

An aerial photograph of the Thruway Bridge spanning the Hudson River. The bridge features a large blue arch and multiple lanes of traffic. Several vehicles, including cars and trucks, are visible on the bridge. The surrounding area includes a cityscape with various buildings and greenery along the riverbanks.

BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

January 2026

mta.info





Under the Throgs Neck Bridge.

**This performance metrics document was prepared for the
January 2026 meeting of the Bridges and Tunnels Committee.**

2 Broadway • New York, NY 10004
January 26, 2026

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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 begin 2026, MTA Bridges and Tunnels enters the new year with strong momentum, marked by major capital investment, continued operational performance, and an unwavering focus on safety and enforcement. Across the agency, our work reflects a disciplined commitment to maintaining and modernizing critical infrastructure while delivering reliable service for the millions who depend on our crossings every day.

January marked the first anniversary of the nation's first congestion pricing program, which continues to deliver measurable benefits for the region. In its first year, 27 million fewer vehicles entered Manhattan's Central Business District — an 11.7 percent reduction — leading to faster travel times at crossings into the zone, improved air quality, and safer streets. Traffic injuries declined, transit ridership increased, and more than \$550 million in net revenue was generated to advance \$15 billion in critical transit improvements. These results reaffirm the value of coordinated tolling, enforcement, and infrastructure investment in improving mobility and quality of life across the region.

One of the most significant developments underway is the start of construction on the rehabilitation of the Brooklyn interchange of the Verrazzano-Narrows Bridge. This four-year, \$435 million design-build project — the largest ever undertaken by the Bridges and Tunnels business unit — represents a transformative investment in safety, resilience, and mobility. The project will rehabilitate elevated roadways connecting the bridge to the Belt Parkway, Gowanus Expressway, and 92nd Street, while delivering critical seismic upgrades and structural repairs. Notably, the reconstruction of the left-lane exit into a modern right-lane exit will address a longstanding high collision location, streamline traffic movements, and significantly improve roadway safety. Early construction activities are already underway, with the project on track for completion in 2029.

This month, we proudly marked the 65th anniversary of the Throgs Neck Bridge, a structure that stands as a testament to forward-thinking infrastructure investment.



Built to relieve growing congestion on the Bronx-Whitestone Bridge during a period of rapid postwar growth, the Throgs Neck Bridge opened in January 1961 after just over three years of construction. It reflected a broader national recognition — echoed by the launch of the Interstate Highway System — that planning ahead was essential to meeting the region’s transportation needs. Today, the bridge continues to safely carry millions of vehicles each year, thanks to the dedication of the workforce that maintains it around the clock.

Our enforcement efforts remain strong and effective. In December 2025 alone, 164 vehicles were towed for persistent toll violations, contributing to more than 2,000 summonses issued across our facilities. For the year, towing of persistent toll violators increased by 30.01 percent compared to 2024, while summonses issued rose by 42.2 percent. These outcomes underscore the success of our data-driven enforcement strategy and our strong partnerships with the New York State Police, MTA Police, NYPD, and other agencies.

Safety performance continues to improve systemwide. In 2025, the total collision rate declined by more than 12.4 percent, while collisions involving injuries fell by 16.7 percent. Incident response times also improved significantly, reflecting the dedication of our workforce and joint partners. Internally, we remain focused on protecting our employees through enhanced training, regular safety inspections, and facility-specific safety reviews.

As we move forward, MTA Bridges and Tunnels will continue to deliver complex capital projects, strengthen enforcement, and advance safety initiatives that support our mission to provide safe, efficient, and dependable transportation infrastructure for the region.

Footnote: ¹ Data represents only MTA Bridges and Tunnels enforcement activity.

11.7%
reduction in vehicle
entries into the
Central Business
District (CBD) since
program inception

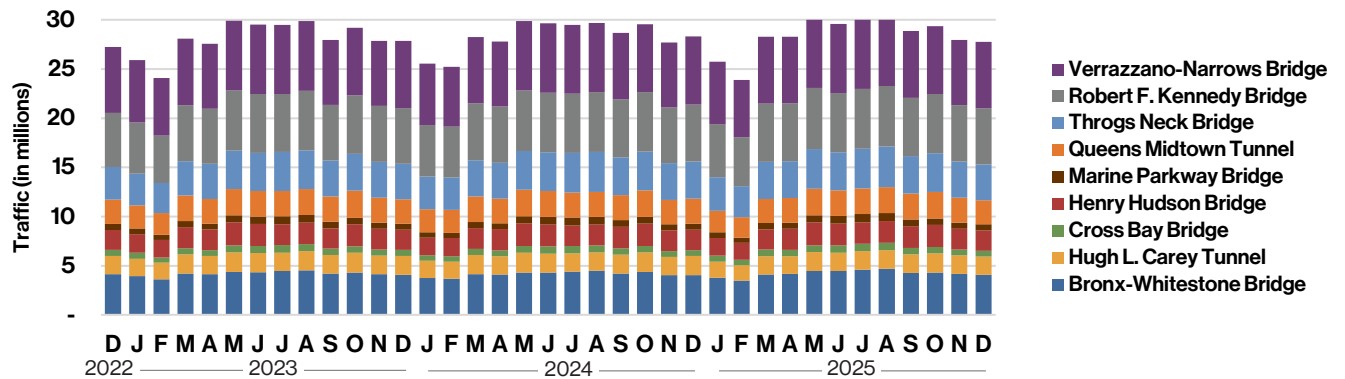
**\$2.2
billion**
total support to mass
transit and CRZ
surplus in 2025

Bridges and Tunnels

TRAFFIC

Total Traffic by Facility

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



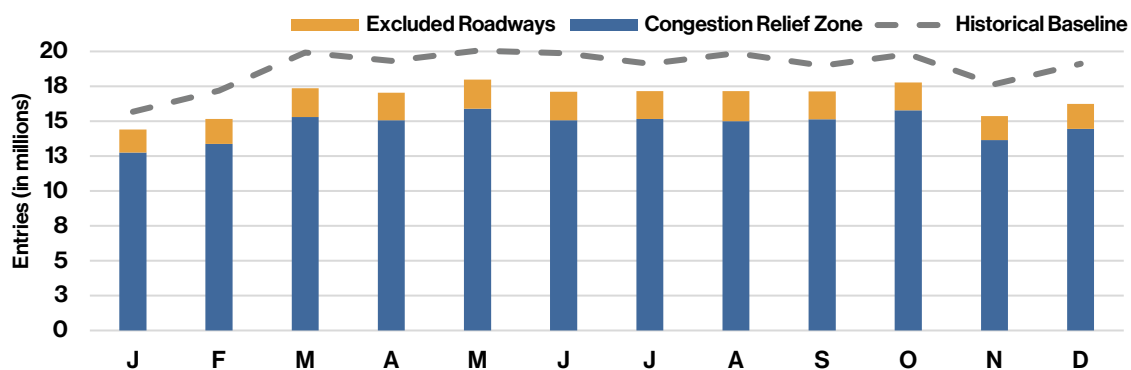
Payment Method (Preliminary)

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 186,317 vehicles or 0.7% in December 2025 over November traffic, with the largest decreases of 71,519 vehicles or 3.4% at the Henry Hudson Bridge and 113,938 vehicles or 2.7% at the Bronx-Whitestone Bridge. The Verrazzano-Narrows Bridge and the Cross Bay Bridge saw month-to-month increases of 2.1% and 1.7%, respectively. All other MTA Bridges and Tunnels saw declines in the November to December period.

Total traffic in 2025 reached 340,352,556 vehicles, an increase of 580,246 or 0.2% compared with 2024 traffic of 339,772,310. The largest percentage gains occurred at the Bronx-Whitestone Bridge, with an increase of 806,941 vehicles or 1.6% and the Marine Parkway Bridge with 119,618 vehicles or 1.5%. Year-to-date traffic declined at the Hugh L. Carey Tunnel by 2.9% and the Queens Midtown Tunnel by 1.3%. Traffic at all other bridges increased by 0.6% or less in 2025.

Year-Over-Year (YOY) traffic in December was slightly down for 2025 by a total of 564,783 vehicles or 2.0%, compared to 2024. The Bronx-Whitestone Bridge increased by 15,182 vehicles or 0.4% and the Marine Parkway Bridge increased by 2,453 vehicles or 0.4%. YOY traffic decreased by 3.97% at the Throgs Neck Bridge, 3.5% at the Hugh Carey Tunnel, 2.9% at the Queens Midtown Tunnel, 2.5% at the Verrazzano-Narrows Bridge, and 2.2% at the Cross Bay Bridge. The Robert F. Kennedy Bridge and the Henry Hudson Bridge saw YOY decreases of 1.6% and 0.7% respectively.

Year-to-date December 2025, entries to the Central Business District (CBD) totaled 199,860,303 which includes the Congestion Relief Zone (CRZ), 176,611,866. Average daily entries to the CRZ decreased 6.0% from November to December. Entries to the Central Business District (CBD), which includes the CRZ and excluded roadways, were 15.0% lower than the historical December baseline.

Moving Forward

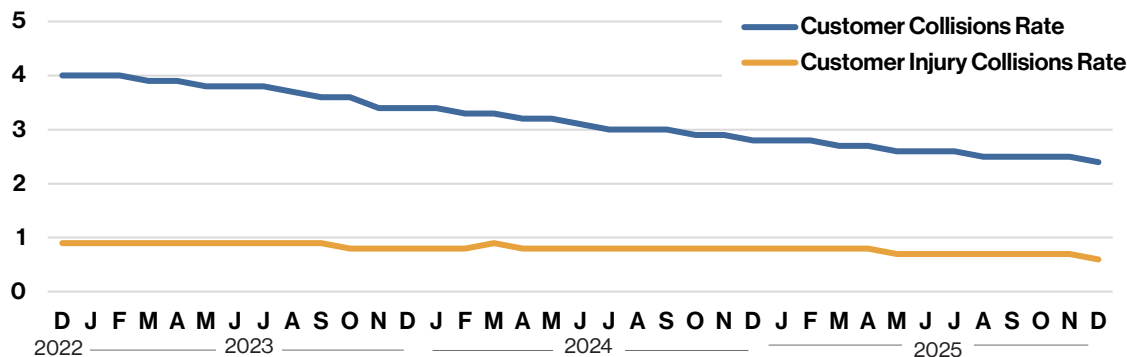
Historically, CBD entries are lower in January than in December; therefore, daily vehicle entries in January 2026 are likely to be lower than in December 2025.

Bridges and Tunnels

SAFETY

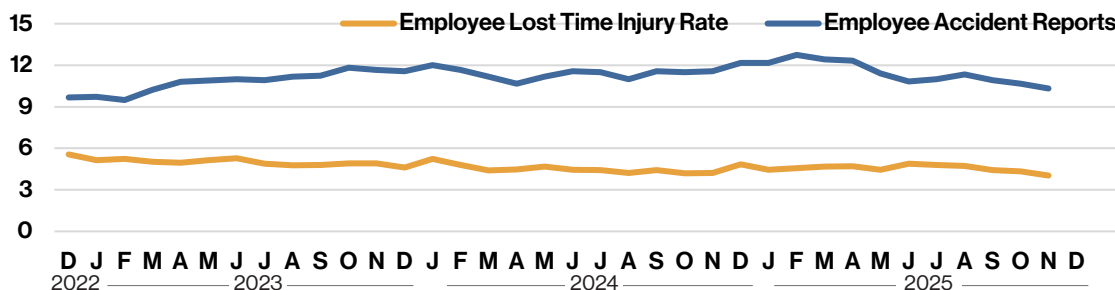
Customer Collision Rate and Customer Collision Injury Rate

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).



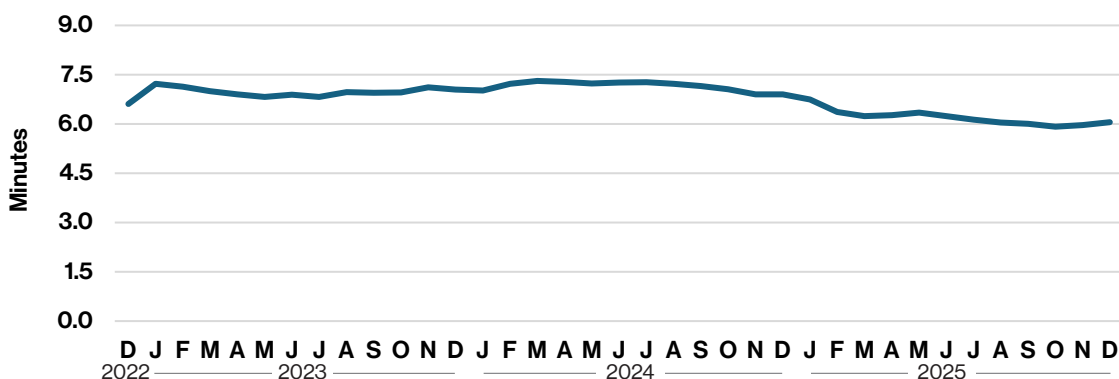
Employee Lost Time Injury Rate and Employee Accident Reports

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, and Marine Parkway, Cross Bay, and the Henry Hudson bridges since October 2025.



SAFETY

Data Review

In December 2025, MTA Bridges and Tunnels recorded a total collision rate of 2.4 per million vehicles—a 14.2% decrease from the rate of 2.8 per million vehicles recorded in December 2024. The collisions-with-injury per million vehicles also declined to 0.6 per million vehicles, a 25.0% reduction from last year’s rate of 0.8. The lost-time injury rate for November 2025 was 4.0, which constitutes a 4.8% decrease relative to November 2024, when the rate was 4.2.

The average incident response time for December 2025 was 6.1 minutes, representing a 12.3% improvement from 6.9 minutes in December 2024.

Moving Forward

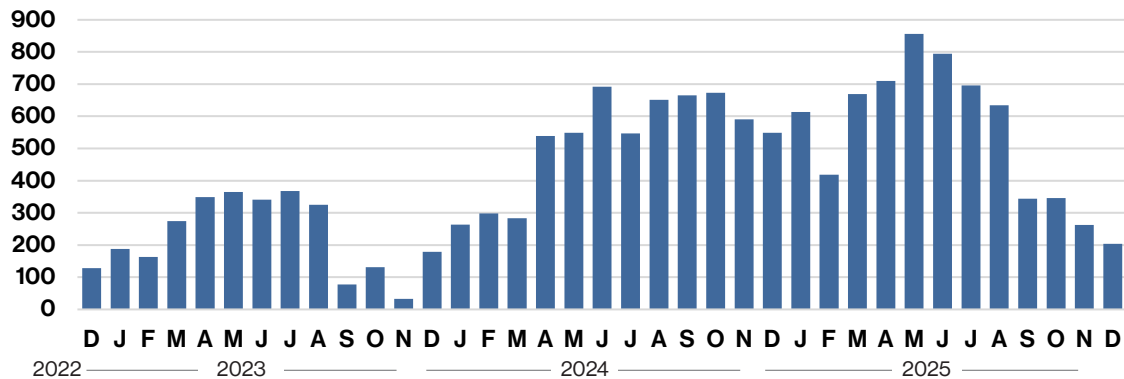
MTA Bridges and Tunnels staff and our joint partners continue to focus on engineering, education, and enforcement to further reduce collisions. Facility-specific initiatives including the development of safe work practices, high-hazard safety reviews, and expanded task-based training, have been implemented to support improved lost-time injury performance.

In addition, monthly and quarterly facility-specific safety reports identifying injury causes and trends, compliance findings, and site-specific safety initiatives are issued and reviewed. Over the last quarter, 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

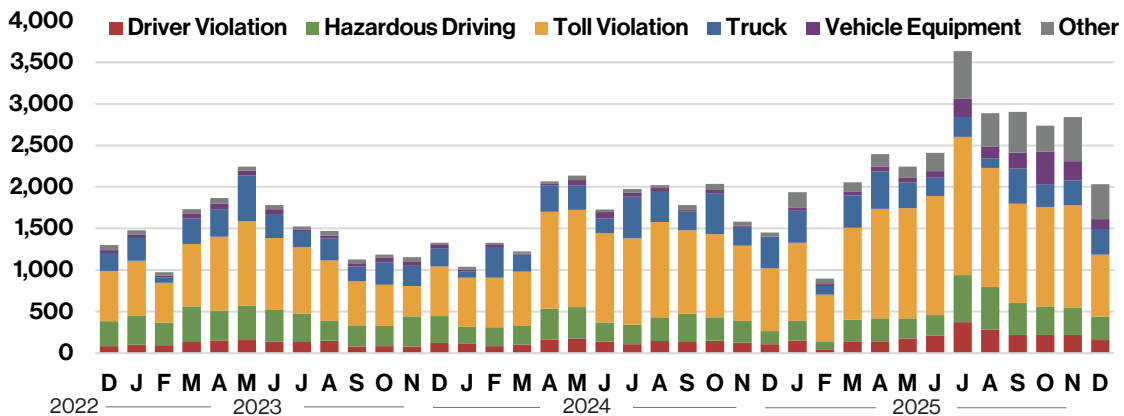
Roadway Interdictions

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 December 2025, 164 vehicles were interdicted for persistent toll violations, and more than 2,000 summonses were issued across MTA Bridges and Tunnels. For the full year, Persistent Toll Violator (PTV) interdictions totaled 6,506, up 5.3% from 6,180 in 2024. Enforcement efforts resulted in the issuance of 28,971 summonses in 2025; a 42.2% increase compared to 20,374 in 2024.

Moving Forward

MTA Bridges and Tunnels will continue to implement targeted, data-driven enforcement while actively pursuing opportunities to expand operational capacity through the identification and integration of additional strategic partners.

FINANCIAL RESULTS

2025 Revenues & Expenses, December Year-to-Date

\$ in millions favorable/ (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$2,615.2	\$2,623.7	\$8.5
Toll Revenue	\$2,584.7	\$2,585.2	\$0.5
Other Revenue	\$30.5	\$38.5	\$8.0
Total Non-Reimbursable Expenses	\$506.6	\$495.9	\$10.7
Labor Expenses	\$231.3	\$247.4	(\$16.1)
Non-Labor Expenses	\$275.3	\$248.5	\$26.8
Non Cash Liabilities	\$245.2	\$239.2	\$6.0
Net Surplus / (Deficit) - Accrued	\$2,108.6	\$2,127.8	\$19.2
Total Support to Mass Transit	\$1,624.4	\$1,658.2	\$33.8
Congestion Relief Zone	Budget	Actual	Variance
Total revenue	\$687.8	\$701.2	\$13.5
Program expenses	\$139.5	\$139.2	\$0.3
Net Surplus/(Deficit) - Accrued	\$548.3	\$562.0	\$13.8

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	935	802	133
Reimbursable	61	72	(11)
Total Positions	996	874	122

Data Review

Year-to-date toll revenue is \$0.5 million above the Final Forecast. Total non-reimbursable expenses are favorable by \$10.7 million, due primarily to lower non-labor expenses. Total support to Mass Transit is \$1,658.2 million, which is favorable by \$33.8million. CRZ revenue is favorable to budget by \$13.5 million, with a year-end net surplus of \$562.0 million.

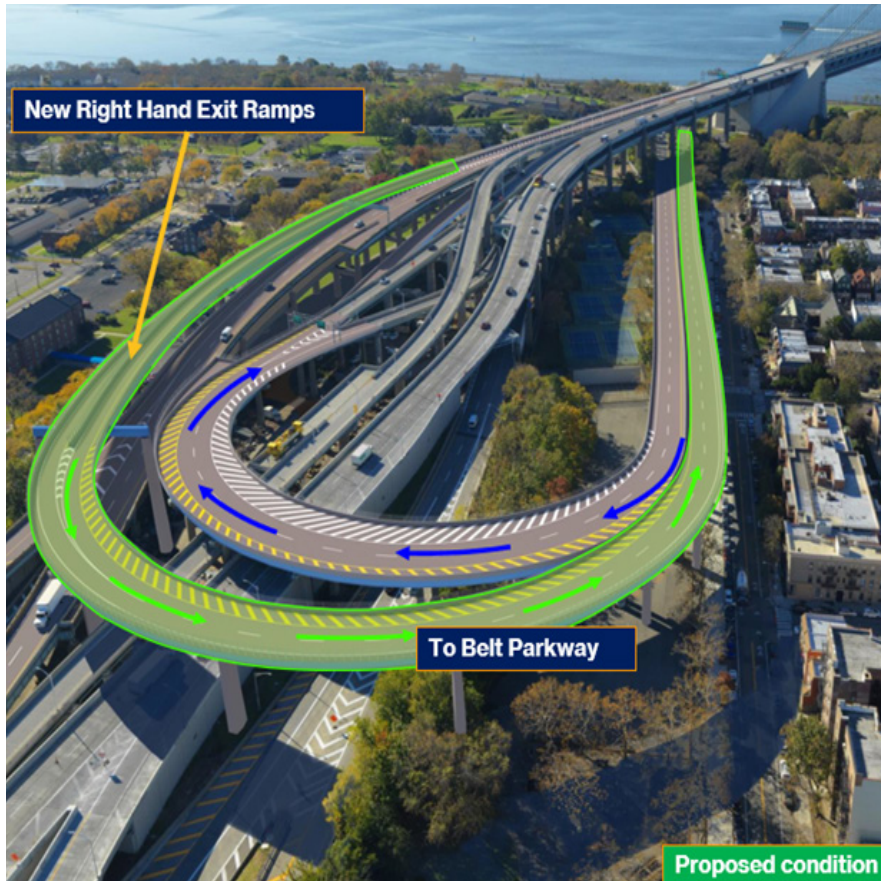
Moving Forward

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

Rehabilitating Brooklyn Ramps at Verrazzano-Narrows Bridge



MTA Construction & Development is in the early construction stages of a major project to rehabilitate the Brooklyn interchange of the Verrazzano-Narrows Bridge (VNB). The four-year, \$435 million design-build project, the largest ever undertaken by MTA Bridges and Tunnels, was awarded in August 2025 to VNB Construction Company.

The project will rehabilitate the elevated roadways connecting the Verrazzano-Narrows Bridge to the Belt Parkway, the eastbound Gowanus

Expressway and 92nd Street in Brooklyn. Rehabilitation work includes replacement of the concrete deck and barriers, including all associated utilities and appurtenances, implementation of seismic improvements, and repairs to the original supporting piers.

Several features of the project will provide major safety improvements at the bridge's eastbound Brooklyn approach, which is a long-standing high collision location. In particular, the project will reconstruct two left lane exit ramps that connect the bridge's Brooklyn-bound traffic to the Belt Parkway, realigning these ramps to right lane exits that will meet current design standards, streamline traffic movements, and improve road safety. Widened shoulders on the new ramps will allow for more efficient incident response as well as access for daytime roadway maintenance with minimal traffic impacts in the future.

While the final design is progressing, the Design-Builder has proceeded with mobilization to the site, including survey, site investigations such as soil borings, site preparation for work access, and installation of protective shielding under the existing roadways. The project is expected to be completed July 2029.



Building the Throgs Necks 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

