

**Testimony of Zach Miller
Metro Region Operations Manager
Trucking Association of New York**

Before the

**New York City Council
Committee on Transportation and Infrastructure**

Regarding

Oversight-Truck Routes

Good afternoon, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Metro Region Operations Manager for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

The safe and efficient movements of goods and services are vital to the economic vitality and growth of commerce in New York City, and the greater metropolitan region. Trucks move goods and freight to grocery stores, markets and restaurants, manufacturing facilities, office buildings, construction sites, and residences. Trucks come in many shapes and sizes. The nature of a community's local businesses and industries dictates the truck traffic which DOT uses to determine whether a truck route is needed to facilitate freight movement. The truck route network is a key safety tool, and we must ensure trucks stay on route.

That is why we are supportive of Int-0708 which would require the Department of Transportation (DOT) to redesign the city's truck route network in consultation with city agencies, affected residents, and representatives from businesses, environmental and climate justice organizations, street safety organizations, industrial business zone administrators, and the trucking, logistics and last-mile delivery industries.

DOT's Office of Freight Mobility as part of their best practices engages with the various stakeholders and agencies that are highlighted in this bill and does so consistently. This has greatly improved freight efficiency and served this city especially well during the worst of the pandemic. We agree that it is wise to codify these best practices into law. With about 1,300 miles of designated roadway, New York City has one of the most complex truck route systems in the nation. We credit DOT with their redesigned truck route network, outreach, and map distribution as part of their "Delivering New York a Smart Truck Management Plan for New York City". It is crucial that this network be closely monitored and improved, and we are delighted to see the Council support DOT's efforts to do this.

The best way to ensure a safe and efficient truck route network is not to reduce the options for truck drivers to take but to provide them with the tools that they need, such as overnight truck parking, neighborhood loading zones, curbside access, well-maintained roads, and stronger signage in and around the 21 IBZs throughout the city. It is also in the best interest of all New Yorkers that we keep the truck route network and bike lane network separate as much as possible. Too often we have seen bike lanes placed right in front of freight terminals, which creates the potential for unnecessary conflict.

We also must give credit to civic groups such as the Queens Community Task Force for Solutions to Illegal Truck Parking in their quest to solve the overnight truck parking shortage, seeks to ensure that traffic flows and delivery patterns are factored in to provide both clear access to truck drivers, and safe streets for communities. We appreciate both the City Council and Adams Administration's dedication to solving the overnight truck parking shortage and are supportive of Int-0906. This common-sense legislation will ensure our hard-working truck drivers will have a safe place to park, and our communities will have safer, cleaner streets. Not only that, but it will help to facilitate even greater sustainable and efficient initiatives such as off hour deliveries, micro distribution centers, and electric vehicle charging hubs, all of which need infrastructure to succeed and are major goals for both DOT and TANY.

Lastly, we are happy to see an emphasis placed on daylighting at intersections adjacent to the truck route network. In providing information from fleets to Open Plans, as part of their upcoming Curb Report, we learned how frustrated many fleets are by curbside parking at intersections, with some asking us to request the city remove such parking. This is yet another tool that DOT can utilize to make our streets safer and to increase efficiency throughout the truck route network.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council.

Thank you for your time.