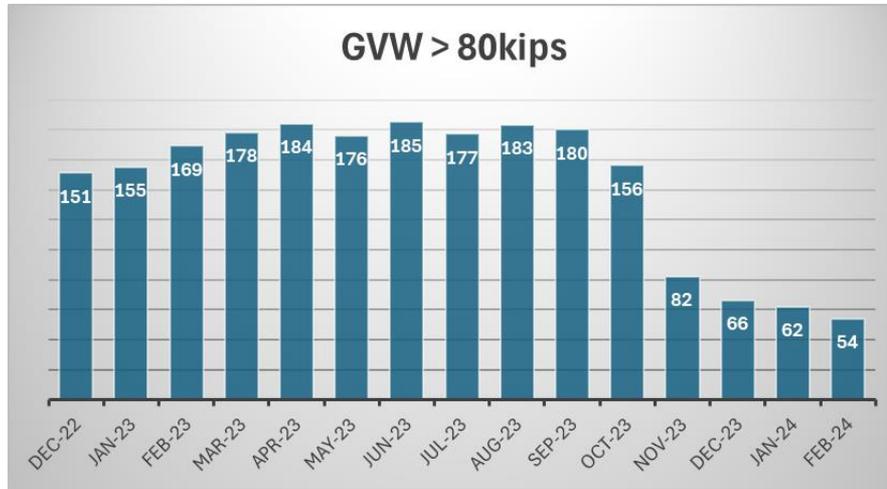
### Gross Vehicle Weight Violations

- Date and time of violation
- License plate photograph
- GW Measured per sensor set
- Allowable maximum Weight per bridge formula
- Link to website for view record online
- NOL issued to Owner / Responsible Party (Rental)

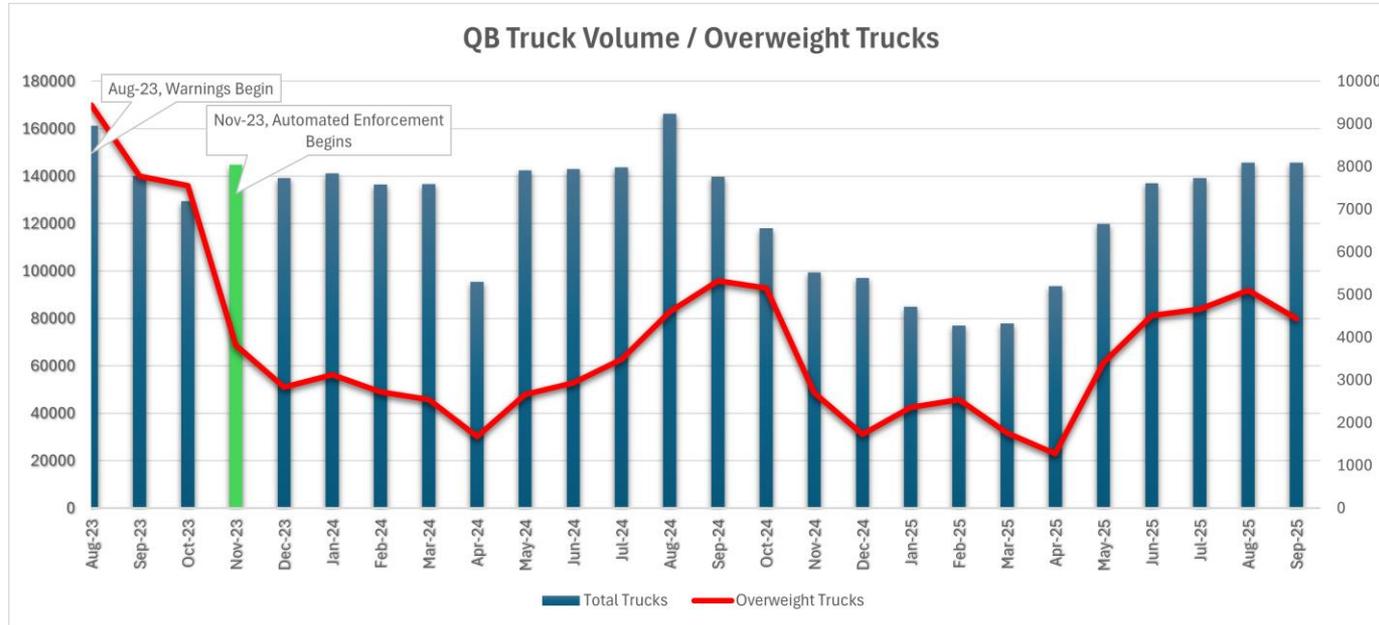
### Axle Weight Violations

- Date and time of violation
- License plate photograph
- Each Axle Weight Measured per sensor set
- Allowable maximum for the axle in violation per bridge formula
- Additional tabulation of axle spacing and weights for identification of axle in question, e.g., tandem
- Link to website for view record online
- NOL issued to Owner / Responsible Party (Rental)

After the violations began to be issued, a dramatic decrease has been seen in the number of OW vehicles in QB direction



## Traffic Trends after enforcement



- Prior to October 2023, OW truck ratios for Queens-bound traffic reached approximately 9–10% of total truck volume
- Following the launch of automated enforcement in November 2023, these figures dropped by about 60%.
- **More importantly, the significantly overweight (>88,000 for GVW) have been reduced to much smaller proportion of the overweight subset.**

## Load Rating Evaluation

- Two distinct WIM datasets were analyzed to evaluate the preliminary effect of the enforcement on the QB roadway:
  - **Pre-Enforcement Period: December 20, 2022 – September 20, 2023**
  - **Post-Enforcement Period: January 1, 2024 – July 29, 2024**
- **Site-specific live load factors calculated for each period:**

Rating Type	Pre-Enforcement LL Factor	Post-Enforcement LL Factor	HL-93 (standard)
Inventory	2.20	1.75	1.75
Operating	1.60	1.27	1.75

This indicates that the enforcement has reduced loads to match the standard design requirements!

Note: Post-enforcement time period documented is roughly 7 months. Longer time periods are under review to validate preliminary results.

# CONCLUSIONS & NEXT STEPS

## Statewide Ripple Effects since NYCDOT's implementation WIM for direct enforcement

In 2025, New York enacted Senate Bill S6383, expanding the authority to use WIM-based enforcement to other major infrastructure owners, including:

- Triborough Bridge and Tunnel Authority
- New York State Thruway Authority
- New York State Bridge Authority
- Port Authority of New York and New Jersey

*Signaling a broader policy shift toward integrating behavioral enforcement with infrastructure preservation.*

- Outreach with Freight partners to foster a culture of regulatory compliance and even the playing field
- NYCDOT planning roll out of additional locations authorized by 2025 legislation
- NYCDOT is actively working with authorizing entities, including, FHWA, to educate and inform the industry on the WIM installation, calibration, and enforcement process.

- Protecting our infrastructure and safer highways requires efficient means to enforce truck weight limits along with other related enforcement
- There is a gap in communications in achieving this goal:

For instance –

- DOT needs to protect bridges from overweight vehicles, may or may not be involved in weight enforcement
- Highway Safety Personnel need to ensure vehicles are following safety standards
- Department of Agriculture reviews Handbook 44 which would set the standards for technology
- Who talks to all three to ensure all goals are being achieved?

## To build on the success of this initiative, the following areas of work are underway

- **Formalizing National Standards for Automated WIM Enforcement**
  - Creating support for the updates to NIST Handbook 44 and ASTM standards for WIM used in enforcement.
- **Engagement with national regulatory bodies to ensure that these updates reflect the practical lessons learned on the BQE.**
- **Advance Reliability-Based Load Rating Models**
  - Current AASHTO-based thresholds assume a uniform risk profile that may not align with the actual complexity or criticality of a structure.

## Closing Remarks

- In corridors as vital as the BQE—where infrastructure performance is directly tied to regional mobility and economic function—continued reliance solely on theoretical design loads amounts to risk blindness
- Risk-based assessments could refine operational decision-making—particularly in urban corridors where failure consequences are high.
- Weight limit enforcement is not optional—it is structural preservation.