



BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

June 2025



This performance metrics document was prepared for the June 2025 meeting of the Bridges and Tunnels Committee.

2 Broadway • New York, NY 10004
June 23, 2025

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Visit <https://new.mta.info/transparency/board-and-committee-meetings> or scan the QR code for Board action staff summaries, administrative items, and information items.



Data in this report is current as of the publication date. For the most up-to-date data, visit metrics.mta.info or scan the QR code to access a comprehensive dashboard of Bridges and Tunnels metrics.



Bridges and Tunnels

MESSAGE FROM THE PRESIDENT



Catherine Sheridan
President, Bridges and Tunnels

This month, we're excited to unveil the new MTA Bridges and Tunnels Key Performance Metrics Committee book. This revamped book tells a comprehensive story of the agency's operations, finances, safety, and enforcement efforts through clear visuals and narratives explaining trends and initiatives. All data presented in this report and the former MTA Bridges and Tunnels Committee books are publicly accessible on the New York State Open Data Portal and on the MTA's own metrics site at metrics.mta.info.

MTA Bridges and Tunnels continues its focus on revenue recovery through administrative means, the multi-agency State and City "ghost" plate task force, enforcement on MTA Bridges and Tunnels crossings and in and around the Congestion Relief Zone. Through June 4th, the task force has conducted 87 joint-agency operations, resulting in over 1,100 arrests, over 50,000 summonses, and over 4,800 vehicles towed. Additionally in 2025, with our partners at the MTA Police Department, we have issued almost 13,000 summonses, with almost 1,500 vehicles towed. Administratively, the civil judgment program has yielded over \$15.1 million since September 2024 and includes almost 6,000 customers entered in payment plans. Recovery efforts also include outreach to commercial customers to resolve unpaid tolls and to provide training on how to better manage tolling accounts, recovering over \$4 million. We are always actively seeking to secure new ways to increase our efforts to prevent toll evasion, recover toll revenue, reduce crime, and improve safety.

MTA Bridges and Tunnels is proud to be a steward of the environment and has been part of the State nesting program for peregrine falcons since 1983. In May, three healthy chicks hatched in a specially built nesting box atop the 693-foot Brooklyn Tower of the Verrazzano-Narrows Bridge. The hatchlings were recently banded, by the New York City Department of Environmental Protection, for wildlife monitoring. Banding is an important part of conservation efforts to protect the falcon population, which remains on New York State

Department of Environmental Conservation's endangered birds list. We look forward to their first flight.

Our ongoing commitment to public safety has led the agency to respond to several incidents on MTA Bridges and Tunnels crossings over the past six months. Most recently, on June 17, Lieutenant John Trabulsy and Officer Timothy Lane encountered an individual in apparent distress on the Robert F. Kennedy Bridge. Acting swiftly and with care, they engaged the individual before any harm occurred and ensured the person was safely transported to the hospital for further evaluation. Another recent incident occurred near the Verrazzano-Narrows Bridge, where Officer Brian Bowers observed a young child walking alone in traffic. Officer Bowers immediately stopped traffic, secured the child, and provided comfort until EMS arrived. The child was safely reunited with their family shortly thereafter. We commend Lieutenant Trabulsy and Officers Lane and Bowers for their professionalism, sound judgment, and decisive actions in critical moments.

50,000
summonses issued
by the task force

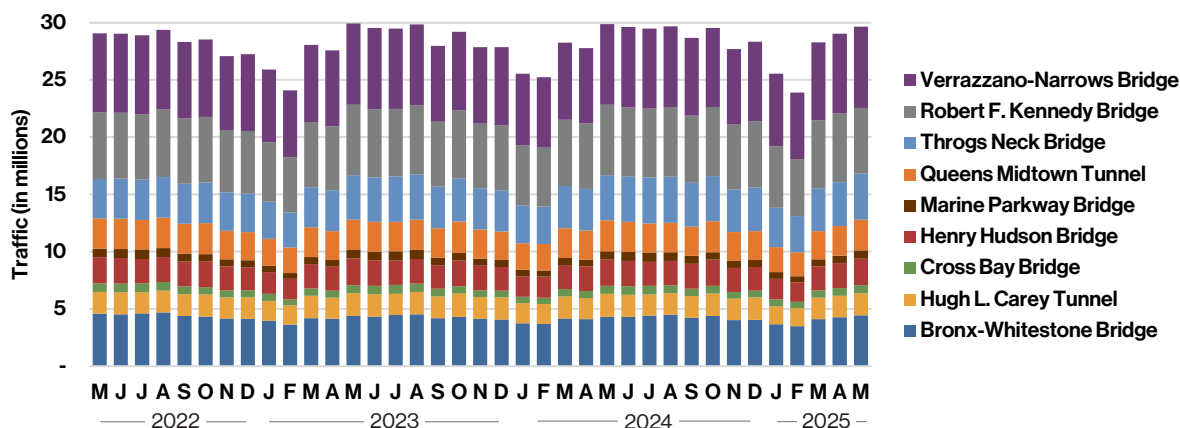
4,800
vehicles towed by
the task force

Bridges and Tunnels

TRAFFIC

Total Traffic by Facility

The number of vehicles crossing each MTA Bridges and Tunnels facility



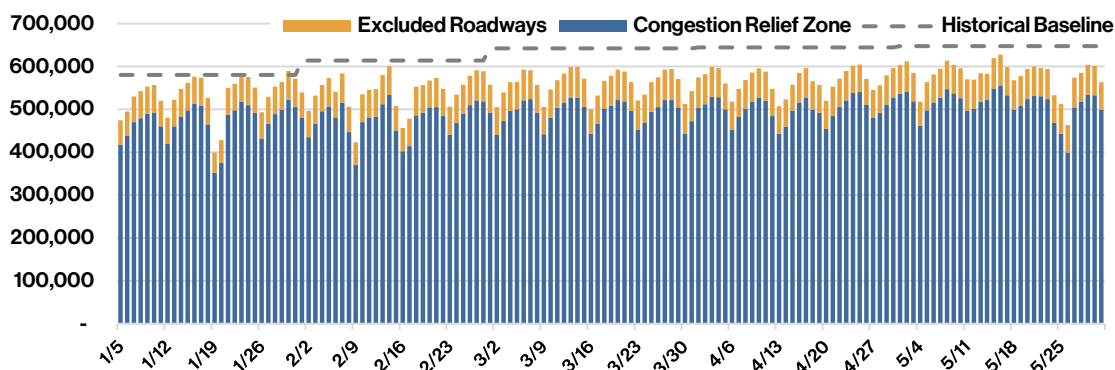
Payment Method (Preliminary)

Preliminary assessment of a vehicle's payment method at the time of crossing an MTA Bridges and Tunnels facility



Congestion Relief Zone Vehicle Entries

The number of vehicles entering the Manhattan Congestion Relief Zone and excluded roadways



TRAFFIC

Data Review

Total traffic at MTA Bridges and Tunnels facilities increased by 1,893,718 vehicles or 6.7% in May 2025 over the April traffic, with all facilities seeing an increase and the largest being 14% at the Marine Parkway Bridge, and 8% at both the Henry Hudson Bridge and Queens Midtown Tunnel. This generally represents typical seasonal variations that bring higher volumes during the spring months.

Year-over-year traffic for the month of May was up slightly in 2025 by a total of 281,502 or 0.9%, with modest gains at all the major bridges, most notably 3.9% and 2.2% respectively at the Bronx-Whitestone and Throgs Neck bridges. Long-term increases and regional trends may explain volume increases, especially at the outer borough facilities. Small volume decreases were seen at the Queens Midtown and Hugh L. Carey tunnels.

Total year-to-date traffic as of May 2025 was similar to the same period in 2024, down marginally by 376,279 vehicles or 0.26% over 2024 levels, which also accounts for volume changes following implementation of the Congestion Relief Zone (CRZ) on January 5, 2025, and back-office processing of the previous month's preliminary transactions. Year-to-date traffic at the Queens Midtown and Hugh L. Carey tunnels was down about 4% to 5% respectively compared to 2024 and 3% to 5% at the Rockway crossings. Increases of up to 1% were seen at most other bridges except the Henry Hudson Bridge.

In May, congestion continued to decline in the CRZ. Average daily entries to the CRZ increased by 2% over April. May included two events that affected entries: suspension of NJ Transit service to Manhattan due to an engineer strike from Friday, May 16 through Monday, May 19 and the Memorial Day holiday weekend. Excluding these days, average daily entries increased by 4%. Importantly, entries to the CRZ and the excluded roadways were still 10% lower than the historical May average, inclusive of the Memorial Day weekend.

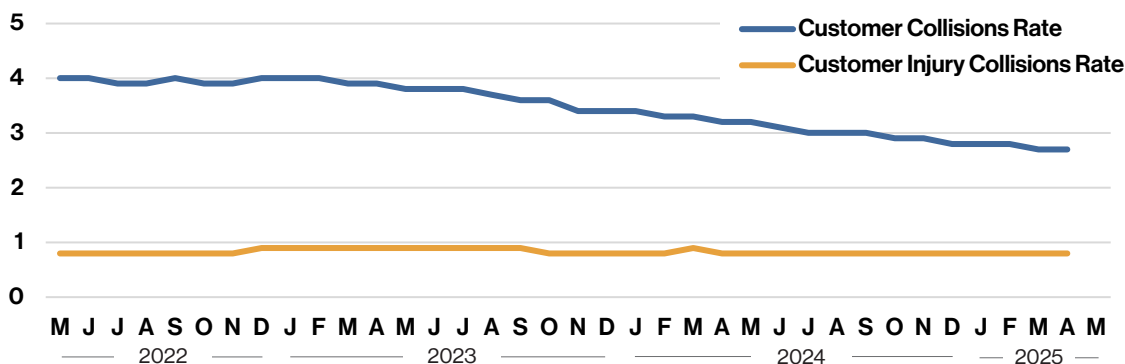
Moving Forward

Traffic volumes are anticipated to increase at some crossings as summer begins with seasonal traffic patterns. MTA Bridges and Tunnels will continue to monitor traffic as the year progresses. The 2% increase over April is consistent with the increase in traffic typically seen over the course of the spring; historically, vehicle entries to the CBD peak in June before falling in July.

Customer Collision Rate and Customer Collision Injury Rate

The rate of customer vehicle collisions per one million vehicles and the rate of customer injuries from collisions per one million vehicles (12-month rolling average).

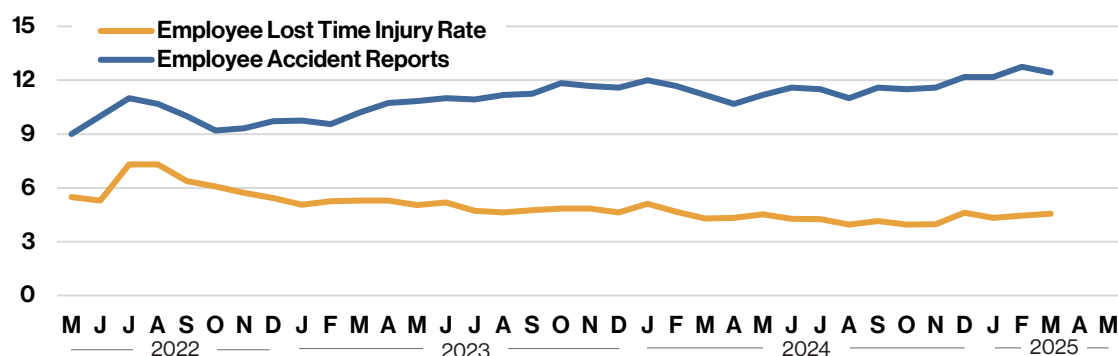
May data not yet available



Employee Lost Time Injury Rate and Employee Accident Reports

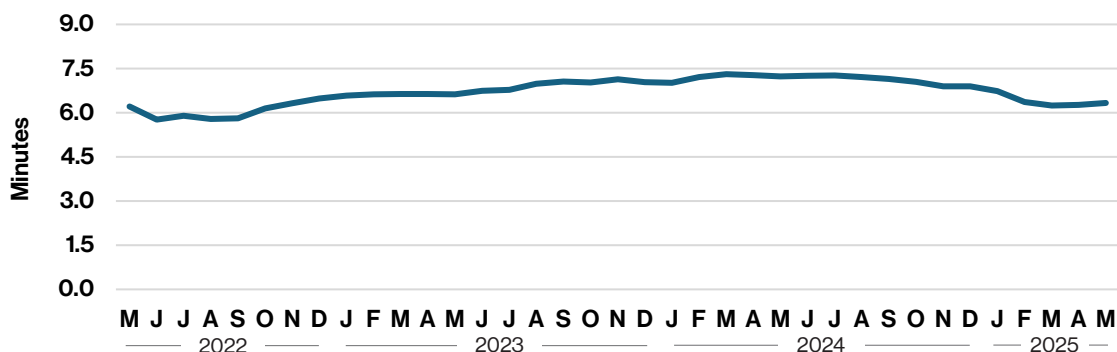
The rate of employee lost time accidents per 200,000 hours worked and the number of reported employee accidents (12-month rolling average).

April and May data not yet available



Incident Response Time

The average time between when an incident is reported and when emergency vehicles respond (12-month rolling average).



SAFETY

Data Review

The customer collision rate per million vehicles rate decreased from 3.24 to 2.70 in the current 12-month reporting period, May 2024 through April 2025, compared to the prior 12 months. The customer injury collision rate per million vehicles also decreased from 0.80 to 0.77 in the current 12-month reporting period, compared to the prior 12 months.

As of May 2025, while traffic has increased, the 12-month rolling average for incident response time has improved to 6.3 minutes, down from 7.2 minutes during the same period last year.

Moving Forward

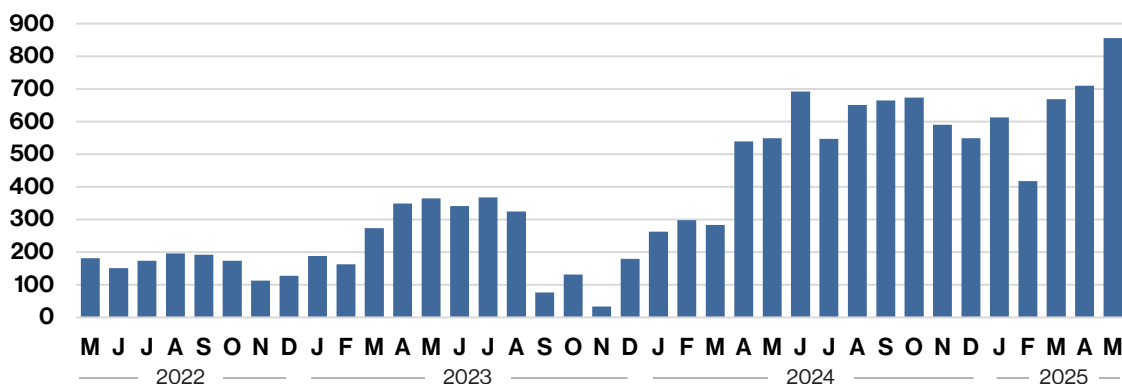
MTA Bridges and Tunnels staff and our joint partners will continue to focus on engineering, education and enforcement to further reduce collisions. Facility-specific Safety Committees comprised of management, labor, and senior leadership will continue to occur in conjunction with safety taskforce meetings and awareness sessions across the agency.

Bridges and Tunnels

ENFORCEMENT

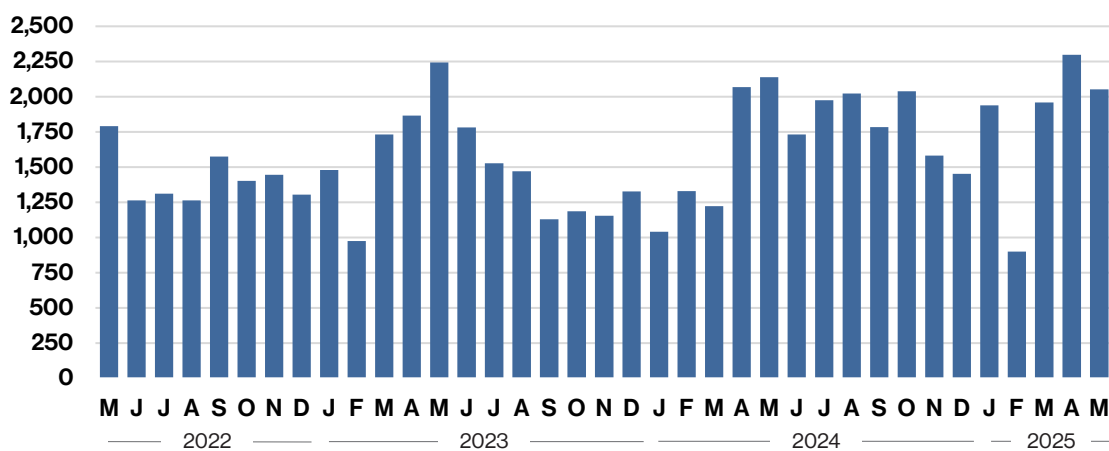
Roadway Interdictions

The number of vehicles interdicted by MTA Bridges and Tunnels personnel. Data for early March 2025 and later excludes the Bronx-Whitestone and Throgs Neck Bridges.



Summonses

The number of summonses issued. Data for early March 2025 and later excludes the Bronx-Whitestone and Throgs Neck Bridges.



Data Review

In May 2025, 856 vehicles were interdicted for persistent toll violations. This reflects an increase from April's number. Enforcement remains strong, with monthly interdictions consistently averaging over 600 in recent months. Interdiction numbers have remained well above the February low of 418 and year-over-year comparisons show continued success in identifying and acting on persistent toll violators.

Moving Forward

MTA Bridges and Tunnels continues to place a strong emphasis on revenue protection and recovery with a focus on safety and security as key factors in delivering service. These enhanced efforts utilize and will continue to pursue cutting edge technology, such as video analytics and machine learning tools, to improve enforcement and revenue collection.



FINANCIAL RESULTS

2025 Revenues & Expenses, May Year-to-Date

\$ in millions

	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$1,039.7	\$1,045.8	\$6.1
Toll Revenue	\$1,028.6	\$1,030.4	\$1.9
Other Revenue	\$11.1	\$15.4	\$4.3
Total Non-Reimbursable Expenses	\$201.2	\$183.3	\$17.9
Labor Expenses	\$107.7	\$100.7	\$7.0
Non-Labor Expenses	\$93.5	\$82.6	\$10.9
Non Cash Liabilities	\$94.8	\$99.5	(\$4.7)
Net Surplus / (Deficit) - Accrued	\$838.5	\$862.5	\$24.0
Total Support to Mass Transit	\$650.5	\$659.0	\$8.5

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	984	848	(136)
Reimbursable	61	61	-
Total Positions	1,045	909	(136)

Data Review

Year-to-date toll revenue is favorable by \$1.9M, primarily due to higher than forecasted traffic. Total non-reimbursable expenses are favorable by \$17.9M. Labor expenses are favorable by \$7.0M, due to vacancies, and non-labor expenses are favorable by \$10.9M, due to timing against the Adopted Budget allocation for Maintenance and Other Operating Contracts. Total Support to Mass Transit is \$658.9, which is favorable by \$8.5M.

Moving Forward

The Agency remains dedicated to keeping its facilities in a state of good repair and providing support to mass transit. These goals are accomplished by implementing cost-effective strategies for operational efficiencies and management of expenses.

Verrazzano-Narrows Bridge Tower Painting and Electrical Upgrades



This month, MTA Construction & Development continues to make strong progress on cleaning and painting the towers, suspender ropes and cable bands of the Verrazzano-Narrows Bridge. The existing lead-based paint on the bridge towers dates from the opening of the bridge in 1964.

Before the existing paint can be blasted down to bare steel, air-tight containments need to be constructed and fitted with vacuums to capture paint chips and dust. After blasting, a five-coat high-performance coating system is applied, consisting of two coats of zinc primer, two coats of an epoxy intermediate coat, and a final coat of polyurethane. At the bridge's Staten Island tower, the prime coat is now 94% completed.

The presence of a falcon nest at the tower top presents a unique challenge. Contract specifications prohibit work on the tower roof where the falcons have built their nest from February through July, when the birds breed. To maintain the construction sequence, the project team relocated and rebuilt the nest during the falcons' absence to a different location on the Brooklyn tower. The falcons happily occupied the rebuilt nest, and a new brood of chicks hatched on the weekend of May 3-4.

The project includes lighting and electrical improvements at the towers, including replacement of main vertical feeder cables, installation of new floodlighting, and replacement of navigation lights. Between the lighting/electrical improvements, the removal of lead-based paint and the new, high-performance coating to extend the longevity of tower steel, the project will ensure the bridge stays in a state of good repair for decades to come.



ABOUT THE METROPOLITAN TRANSPORTATION AUTHORITY AND BRIDGES AND TUNNELS

The Metropolitan Transportation Authority is North America's largest transportation network, serving a population of 15.3 million people across a 5,000 square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut.

MTA Bridges and Tunnels is comprised of over 1,000 employees and operates seven bridges and two tunnels in New York City, handling over 330 million vehicle crossings every year in addition to managing the Congestion Relief Zone.

The MTA is governed by a 23-member Board, organized in eight committees. Members of the Bridges and Tunnels Committee include:

- David Mack, Chair
- Andrew Albert
- Randolph Glucksman
- Meera Joshi
- Lisa Sorin
- Midori Valdivia

