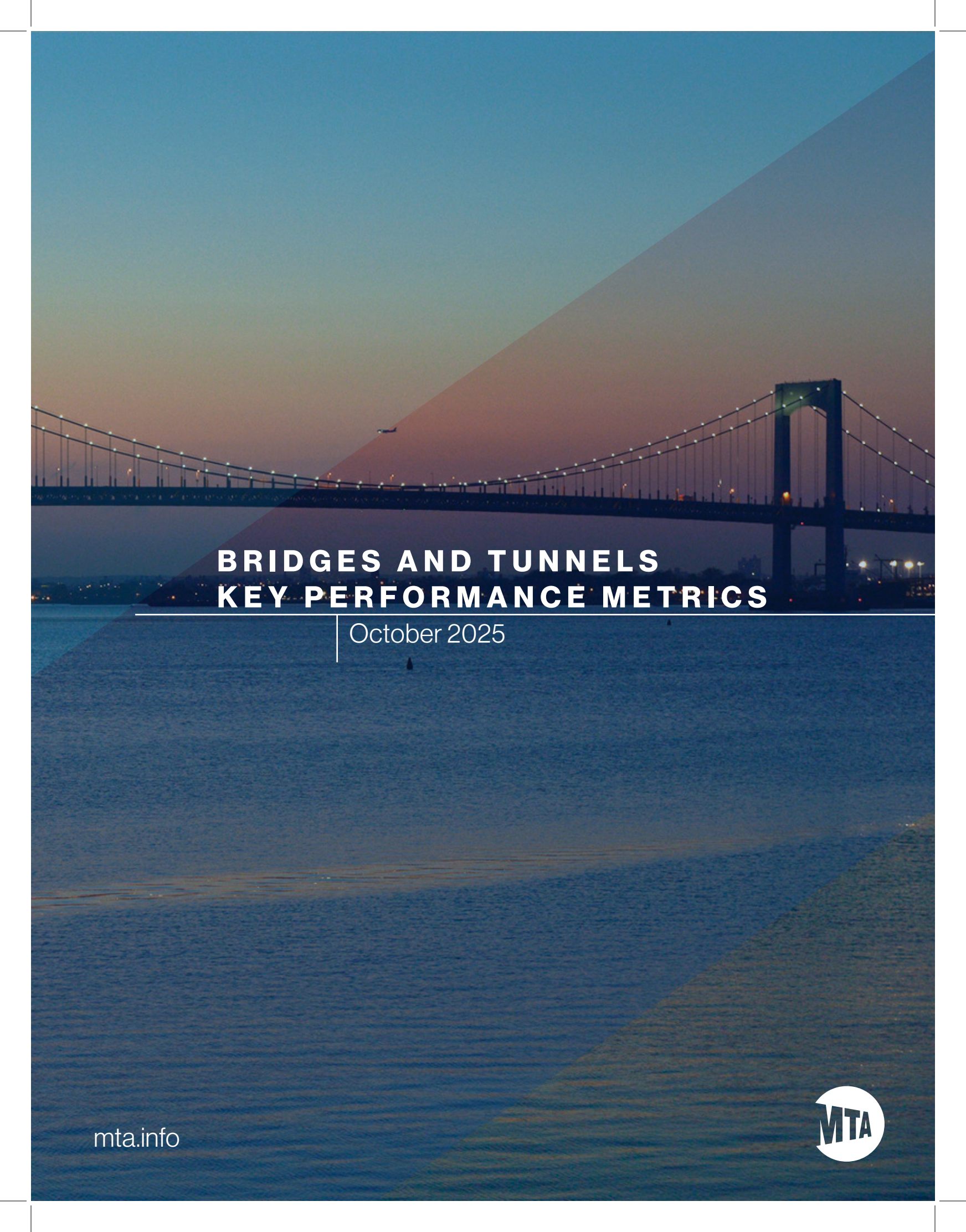


The background image is a photograph of a large suspension bridge at dusk. The sky is a gradient of blue and purple, and the bridge's lights are visible. A diagonal line, transitioning from light blue to dark purple, runs from the top right towards the bottom left, partially obscuring the bridge. The title text is centered over the bridge.

BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

October 2025

mta.info





RFK Bridge work zone.

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

2 Broadway • New York, NY 10004
October 27, 2025

Table of Contents

Message from the President..... 4

Traffic..... 6

Safety 8

Enforcement..... 10

Financial Results 11

Major Projects..... 12



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

As we move further into the fall season, I am proud to recognize the continued progress and accomplishments at MTA Bridges and Tunnels. Across our facilities and teams, we are advancing initiatives that strengthen safety, enhance operations, and demonstrate our commitment to innovation and excellence.

Earlier this month, we marked an important milestone in our collaboration with the MTA Police Department. The MTAPD has supplemented patrol duties at the Henry Hudson, Marine Parkway–Gil Hodges Memorial, and Cross Bay Veterans Memorial bridges, enhancing safety and security for both our employees and the traveling public. This represents the culmination of extensive planning and partnership, ensuring seamless and consistent enforcement presence across our facilities. I want to thank our Bridges South staff, MTAPD leadership, and all those who worked to make this transition smooth and successful.

Safety remains paramount to our mission. This year's President's Safety Award honors a cross-functional team from Bridges South, Central Maintenance, Security, MTA Construction & Development, and Environmental, Health & Safety, who came together to address conditions at the Marine Parkway Bridge. Through careful planning, teamwork, and perseverance, they transformed a potentially hazardous site into a safe, operational workspace – an achievement that exemplifies our shared commitment to safety excellence.

Our tinted window enforcement training initiative is nearly complete, with 89% of law enforcement personnel now proficient in using the new meters. Through September 2025, this training has contributed to an increase in tinted window enforcement activity, with summonses issued increasing by 24% over 2024 and 35% over 2023 for the same period.

Our agency also continues to be recognized nationally for its leadership and innovation. MTA Bridges and Tunnels recently received awards from both the American Public Transportation Association (APTA) and the International Bridge, Tunnel and Turnpike Association (IBTTA), recognizing our efforts in technology, social responsibility, and the Central Business District Tolling Program's significance in the tolling industry. These honors are a testament to the creativity, expertise, and dedication of our workforce, whose efforts continue to set the standard for our industry.

35%

increase tinted
window enforcement
activity since 2023

5 Awards

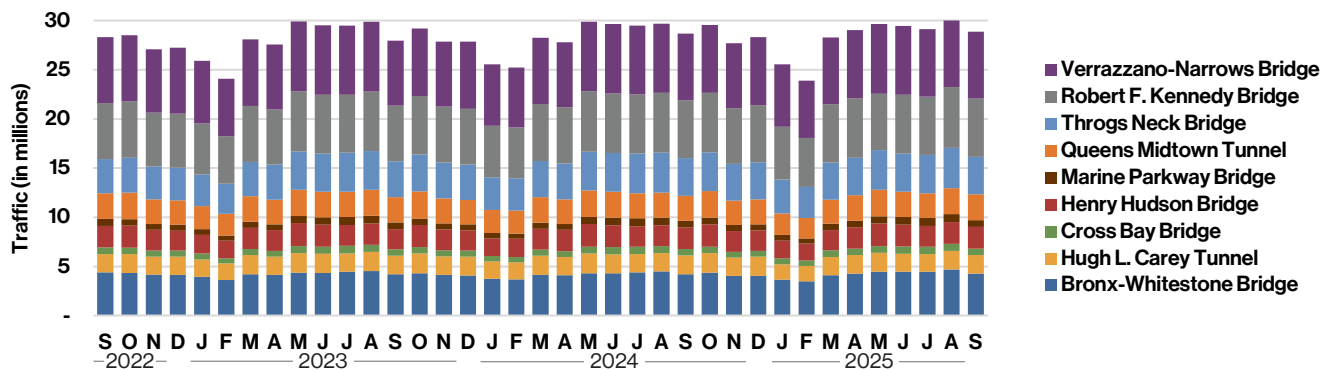
recognizing Central
Business District
Tolling Program/
Congestion Relief
Zone

Bridges and Tunnels

TRAFFIC

Total Traffic by Facility

The number of vehicles crossing each MTA Bridges and Tunnels facility.



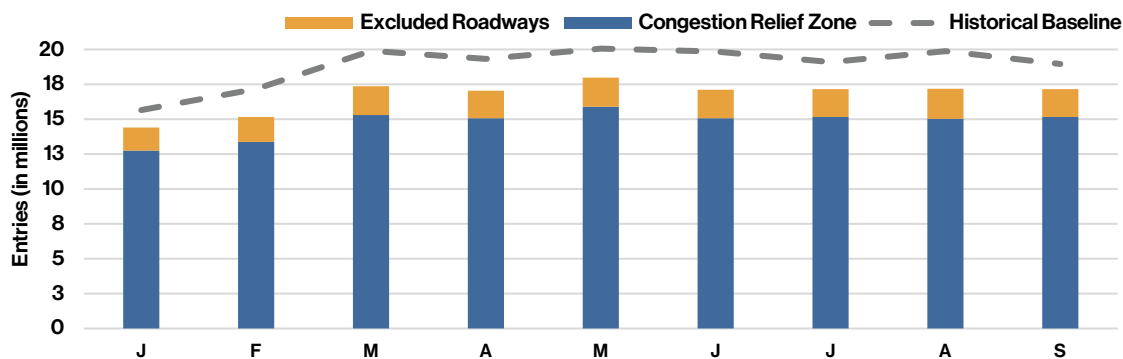
Payment Method (Preliminary)

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



Congestion Relief Zone Vehicle Entries

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



TRAFFIC

Data Review

Total traffic at MTA Bridges and Tunnels facilities decreased by 1,494,842 vehicles or 4.9% in September 2025 over August traffic, with the largest decreases of 400,686 vehicles or 8.5% at the Bronx-Whitestone Bridge and 328,162 vehicles or 4.6% at the Verrazzano-Narrows Bridge. The Marine Parkway Bridge and Cross Bay Bridge traffic decreases of 17.4% and 11.2% respectively, represent typical seasonal variations with traffic to the Rockaways peaking in summer and declining through the end of the year.

In September 2025, year-to-date traffic was slightly lower compared to 2024, with 15,129 fewer vehicles, with the largest decrease at the Hugh L. Carey Tunnel. The Marine Parkway Bridge, Cross Bay Bridge, and Bronx-Whitestone Bridge had increases ranging from 1.6% to 1.3%. Year-to-date traffic decreased by 3.6% to 1.6% at the Hugh L. Carey and Queens Midtown tunnels, respectively. The RFK Bridge was down by 0.2% and all other facilities were up by no more than 0.4%.

Year-over-year (YoY) traffic in September was slightly up for 2025 by a total of 196,044 or 0.7% compared to 2024. The Hugh L. Carey Tunnel, the Cross Bay Bridge, the Marine Parkway Bridge, and the Throgs Neck Bridge had decreases ranging from 0.5% to 2.3%. All other facilities were up, ranging from 0.5% to 3.3% for YoY September.

In September, average daily entries to the Congestion Relief Zone (CRZ) increased by 3.3% from August. Entries to the Central Business District (CBD) which includes the CRZ and excluded roadways (the FDR East River Drive and the West Side Highway), were 10% lower than the historical September average. Entries to the CBD declined during the weeks of September 21 and September 28, when the United Nations General Assembly held its High-Level Week, and were 3.0% lower than the week of September 14.

Moving Forward

Traffic volumes are anticipated to decrease after summer highs based on typical seasonal traffic patterns.

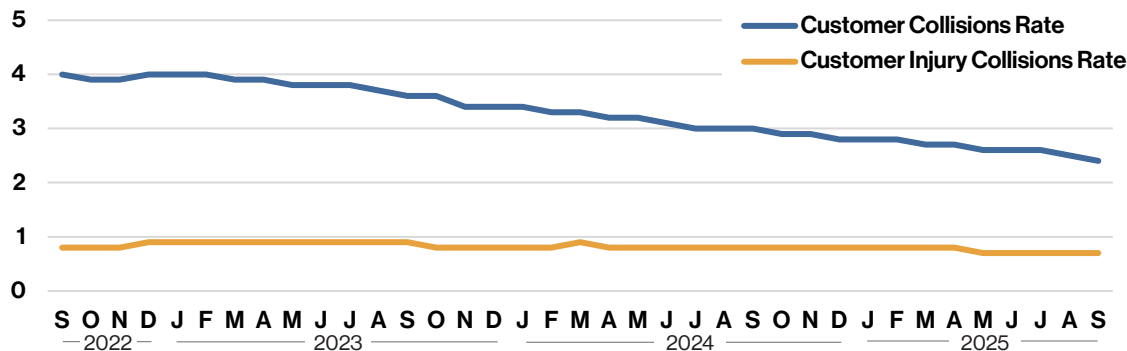
Historically, vehicle entries to the CBD increase from September to October, so average daily entries in October will likely be higher than in September.

Bridges and Tunnels

SAFETY

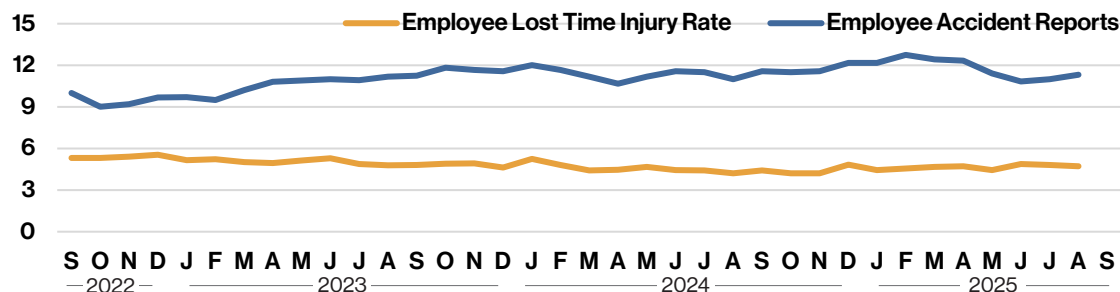
Customer Collision Rate and Customer Collision Injury Rate

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).



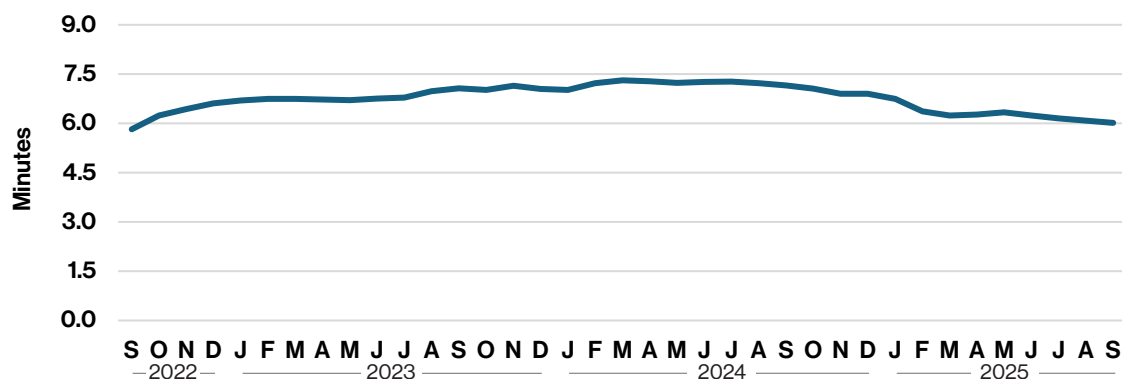
Employee Lost Time Injury Rate and Employee Accident Reports

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



Incident Response Time

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



SAFETY

Data Review

In September 2025, MTA Bridges and Tunnels achieved a total collision rate of 2.4 per million vehicles, a 20% reduction from the 3.0 per million vehicles recorded in September of 2024. Additionally, the collisions with injury rate also declined, with a reported rate of 0.7 per million vehicles, reflecting a 12.5 % decrease from the same period last year (0.8 per million vehicles).

The lost-time injury rate for August 2025 was 4.73, which constitutes a 12 % increase relative to August 2024, when the rate was 4.22.

Operational performance continued to improve year-over-year, as the average incident response time in September 2025 was reported at 6.0 minutes, marking a 16.6 % improvement compared to 7.2 minutes in September 2024.

Moving Forward

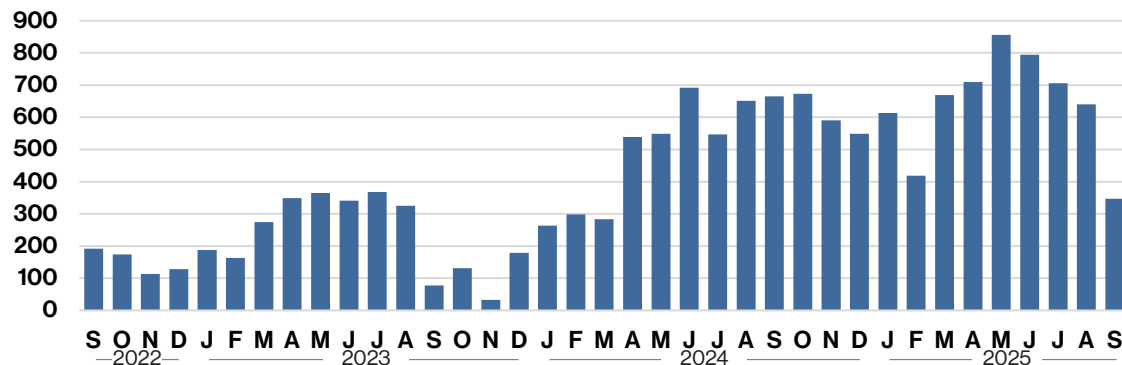
MTA Bridges and Tunnels staff and our joint partners continue to focus on engineering, education, and enforcement to further reduce collisions.

Facility-specific efforts include increased efforts in developing safe work practices, conducting high-hazard work safety reviews, and increasing task-specific safety training to reduce our lost time injury rate. In addition, we are releasing facility-specific safety reports focusing on identifying injury causes/trends, closure of compliance findings, and tracking site-specific safety initiatives. Over the last quarter, we have instituted monthly safety committee meetings at our facilities, where injury trend data, accident root causes and compliance inspection results are discussed and shared with key facility staff.

Bridges and Tunnels ENFORCEMENT

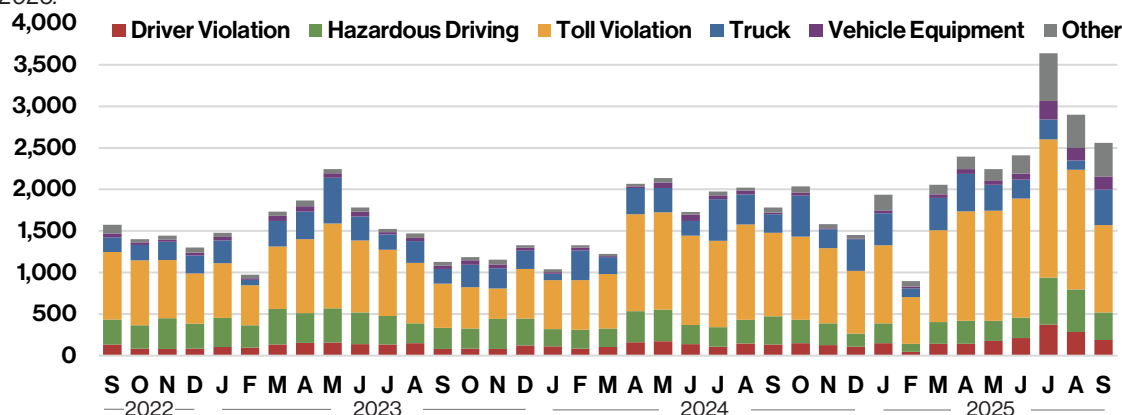
Roadway Interdictions

The number of vehicles interdicted on MTA Bridges and Tunnels includes MTAPD since July 2025.



Summonses

The number of summonses issued. Data includes MTA Bridges and Tunnels/MTAPD joint enforcement, since March 2025.



Data Review

In September 2025, 347 vehicles were interdicted for persistent toll violations. Additionally, over 2,500 summonses were issued across MTA Bridges and Tunnels facilities. The lower-than-average enforcement activity during the month is attributed to a temporary shift in operational priorities.

Moving Forward

Overall enforcement remains strong, even with the reduced activity in September. The number of persistent toll violator interdictions and summonses issued continues to reflect consistent and effective operational performance. Additionally, with the recent inclusion of the Rockland County Sheriff's Office, the multi-agency task force is now comprised of 17 partner agencies.

FINANCIAL RESULTS

2025 Revenues & Expenses, August Year-to-Date

\$ in millions

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$1,958.2	\$1,962.5	\$4.3
Toll Revenue	\$1,929.8	\$1,935.0	\$5.2
Other Revenue	\$28.3	\$27.4	(\$0.9)
Total Non-Reimbursable Expenses	\$359.4	\$367.1	(\$7.8)
Labor Expenses	\$179.7	\$184.9	(\$5.2)
Non-Labor Expenses	\$179.7	\$182.2	(\$2.5)
Non Cash Liabilities	\$173.8	\$178.1	(\$4.3)
Net Surplus / (Deficit) - Accrued	\$1,598.8	\$1,595.3	(\$3.5)

Total Support to Mass Transit	\$1,198.2	\$1,254.1	\$55.9
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Congestion Relief Zone	Budget	Actual	Variance
Toll Revenue	TBD	TBD	TBD
Program Expenses	TBD	TBD	TBD
Net Surplus / (Deficit) - Accrued	TBD	TBD	TBD

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	943	822	121
Reimbursable	61	72	(11)
Total Positions	1,004	894	110

Data Review

Year to Date toll revenue is favorable by \$5.2 million and is in line with forecast. Total non-reimbursable expenses are unfavorable by \$7.6 million, due to higher than forecast labor expenses and the timing of non-labor expenses. Total Support to Mass Transit is \$1,254.1 million, which is favorable by \$55.9 million.

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

Throgs Neck Bridge Fender Protection On Track for Early Completion



MTA Construction & Development's B&T Business Unit continues to make strong progress on a \$154 million design-build contract for upgrades to the existing tower fender system at the Throgs Neck Bridge. The contract, which will better protect the bridge towers against vessel collision, also includes painting of the tower interiors and exteriors, as well as other associated work. The contract is now 65% complete and is on track for early completion and within budget.

Under the project, the existing fender systems at the bridge's Bronx and Queens towers are being removed and replaced by a new precast concrete fender system meeting the latest American Association of State Highway and Transportation Officials (AASHTO) standards for errant vessel collision. The new fender systems consist of a "ring beam" design encircling each of the towers, with deck slabs connecting the beam section to the existing concrete pedestals. The system at each tower includes hybrid steel/concrete foundation piles installed 80 feet into the riverbed.

Painting work under the contract includes overcoat painting of tower exteriors and portions of the main cables and suspender ropes, and abrasive blast cleaning and painting of the tower interiors, which will eliminate the remaining lead paint on the towers.

For efficiency, the following related work scope items were bundled together with the fender system project and painting work under this contract:

- New FDNY fireboat moorings and dry fire standpipe systems at the bridge's towers;
- Rehabilitation of the tower elevators;
- Replacement of tower interior lighting, floodlights at fender and roadway levels, and navigation lighting on the new fendering systems; and
- Inspection of the bridge's main cables.



Throgs Neck Bridge under construction in 1960.

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, Co-Chair
- Samuel Chu, Co-Chair
- Andrew Albert
- Randolph Glucksman
- James O'Donnell
- Lisa Sorin
- Midori Valdivia

