Notice of Adoption of Rules relating to the expansion of the routes in New York City for the operation of trucks with 53 foot trailers.

NOTICE IS HEREBY GIVEN PURSUANT TO THE AUTHORITY VESTED IN THE Commissioner of Transportation by subdivision (a)(1) of Section 2903 of the New York City Charter and in accordance with the requirements of Sections 385 and 1642 of the New York State Vehicle and Traffic Law, that the Department of Transportation hereby amends subdivision (b)(4) and adopts new subdivision (j) in Section 4-15 of Chapter 4 of Title 34 of the Official Compilation of the Rules of the City of New York, the Traffic Rules and Regulations. These rules were first published on September 25, 2014, and public hearings were held on October 29, 2014 and October 30, 2014. These rules shall take effect 30 days from the date hereof.

New material is indicated by underlining; deleted material is in brackets [ ].

Section 1. Paragraph 4 of subdivision (b) of Section 4-15 of Title 34 of the Rules of the City of New York is amended to read as follows:

(4) Length of combinations of vehicles. The total length of a combination of vehicles, inclusive of load and bumpers, shall not be more than 55 feet, except that the combination of vehicle, load and bumper of vehicles hauling poles, girders, columns or other similar objects of great length which are indivisible, shall not be more than 60 feet. The provisions of this paragraph (4) shall not apply to any fire vehicle or to a vehicle or combination of vehicles that is disabled and unable to proceed under its own power and is being towed for a distance of not more than ten miles for the purpose of repair or removal from the highway. The provisions of this paragraph (4) shall not apply to a combination of vehicles that are operating pursuant to subdivision (j) of this section.

§2. Section 4-15 of Title 34 of the Rules of the City of New York is amended by adding a new subdivision (j) to read as follows:

(j) Routes for Trailers in Excess of Forty-eight Feet

(1) Any semitrailer with a length in excess of forty-eight feet, but not exceeding fifty-three feet, if the distance between the kingpin of the semitrailer and the centerline of the rear axle does not exceed forty-three feet and if the semitrailer is equipped with a rear-end protective device of substantial construction consisting of a continuous lateral beam extending to within four inches of the lateral extremities of the semitrailer and located not more than twenty-two inches from the surface as measured with the vehicle empty and on a level surface, may be operated on:
i. that portion of interstate 95 between the Bronx-Westchester county line and interstate 295;  

ii. that portion of interstate 295 which connects interstate 95 with interstate 495;  

iii. that portion of interstate 495 between interstate 295 and the Nassau-Queens county line;  

iv. that portion of interstate 678 between interstate 95 and John F. Kennedy International Airport;  

v. that portion of interstate 95 between interstate 695 and the New Jersey State Line on the upper level of the George Washington Bridge; and  

vi. that portion of interstate 695 between interstate 95 and interstate 295.  

(2) The total length of a combination of vehicles operating pursuant to this subdivision, inclusive of load and bumpers, shall not be more than seventy three and one half feet.

**STATEMENT OF BASIS AND PURPOSE OF RULE**

The air cargo industry at John F. Kennedy International Airport (JFK) is an important source of jobs and economic activity in New York City. Air cargo employment at JFK depends on safe, convenient truck access to the airport.

For safety reasons, existing New York City Department of Transportation (NYC DOT) regulations have prohibited trucks with trailers longer than 55 feet in total combined length from using portions of certain highways that provide access to JFK. However, a 2008 engineering study conducted by NYC DOT and the New York State Department of Transportation demonstrated that trucks with trailers up to 73 ½ feet in total combined length – including trucks with 53-foot trailers, the standard tractor trailer combination used in the air cargo industry – can be operated safely between the George Washington Bridge and JFK using the route described in this proposed rule. Thus, the current regulations put JFK, and New York City as a whole, at a disadvantage when competing against other airports in the area for airport-based jobs and economic activity, at a time when the New York City Economic Development Corporation and the Port Authority of New York and New Jersey are planning to invest in modern, on-airport cargo facilities.

These rules expand the transportation network upon which trucks with 53-foot trailers can operate in New York City. It:

- Provides a clearly defined, safe route for drivers to haul 53-foot trailers from the George Washington Bridge to JFK Airport, exclusively using designated highways instead of local streets;
- Supports the growth of air cargo jobs at JFK; and
Continues to prohibit trucks with 53-foot trailers from being operated on any non-designated highway or street in New York City, such as destinations off the airport property in southern Queens.

The New York City Department of Transportation’s authority for these rules is found in sections 385 and 1642 of the New York State Vehicle and Traffic Law and section 2903(a)(1) of the New York City Charter.