

Staff Summary



Subject	Date
Weigh-in-Motion Program on RFK Bridge	October 29, 2025
Department	Vendor Name
Tolling Management	N/A
Department Head Name	Contract Number
Stephen Knapp	N/A
Department Head Signature	Contract Manager Name
	N/A
Project Manager	Table of Contents Ref #
David Gmach	N/A

Board Action					Internal Approvals	
2	Board	10/29/25			3	President
1	B&T Comm	10/27/25			2	Chief Operating Officer
					1	VP Tolling Operations

I. PURPOSE:

To obtain the Board's approval of the annexed Resolution which will authorize the President of the Triborough Bridge and Tunnel Authority (TBTA) or designee to take all such steps as may be necessary and desirable for TBTA to design, pursuant to law, a Weigh-in-Motion (WIM) Program on the Robert F. Kennedy (RFK) Bridge.

II. DISCUSSION:

New York State amended Section 385-a of the Vehicle and Traffic Law (VTL) in 2025 to allow TBTA to install and operate a Weigh-in-Motion demonstration program on the RFK Bridge.

WIM technology has been shown to deter overweight trucks that can cause structural damage on bridges and structures, enhancing bridge structural integrity, and reducing costly maintenance and repairs. WIM technology has been utilized by New York City Department of Transportation on a section of I-278 in Brooklyn, since 2023, and has successfully deterred overweight vehicle traffic. In their 2024 annual report on WIM, the New York City Department of Transportation stated that "NYC DOT's first-in-the-nation WIM automated enforcement program has proven to be effective at reducing overweight trucks, with 60

percent fewer overweight trucks detected on BQE Central during its first year in operation.” The amendments to the VTL law allow 15 designated bridges and roadway structures in the New York metropolitan area to use the WIM technology.

The WIM program on the RFK Bridge will use technology, including roadway sensors and automated cameras, to identify overweight trucks that exceed maximum allowable gross vehicle weights and/or maximum allowable axle weights. The roadway sensors are placed in the roadway to weigh passing vehicles and the cameras capture identifying information about the overweight vehicles. The data collected from the RFK Bridge program will inform the potential for implementing this technology on all TBTA bridges and tunnels.

Pursuant to the legislation, trucks that exceed the maximum allowable gross weight by more than 10% and/or the maximum axle weights by more than 20% will be subject to a violation. The maximum fine under the law is \$1,200. The New York City Department of Finance Parking Violations Bureau will conduct appeals and adjudications.

Two public hearings were conducted in which members of the public were invited to comment on the proposed program. Information was also posted on the MTA website offering the public the opportunity to submit written comments online, and by email and mail. Transcripts of the hearing testimony and copies of written and recorded statements have been distributed to Board members for their consideration.

If approved, the program is anticipated to commence in the fourth quarter of 2026.

III. IMPACT ON FUNDING:

Adoption of this Resolution and implementation of the WIM Program is anticipated to raise revenues in 2026 and subsequent years through the collection of fines. TBTA will receive 80% of the fines collected. After paying operating costs, 100% of the remaining funds are to be allocated to MTA B&T capital projects.

IV. RECOMMENDATION:

It is recommended that the Board adopt and approve the attached Resolution authorizing the President or designee to take all such steps that may be necessary and desirable for TBTA to establish, pursuant to law, a Weigh-in-Motion Program.

RESOLUTION

WHEREAS, SECTION 385-a of the Vehicle and Traffic Law was amended to establish a demonstration weigh-in-motion (WIM) program to impose vehicle owner liability for failure of an operator to comply with gross vehicle weight and/or axle weight restrictions on the Robert F Kennedy (RFK) Bridge and requires the approval of a majority of the members of the entire Triborough Bridge and Tunnel Authority (Authority) Board prior to implementation of the WIM program; and

WHEREAS, following a public hearing and approval of the WIM program by the Board, the President of the Authority is authorized to establish a WIM demonstration program on the RFK Bridge; and

WHEREAS, advertisements of public hearing on the proposed WIM program were published by the Authority in print media outlets, including the *New York Daily News*, the *Daily Challenge*, the *Jewish Press*, the *Bronx Times*, *El Diario*, *Haiti Liberte*, *Weekly Bangalee*, the *New Amsterdam News*, the *Staten Island Advance*, the *Straus Manhattan*, the *Riverdale Press*, the *Chinese World Journal*, the *Russkaya Reklama*, the *Harlem Community News*, the *Queens Chronicle*, the *Rockaway Wave*, *NJ.COM (Newark Star-Ledger)* and *Korea Daily New York*; and the Authority also provided notice of the hearings in two press releases, on the Metropolitan Transportation Authority (MTA) website, and via Instagram Stories, Facebook, Threads, BlueSky, and LinkedIn; and the Authority also sent 284,253 emails to private and commercial MTA E-ZPass customers; and

WHEREAS, two hybrid public hearings were conducted by the Authority, at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed WIM Program were permitted to speak and written comments for inclusion in the record of the proceeding were invited and accepted until October 10, 2025, at New York City Transit Authority, New York, NY on October 6, 2025 and October 7, 2025; and

WHEREAS, the Board has considered the testimony of the public at the hybrid public hearings and the written comments that were submitted; and

WHEREAS, the Board has considered the recent amendments to WIM pursuant to Section 385-a of the Vehicle and Traffic Law, current practices of the New York City Department of Transportation in implementing a WIM Program on I-278 in Brooklyn in 2023 that has reduced overweight truck traffic Queens-bound by 60 percent in the first year of WIM enforcement, as well as safety impacts; and considers that WIM will reduce non-compliance with weight restrictions on the RFK Bridge; and

WHEREAS, the Board has considered all of the above.

NOW, THEREFORE, upon motion duly made and seconded, the following resolution is adopted by the Board:

RESOLVED, that in accordance with Section 385-a of the Vehicle and Traffic Law, the Board of the Triborough Bridge and Tunnel Authority (Authority) hereby authorizes the implementation of a demonstration program imposing owner liability for failure of an operator to comply with maximum allowable gross weights and/or maximum allowable axle weights, also known as the Weigh-in-Motion Program (WIM), and the President of the Authority and designees are hereby authorized and directed to take such steps as may be necessary or desirable to implement such WIM program.

October 27, 2025

New York, New York