



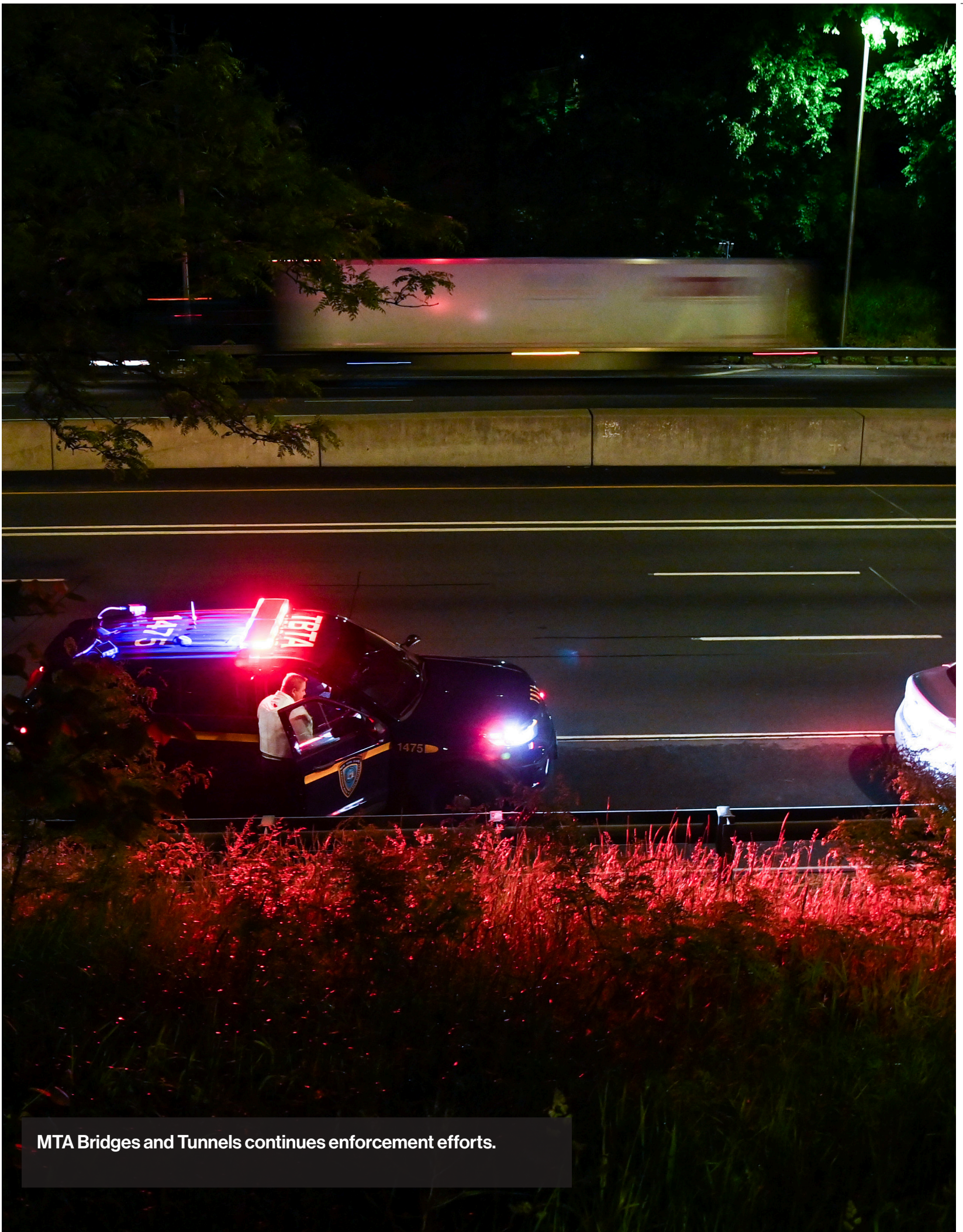
# BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

July 2025

[mta.info](https://mta.info)







MTA Bridges and Tunnels continues enforcement efforts.



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

2 Broadway • New York, NY 10004  
July 28, 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](https://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

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 July 17th, the task force has conducted 94 joint-agency operations, resulting in nearly 1,200 arrests and over 55,000 summonses. Additionally in 2025, with our partners at the MTA Police Department, we have issued over 17,000 summonses, with over 1,800 vehicles towed.

In August 2024 based on newly passed state legislation, MTA Bridges and Tunnels launched a judgment program focused on recovering unpaid tolls and fees owed from persistent toll violators. This initiative has been highly successful, collecting over \$18.2 million in outstanding tolls and fees through June 2025.

The agency is also actively deterring behaviors that lead to unbillable transactions, such as obstructed or illegal temporary license plates. Our intensified enforcement efforts have resulted in a downward trend in unbillable transactions since the peak in 2021.

Specifically, summonses related to these customer behaviors rose by 62%, from 5,406 in 2021 to 8,767 in 2024 outpacing overall summonses which increased 36% over the same time period. Through June 2025, the agency is on track to match the total number of summonses issued in all of 2024, demonstrating the ongoing impact of our enforcement activities.

Additionally, MTA Bridges and Tunnels is engaged in a number of collaborations that are driving innovation and allowing us to address complex challenges more effectively. Our Environmental, Health and Safety Department, in conjunction with Facilities Management, our Executive Team, and MTA Construction and Development, has been working with FDNY to update our policies and procedures to address incidents involving Electric Vehicles on our crossings.



Last month, our Security Department met with the NYC DOT Staten Island Ferry Division as part of an ongoing partnership focused on emerging technologies to provide an overview of our drone program and support them in developing their own drone initiative.

Following a successful first six months of the Congestion Relief Zone, Allison L. C. de Cerreño, Romolo Desantis, Ian Hartz, Zulema Robinson, Christopher Blucher, Stephen Crim, and Krishna Venkataswami represented the program to receive the ITS-NY Outstanding ITS Project of the Year award at the organization's annual meeting in Saratoga Springs. Allison was also individually recognized by ITS-NY, receiving the Distinguished Career Award, and by the CUNY Graduate Center Political Science Department, receiving the Distinguished Alumni Award. Congratulations to Allison, the team who attended the conference, and their colleagues who all contributed to the program's successes.

Finally, MTA Bridges and Tunnels would like to recognize Terese Catterson, whose career with the agency began in 1980, when she joined as a high school intern. In July 1985, she officially started as a full-time Office Aide in what is now the Procurement Department.

In 1988, Terese transferred to the Internal Affairs Department, now the Security Department, and has been a dedicated and integral member of that team ever since. Her steady, behind-the-scenes support, institutional knowledge, professionalism, and dedication have supported generations of senior leadership.

As we celebrate her 40 years of service, we thank Terese for her commitment, attention to detail, and dependability.

**18%**  
year-over-year  
reduction in  
customer collisions

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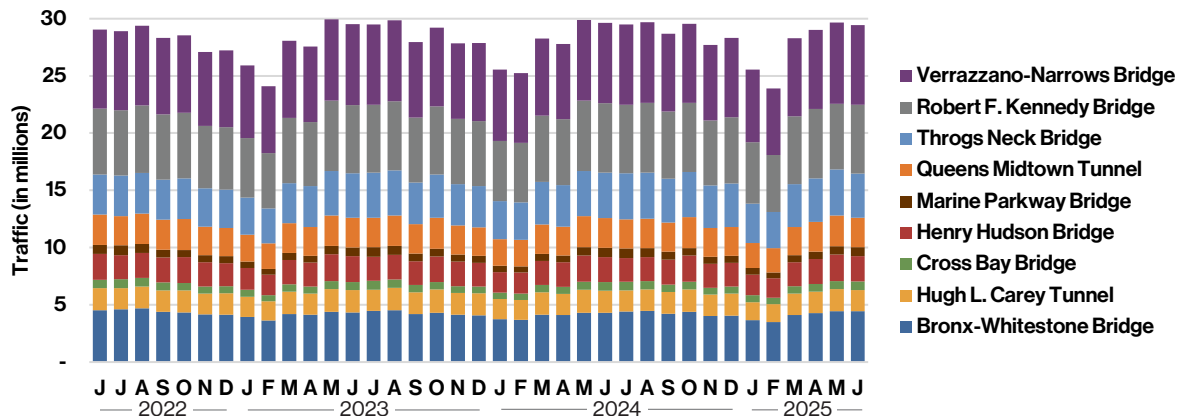
**22%**  
year-over-year  
decrease in injury  
related collisions

# Bridges and Tunnels

## TRAFFIC

### Total Traffic by Facility

The number of vehicles crossing each MTA Bridges and Tunnels facility



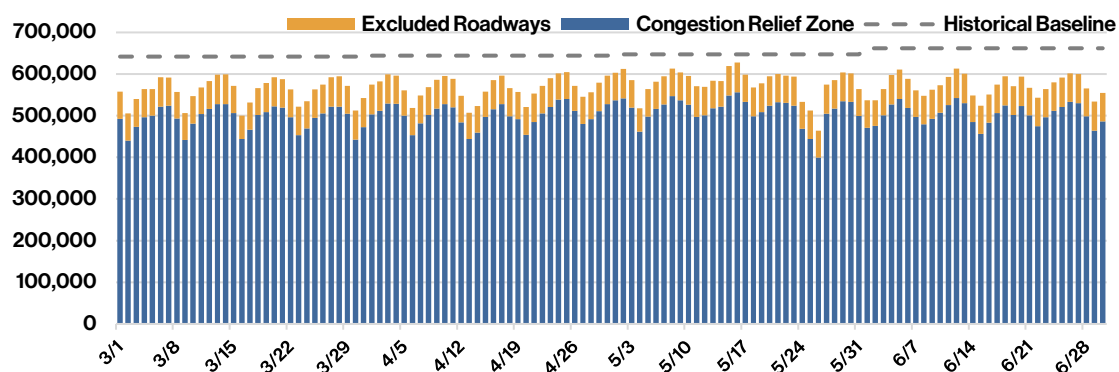
### Payment Method (Preliminary)

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 decreased by 726,453 vehicles or 2.4% in June 2025 over May traffic, with a slight to moderate decrease for most facilities. The largest decreases being 4.9% at the Queens Midtown Tunnel and 4.0% at Throgs Neck Bridge. The Marine Parkway Bridge and Cross Bay Bridge traffic increases of 8.2% and 6.1% respectively represent typical seasonal variations with lower volumes to Manhattan crossings and higher volumes to the Rockaways during the summer.

In June 2025, year-to-date traffic decreased slightly compared to 2024 by a total of 571,871 or 0.3%, with decreases of 4% to 5% at the Queens Midtown and Hugh L. Carey tunnels and 1.2% at the Henry Hudson Bridge, partially offset by increases of 1% to 2% at the Rockaway crossings. Overall, these changes resulted in a slight systemwide reduction from 2024.

Year-over-year traffic in June was down slightly for 2025 by a total of 195,492 or 0.7% compared to 2024. Most facilities saw reductions of approximately 1% to 3%, however, the Bronx-Whitestone and Henry Hudson bridges increased by 3.3% and 0.3%, respectively.

In June, average daily entries to the Congestion Relief Zone (CRZ) were 2% lower than in May, including the Memorial Day holiday weekend. Entries to the Central Business District (CBD), which includes the CRZ and excluded roadways, were 14% lower than the historical June average, the largest monthly reduction compared to baseline since the program began on January 5th.

## Moving Forward

Traffic volumes are anticipated to increase at crossings as a result of summer seasonal traffic patterns.

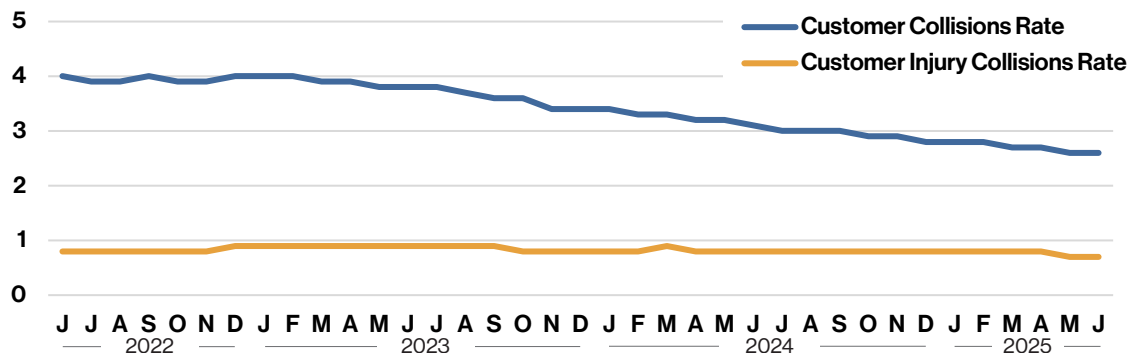
Historically, vehicle entries to the CBD peak in June before falling in July, so average daily entries in July will likely be lower than in June.

# Bridges and Tunnels

## SAFETY

### Customer Collision Rate and Customer Collision Injury Rate

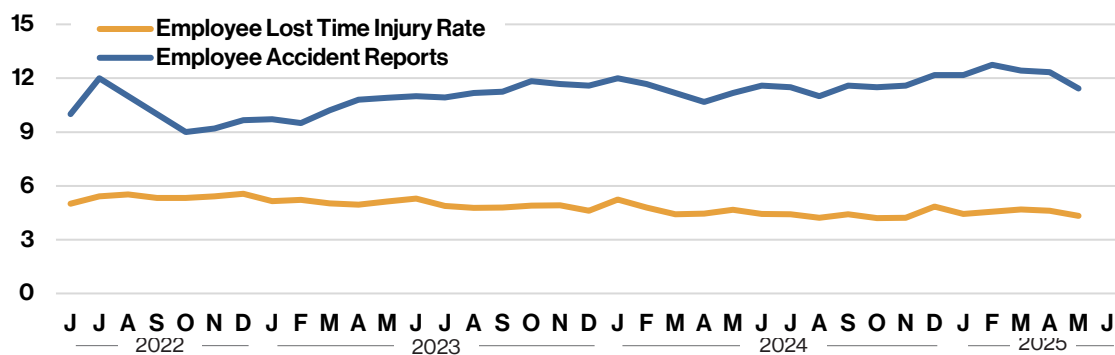
The rate of customer vehicle collisions per one million vehicles and the rate of customer injuries from collisions per one million vehicles (12-month rolling average).



### Employee Lost Time Injury Rate and Employee Accident Reports

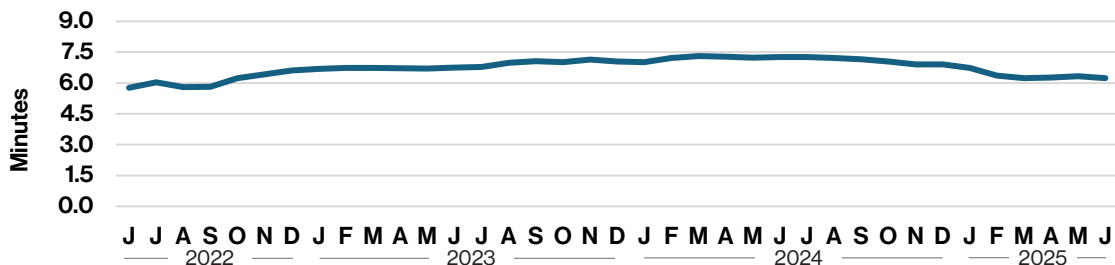
The rate of employee lost time accidents per 200,000 hours worked and the number of reported employee accidents (12-month rolling average)

June 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 per million vehicle rate decreased from 3.1 to 2.6 in the current 12-month reporting period, June 2024 through May 2025, compared to the prior 12 months. The customer injury collision rate per million vehicles also decreased from 0.8 to 0.7 in the current 12-month reporting period, compared to the prior 12 months.

The reportable employee lost time injury rate decreased from 4.7 to 4.3 per 200,000 working hours, compared to the prior 12 months.

As of May 2025, 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.

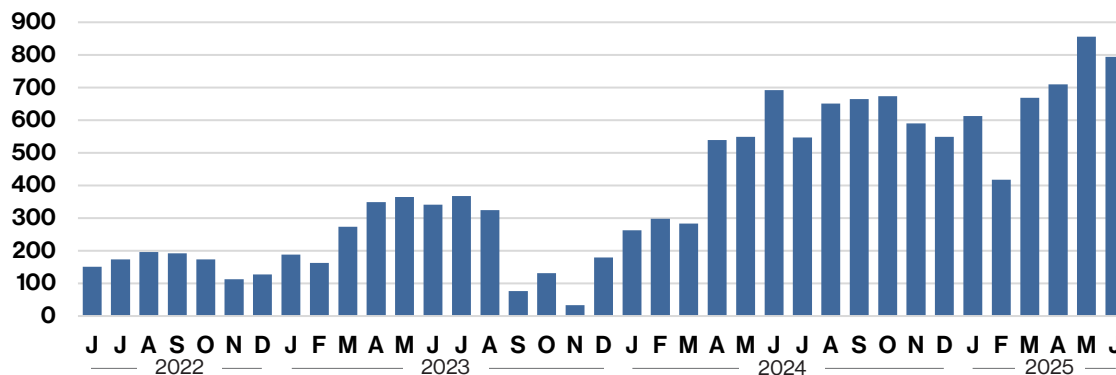
## Moving Forward

MTA Bridges and Tunnels staff and our joint partners will continue to focus on engineering, education and enforcement to further reduce collisions. Facility-specific efforts include developing safe work practices, high hazard work safety reviews and enhanced task specific safety training to reduce our lost time injury rate. In addition, 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

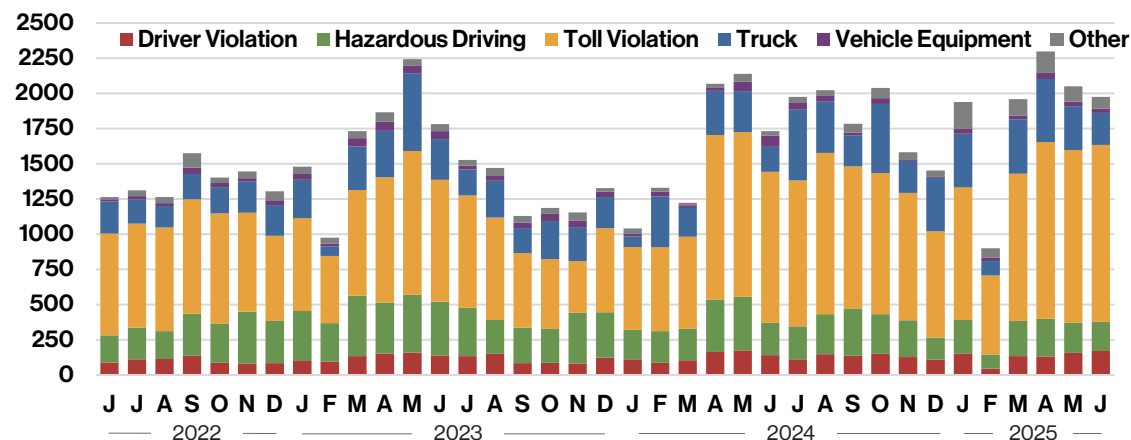
## Roadway Interdictions

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 June 2025, 794 vehicles were interdicted for persistent toll violations. Additionally, nearly 2,000 summonses were issued. Enforcement remains strong, as the number of persistent toll violator interdictions and summonses issued during Q2 2025 have been the highest over the past three years.

## 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. We will continue to conduct targeted operations based on metrics and identify additional partners to expand the multi-agency task force.



# FINANCIAL RESULTS

## 2025 Revenues & Expenses, June Year-to-Date

\$ in millions

Bridge and Tunnel Facilities	Budget	Actual	Variance
<b>Total Non-Reimbursable Revenues</b>	<b>\$1,267.0</b>	<b>\$1,275.5</b>	<b>\$8.5</b>
Toll Revenue	\$1,253.4	\$1,257.0	\$3.7
Other Revenue	\$13.6	\$18.5	\$4.9
<b>Total Non-Reimbursable Expenses</b>	<b>\$251.6</b>	<b>\$233.8</b>	<b>\$17.8</b>
Labor Expenses	\$129.4	\$120.9	\$8.4
Non-Labor Expenses	\$122.2	\$112.9	\$9.4
<b>Non Cash Liabilities</b>	<b>\$114.3</b>	<b>\$119.4</b>	<b>(\$5.1)</b>
<b>Net Surplus / (Deficit) - Accrued</b>	<b>\$1,015.4</b>	<b>\$1,041.7</b>	<b>\$26.3</b>

<b>Total Support to Mass Transit</b>	<b>\$778.2</b>	<b>\$795.7</b>	<b>\$17.4</b>
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Congestion Relief Zone	Budget	Actual	Variance
Toll Revenue	\$339.5	\$334.9	(\$4.6)
Program Expenses	\$90.8	\$66.4	\$24.4
<b>Net Surplus / (Deficit) - Accrued</b>	<b>\$248.7</b>	<b>\$268.5</b>	<b>\$19.8</b>

## Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	984	847	137
Reimbursable	61	61	-
<b>Total Positions</b>	<b>1,045</b>	<b>908</b>	<b>137</b>

## Data Review

Year to Date toll revenue is favorable by \$3.7M, primarily due to higher than forecasted average toll revenue yield per vehicle. Total non-reimbursable expenses are favorable by \$17.8M. Labor expenses are favorable by \$8.4M, due to vacancies, and non-labor expenses are favorable by \$9.4M, due to timing against the Adopted Budget. Total Support to Mass Transit is \$795.7M, which is favorable by \$17.4M.

## Moving Forward

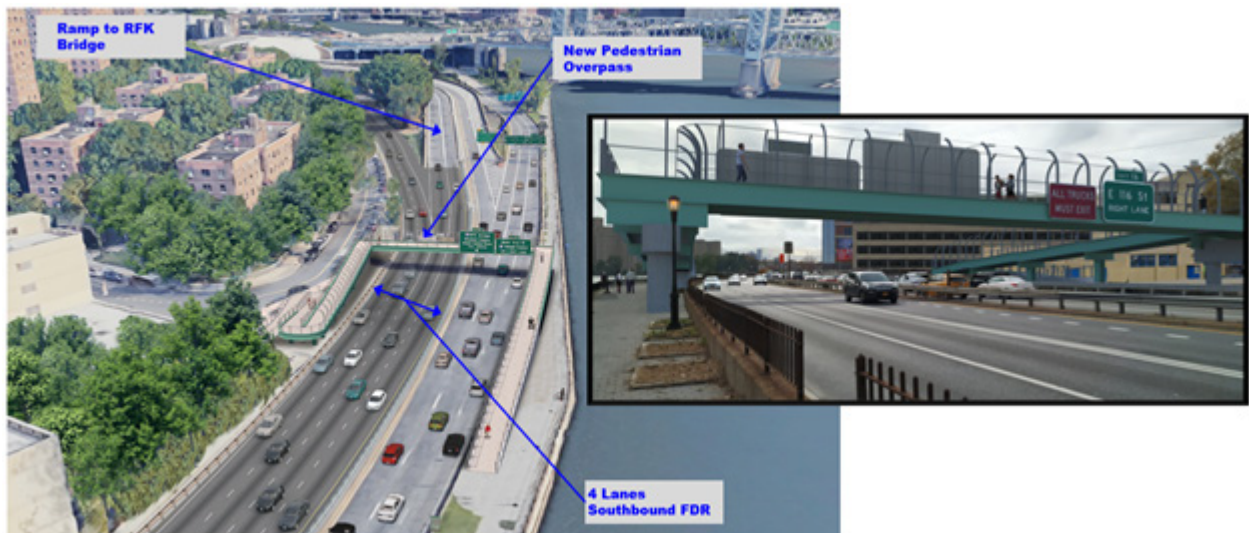
The Agency remains dedicated to keeping its facilities in a state of good repair and providing support to mass transit. These goals are accomplished by implementing cost-effective strategies for operational efficiencies and management of expenses.



# Bridges and Tunnels

## MAJOR PROJECTS

### Widening of FDR Drive and Replacement of Pedestrian Overpass



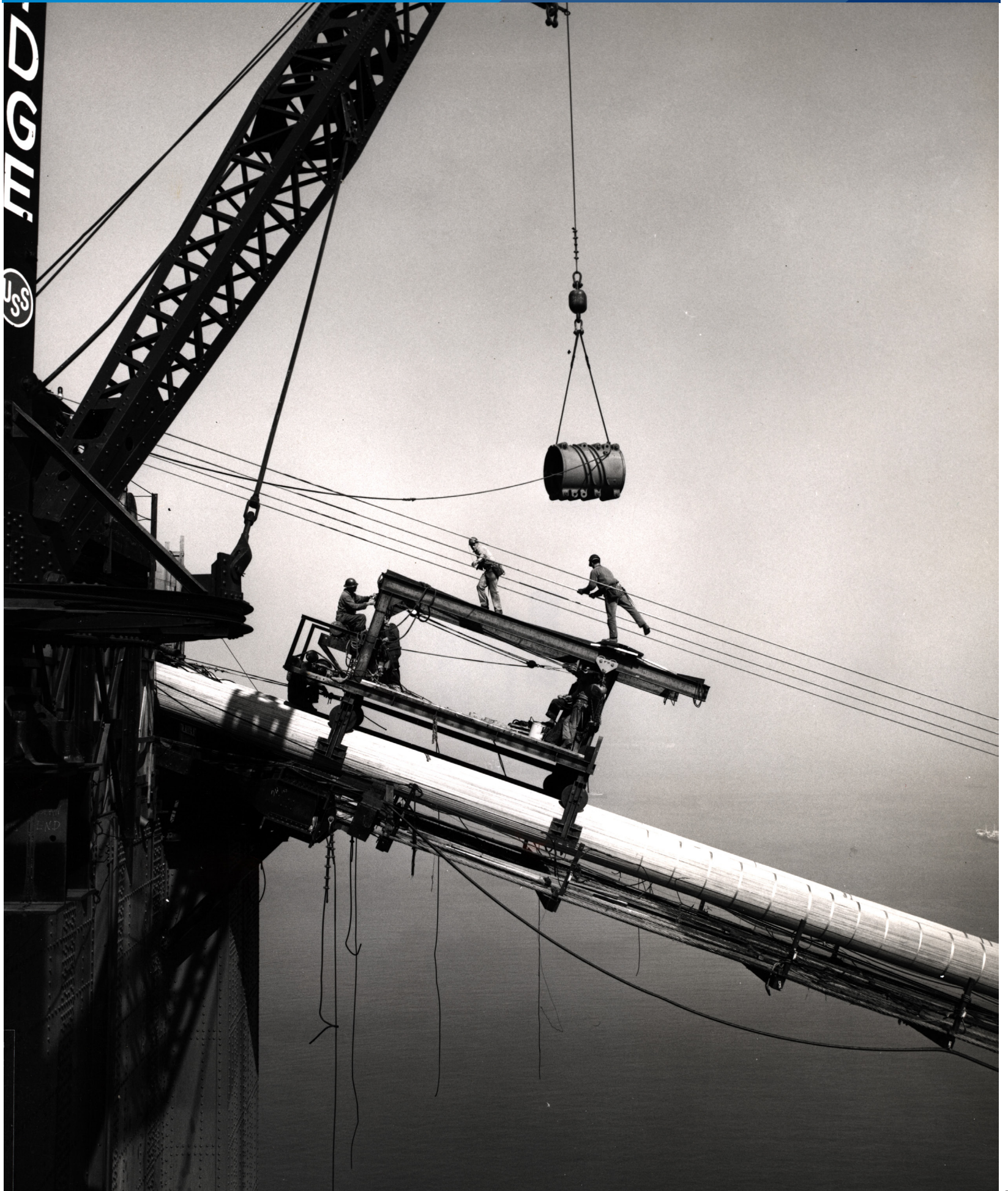
Last month, MTA Construction and Development awarded a \$35.6 million design-build contract to DeFoe Corp. to widen the southbound FDR Drive from the Robert F. Kennedy (RFK) Bridge off-ramp to East 116th Street, replace the existing East 120th Street Pedestrian Bridge overpass and access ramps, and perform miscellaneous repairs to the RFK FDR ramp steel and concrete structures.

The RFK FDR ramp currently merges with the southbound FDR Drive over a substandard 180-foot stretch of roadway, where the center lane merges, reducing the number of lanes from four to three. This condition contributes to major congestion that backs up onto the RFK Bridge, all the way across the Harlem River Lift Span and onto the elevated roadway junction structure on Randalls Island. The congestion impacts traffic coming from the boroughs of Queens and the Bronx into Manhattan. Under the recently awarded contract, a fourth southbound lane will be added, eliminating the substandard center lane merge. The additional lane will improve operations at the RFK Bridge and will be critical to the overall future reconstruction of the remaining original portions of the RFK Bridge, FDR Ramp and the Randall's Island junction structure.

Since the additional lane will be constructed at the abutment of the existing East 120th Street Pedestrian Bridge, the bridge overpass and access ramps will need to be replaced. The proposed replacement pedestrian bridge will meet Americans with Disabilities Act criteria for shared use and ultimately provide another key entry to the future East River Greenway, which runs along the east side of Manhattan from Battery Park to 125th Street.

Coordination was required with City agencies, including NYCDOT, which owns and operates the FDR Drive, NYC Parks and NYC Economic Development. These agencies are redeveloping the waterfront greenway. The project will be substantially completed by August 2026.











## **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
- Lisa Sorin
- Midori Valdivia

