

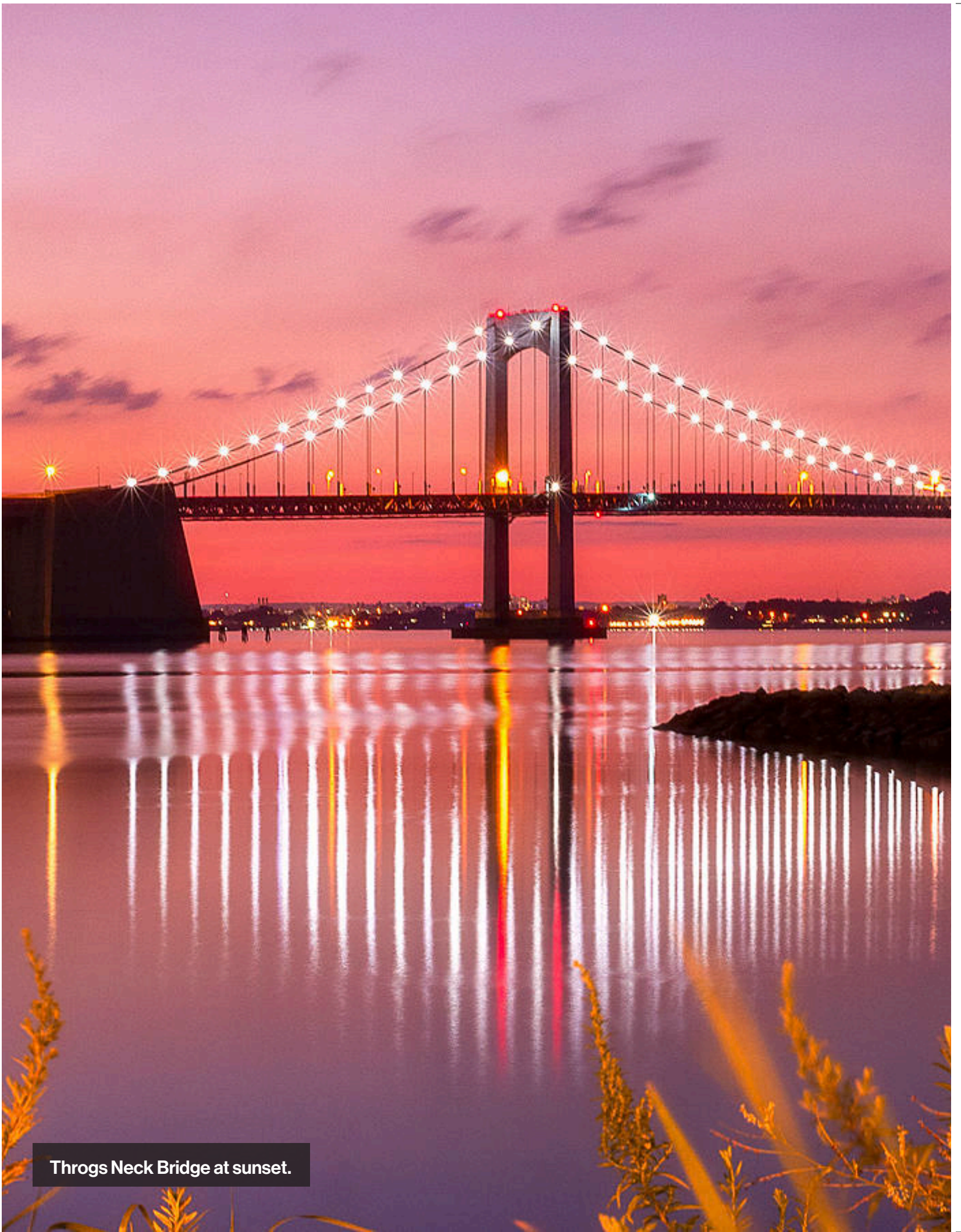


BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

December 2025

mta.info





Throgs Neck Bridge at sunset.

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

2 Broadway • New York, NY 10004
December 15, 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

As we conclude 2025, I would like to reflect on a year defined by significant achievements, strong partnerships, and continued operational excellence. This has been an extraordinary period for our agency, marked by major milestones that underscore our leadership in tolling, safety, and regional mobility.

This year we launched the nation's first Central Business District Tolling Program, a transformational initiative that drew global attention. The program has already earned five international, national, and regional awards, and the results are clear: reduced congestion, fewer collisions, and increased transit ridership.

Our systemwide performance this year demonstrates measurable, sustained progress. Year-to-date traffic, on B&T crossings, through November 2025 totaled 312.6 million, an increase of 1.1 million trips over the same period in 2024, reflecting a 0.36 percent year-over-year increase and steady growth. Safety performance also reached historic highs: in November 2025, the total collision rate dropped to 2.4 per million vehicles, a 38.5 percent decrease from last year, while the collisions-with-injury rate fell to 0.6 per million vehicles, a 25 percent reduction. Both rates are the lowest recorded in more than six years, underscoring the effectiveness of our safety initiatives and commitment of our workforce. And, as of October, we are performing 5 percent ahead of our budgeted target in support of mass transit.

Our efforts in revenue recovery remain strong. So far, the agency collected more than \$34 million through the judgment program and continues to advance targeted enforcement through the multi-agency ghost plate task force. With 19 partner agencies now participating, the task force conducted more than 100 operations this year. B&T license plate reader interdictions also increased by 38 percent, highlighting our commitment to accountability and fairness.

We continue to strengthen our security posture through the Drone as First Responder initiative, one of the most robust drone programs in the region. At the same time, we have reinvigorated site safety inspections and environmental compliance efforts to ensure our facilities, employees, and surrounding communities remain safe.

Across our system, we remain committed to being good neighbors and providing a premium customer experience. Ongoing upkeep and facility improvements support the reliability and reputation of our crossings.

Each of these accomplishments reflects our agency's mission to ensure the safe, reliable, and efficient movement of people and goods throughout the region.

As we look ahead to 2026, planning is already underway for another demanding year. In addition to recurring events such as the Tunnel to Towers 5K, New York City Marathon, Five Boro Bike Tour, and major sporting events, next year will include the 250th anniversary of the signing of the Declaration of Independence and six-week FIFA World Cup. Each will require coordination, readiness, and strong regional collaboration.

MTA Bridges and Tunnels remains committed to innovation, collaboration, and operational excellence, building on a strong foundation for continued success.

38.5%
total collision rate
decrease since
November 2024

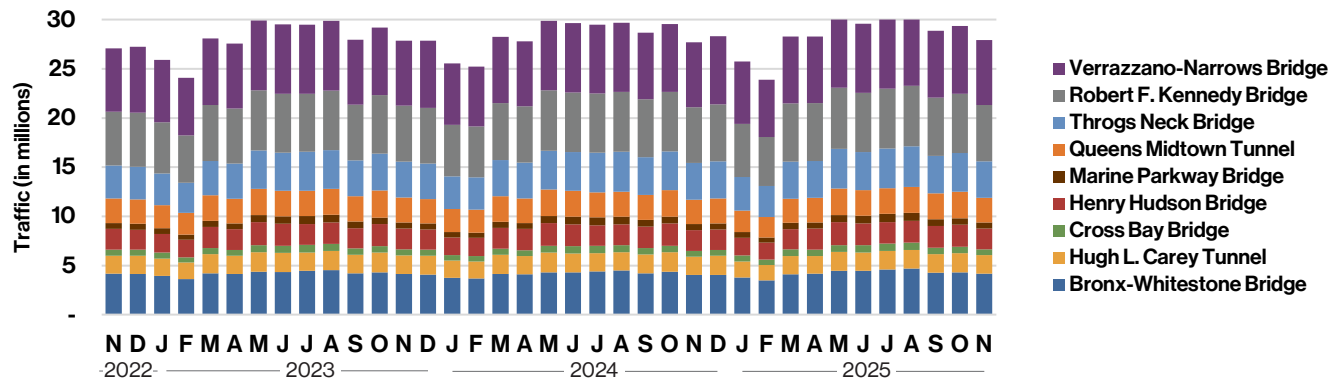
25.0%
reduction in the
collisions-with-injury
rate since November
2024

Bridges and Tunnels

TRAFFIC

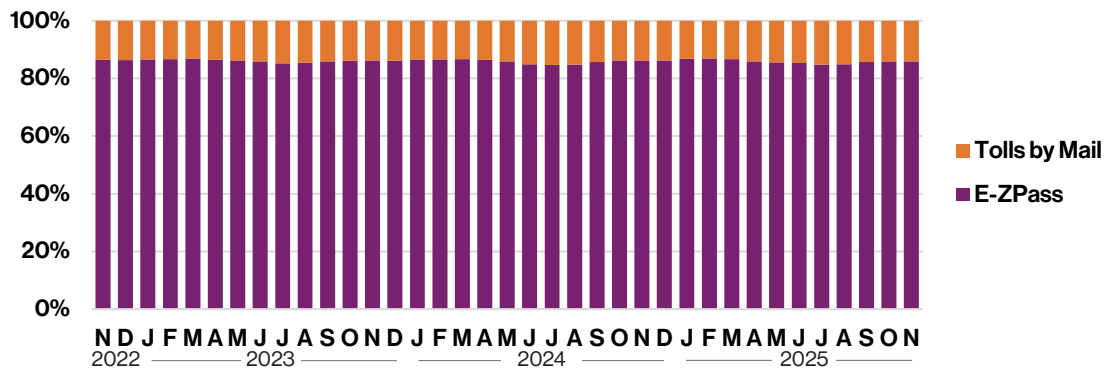
Total Traffic by Facility

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



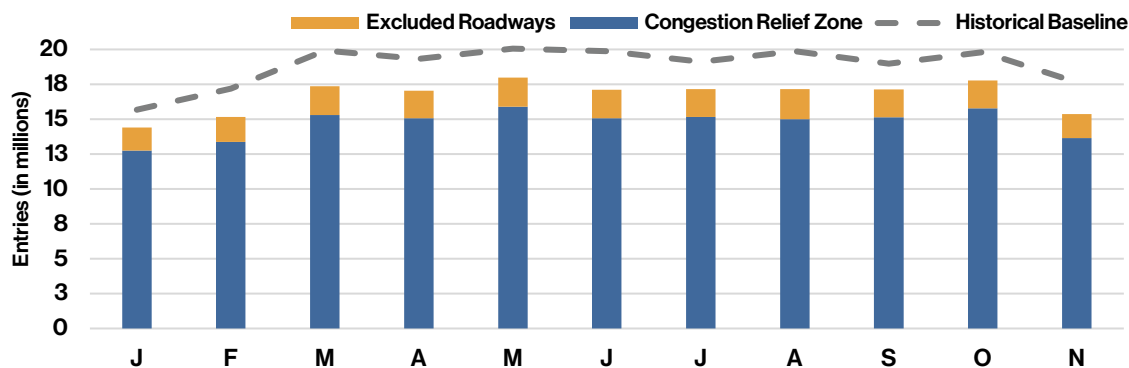
Payment Method (Preliminary)

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 1,421,658 vehicles or 4.8% in November 2025 over October traffic, with the largest decreases of 307,483 vehicles or 5.1% at the Robert F. Kennedy Bridge and 283,043 vehicles or 4.1% at Verrazzano-Narrows Bridge. All MTA Bridges and Tunnels saw declines in the month-to-month period due to typical seasonal traffic patterns.

In November 2025, year-to-date traffic was 0.4% higher compared to November 2024, with the largest percentage increases at the Bronx-Whitestone Bridge of 789,446 vehicles or 1.7% and the Marine Parkway Bridge with 117,165 vehicles or 1.6%. Year-to-date traffic decreased by 2.9% and 1.2% at the Hugh L. Carey and Queens Midtown tunnels, respectively. All other bridges increased by less than 1% in year-to-date traffic.

Year-Over-Year (YOY) traffic in November was slightly up for 2025 by a total of 231,261 vehicles or 0.8%, compared to 2024. The Bronx-Whitestone Bridge increased by 153,873 vehicles or 3.8% and the Henry Hudson Bridge increased by 30,108 vehicles or 1.4%. YOY traffic decreased by 2.7% and 0.5% at the Cross Bay Bridge and Throgs Neck Bridge, respectively. All other bridges and tunnels YOY increased by less than 1%.

Average daily entries to the Congestion Relief Zone (CRZ) decreased 8.1% from October to November. Entries to the Central Business District (CBD), which includes the CRZ and excluded roadways, were 13.7% lower than the historical November baseline.

Moving Forward

Traffic volumes this fall are anticipated to remain below summer highs based on typical seasonal traffic patterns.

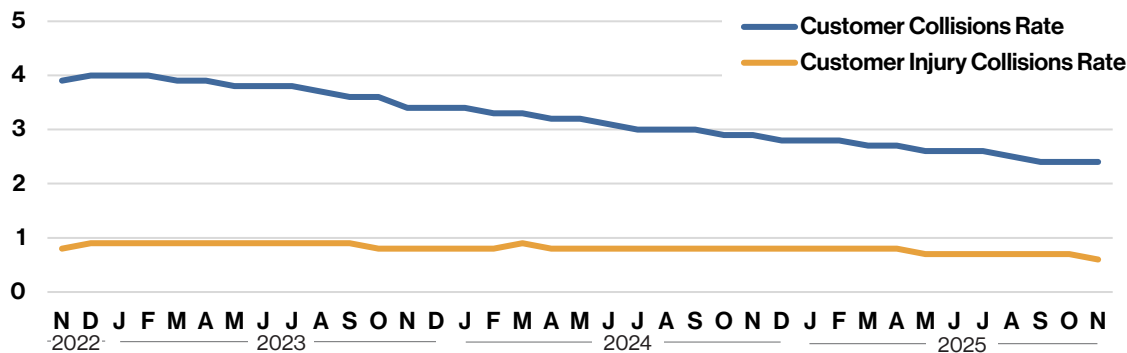
Historical baseline entries to the CBD are lower in December than in November, so daily vehicle entries to the CBD in December 2025 are likely to be lower than in November 2025.

Bridges and Tunnels

SAFETY

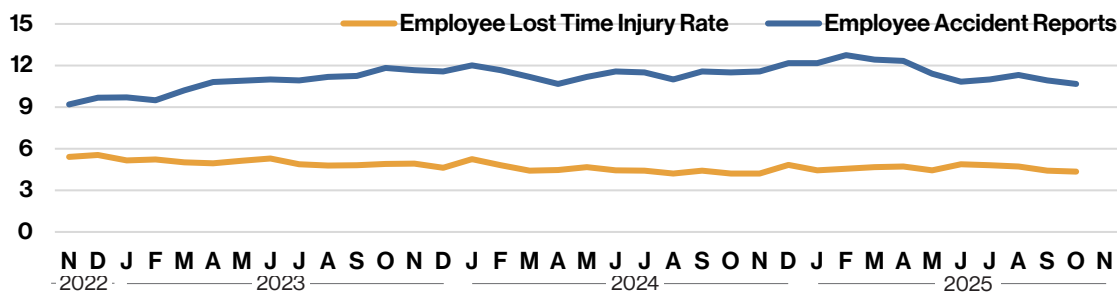
Customer Collision Rate and Customer Collision Injury Rate

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).



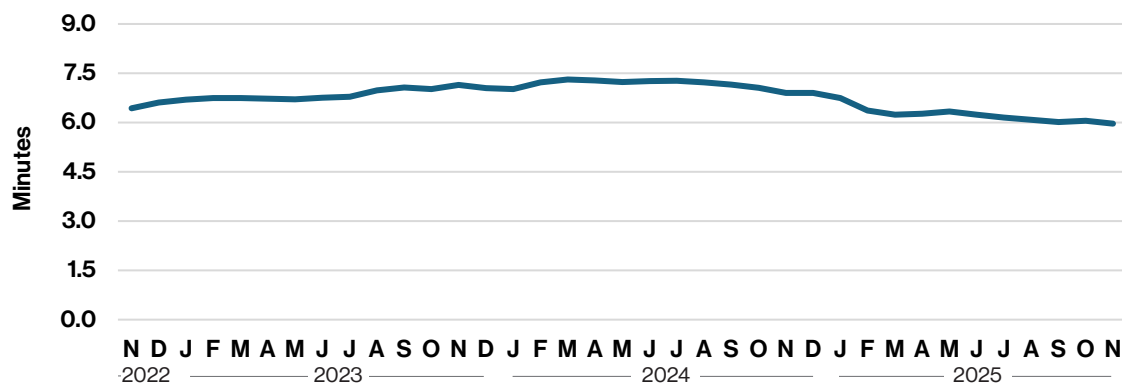
Employee Lost Time Injury Rate and Employee Accident Reports

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). Data excludes the Bronx-Whitestone and Throgs Neck bridges since March 2025.



SAFETY

Data Review

In November 2025, MTA Bridges and Tunnels reported a total collision rate of 2.4 per million vehicles—a 38.5% decrease from the 3.9 rate recorded in November 2024. The collisions-with-injury rate also declined to 0.6 per million vehicles, a 25% reduction from last year's rate of 0.8. Both the total collision rate and the injury-collision rate are the lowest levels recorded in more than six years. The lost-time injury rate for October 2025 was 4.34, which constitutes a 3.3% increase relative to October 2024, when the rate was 4.2.

Operational performance continued to improve year over year in November. The average incident response time for November 2025 was 5.96 minutes, representing a 13.6 percent improvement from 6.9 minutes in November 2024.

Moving Forward

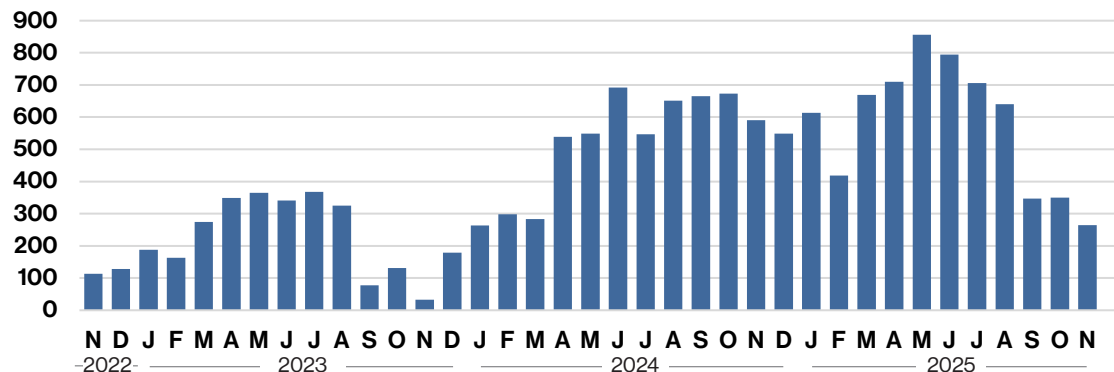
MTA Bridges and Tunnels staff and our joint partners continue to focus on engineering, education, and enforcement to further reduce collisions. Facility-specific efforts to develop safe work practices, conducting high-hazard work safety reviews, and increasing task safety training to reduce our lost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

In addition, monthly and quarterly facility-specific safety reports identifying injury causes and trends, compliance findings, and site-specific safety initiatives are issued. Over the last quarter, the Environmental, Health and Safety staff have instituted weekly safety walks and monthly safety committee meetings with each facility, where injury trend data, accident root causes and compliance inspection results are discussed and shared with key facility staff.

Bridges and Tunnels ENFORCEMENT

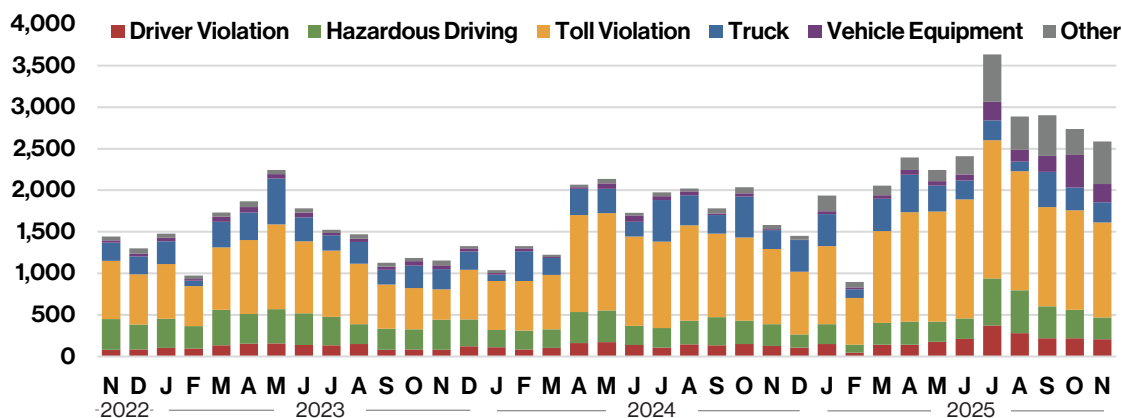
Roadway Interdictions

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



Summonses

The number of summonses issued across MTA Bridges and Tunnels facilities.



Data Review

In November 2025, 264 vehicles were interdicted for persistent toll violations. Additionally, over 2,500 summonses were issued across MTA Bridges and Tunnels facilities. Overall enforcement remains a priority, as the number of persistent toll violator interdictions and summonses issued continues to reflect consistent and effective operational performance throughout the year.

Moving Forward

MTA Bridges and Tunnels will continue to conduct targeted, data-driven enforcement operations in collaboration with the Tolling Management team, while actively pursuing opportunities to expand the task force through the identification and integration of additional strategic partners.

FINANCIAL RESULTS

2025 Revenues & Expenses, November Year-to-Date

\$ in millions favorable/ (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$2,408.3	\$2,399.4	(\$8.9)
Toll Revenue	\$2,374.7	\$2,363.2	(\$11.5)
Other Revenue	\$33.5	\$36.2	\$2.8
Total Non-Reimbursable Expenses	\$446.1	\$438.6	\$7.5
Labor Expenses	\$225.9	\$226.1	(\$0.1)
Non-Labor Expenses	\$220.2	\$212.5	\$7.6
Non Cash Liabilities	\$220.0	\$218.8	\$1.2
Net Surplus / (Deficit) - Accrued	\$1,962.2	\$1,960.8	(\$1.4)

Total Support to Mass Transit	\$1,536.3	\$1,543.2	\$6.8
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Congestion Relief Zone	Budget	Actual	Variance
Toll revenue	\$622.4	\$638.8	\$16.5
Other revenue	\$10.0	\$9.8	(\$0.1)
Program expenses	\$127.1	\$130.4	(\$3.4)
Net Surplus/(Deficit) - Accrued	\$505.3	\$518.3	\$13.0

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	943	806	137
Reimbursable	61	72	(11)
Total Positions	1,004	878	126

Data Review

Year-to-Date toll revenue is \$8.9 million below the Final Forecast. Total non-reimbursable expenses are favorable by \$7.5 million, due to the timing of non-labor expenses. Total Support to Mass Transit is \$1,543.2 million, which is favorable by \$6.8 million. CRZ toll revenue is favorable to budget by \$16.5 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

Rehabilitation of Hugh L. Carey Tunnel Manhattan Plaza Underway



MTA Construction and Development is in the early stages of a \$34 million contract to rehabilitate the Manhattan entrance of the Hugh L. Carey Tunnel (HLCT, formerly known as the Brooklyn-Battery Tunnel). The contract was awarded in September 2025 and is scheduled to be substantially complete by December 2026.

The project will upgrade all facets of the HLCT's Manhattan entrance and adjacent facilities, including replacement of electrical and communications systems, structural and retaining wall repairs, paving and striping, drainage improvements, replacement of over-height detection system sensors, and replacement of the Intelligent Vehicle Identification System (IVIS) tolling loop. To enhance safety and traffic flow, the entrance will be reconfigured, with portions of the existing concrete median removed to facilitate operational flexibility when two-way traffic is routed to one of the HLCT's two tubes. Although the HLCT was originally designed for Brooklyn-bound traffic to travel in the west tube and Manhattan-bound traffic in the east tube, currently two-way traffic flows in a single tube during morning and afternoon rush hours and overnight full-tube closures.

Upgrades of MTA Bridges and Tunnels infrastructure located in the vicinity of the HLCT Manhattan entrance were added to the contract scope, to take advantage of efficiencies of closures and contractor mobilization. These upgrades include:

- Replacement of the ADA lift for the Morris Street pedestrian overpass;
- Replacement of portal trench drains;
- Replacement of the fire standpipe system;
- Repair of concrete;
- Replacement of the lighting system;
- Construction of a functional and aesthetically pleasing area for flood mitigation equipment storage.



Archived photo of the Throgs Neck Bridge.





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

