A nighttime photograph of a highway. In the foreground, a police car with its lights on is parked on the shoulder, with a person standing by the open driver-side door. The car has '1475' and 'MTA' on its side. A white car is driving away in the distance. The background shows a concrete barrier and trees illuminated by streetlights.

# BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

February 2026



Enforcement at the Verrazzano-Narrows Bridge.

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

2 Broadway • New York, NY 10004  
February 23, 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](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

As we move into February, MTA Bridges and Tunnels continues to demonstrate strong operational performance, disciplined financial management, and an unwavering commitment to safety and enforcement.

January's enforcement activity was among the strongest we have seen in recent years. Our teams interdicted 314 vehicles for persistent toll violations and issued more than 2,400 summonses, the highest January summons activity in the past five years. This sustained, data-driven approach reinforces accountability across our facilities. We also welcomed the Putnam County Sheriff's Office to our multi-agency task force, bringing total participation to 20 partner agencies and further strengthening regional enforcement coverage.

Safety remains a core focus, and the results continue to trend in the right direction. In January 2026, the total collision rate declined 14.3 percent compared to a year ago, while collisions involving injury decreased by 25 percent. Incident response times averaged 6 minutes, an 11.4 percent improvement from last year, reflecting the effectiveness of our operational coordination and frontline readiness. Enhanced signage visibility, continued engineering improvements, and high-hazard safety reviews are contributing to these sustained reductions.

January also tested our emergency preparedness. Winter Storm Fern brought sustained snowfall followed by prolonged below-freezing temperatures. For 23 continuous hours, our employees, supported by the MTA Police Department, plowed 11,000 lane miles and applied 2,800 tons of deicer. Echelon snow-plowing formations, coordinated wrecker support, and active patrol protection ensured our bridges and tunnels remained open and safe throughout the storm. I want to commend our frontline crews and the many behind-the-scenes teams, including fleet, tolling, security, and the command center, whose preparation and professionalism ensured a successful response under challenging conditions.



Last month, the American Society of Highway Engineers New York Metro awarded MTA Bridges and Tunnels, along with our partners at HDR, Parsons, and TransCore, the Large Project of the Year for the Central Business District Tolling Program, bringing the award total for the program to eight.

As we look ahead, we remain committed to maintaining our facilities in a state of good repair, strengthening enforcement partnerships, and delivering continued support to mass transit. Through operational discipline, strategic investment, and the dedication of our workforce, MTA Bridges and Tunnels continues to advance safety, reliability, and financial performance for the region.

**\$206  
million**

highest January toll  
revenue on record

---

**2,400**

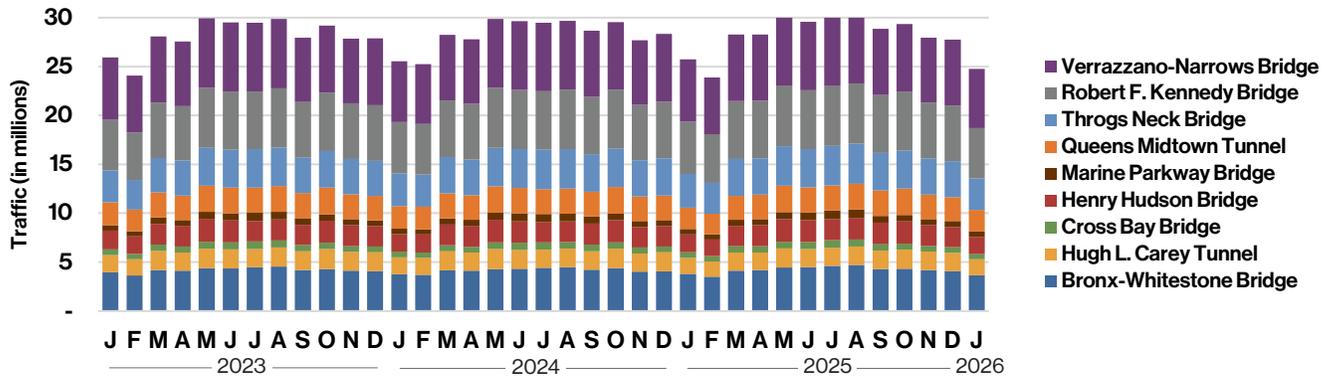
summons issued;  
the highest January  
summons activity in the  
past five years

# Bridges and Tunnels

## TRAFFIC

### Total Traffic by Facility

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



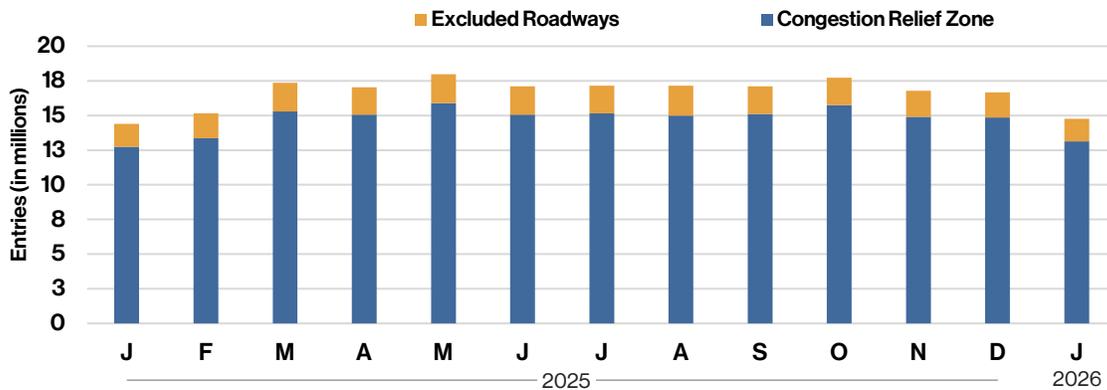
### Payment Method (Preliminary)

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 3,013,302 vehicles or 10.9% in January 2026 compared to December 2025, with the most significant drops of 701,968 vehicles or 10.4% at the Verrazzano-Narrows Bridge and 568,568 vehicles or 10.0% at the Robert F. Kennedy Bridge. All other MTA bridges and tunnels saw declines in vehicle crossings in January 2026 as compared to December 2025, with the steepest percentage decline of 14.3% at the Henry Hudson Bridge.

Traffic in January 2026 was lower by a total of 982,499 vehicles or 3.8%, compared to January 2025. The Queens Midtown Tunnel increased by 25,955 vehicles or 1.2%. All other bridges and tunnels saw decreases, with the most significant drops at the Verrazzano-Narrows Bridge with 284,347 vehicles or a 4.5% drop and the Robert F. Kennedy Bridge at 246,908 vehicles or a 4.6% decline. This January variance is due to Winter Storm Fern, accounting for approximately 1.1 million fewer vehicle crossings.

Year-to-date through January 2026 entries to the Central Business District (CBD) totaled 14,882,948 vehicles, averaging 480,095 vehicles per day, including 13,243,485 entries to the Congestion Relief Zone (CRZ), or 427,209 vehicles per day. Average daily CBD and CRZ entries declined by 10.8% from December 2025 to January 2026, and CBD entries were also 10.0% lower than in January 2025. This decrease was also driven in part by Winter Storm Fern, as entries during the week beginning January 25, 2026 were 1,296,032 fewer than the same week in 2025, representing 185,147 fewer vehicles per day on average.

## Moving Forward

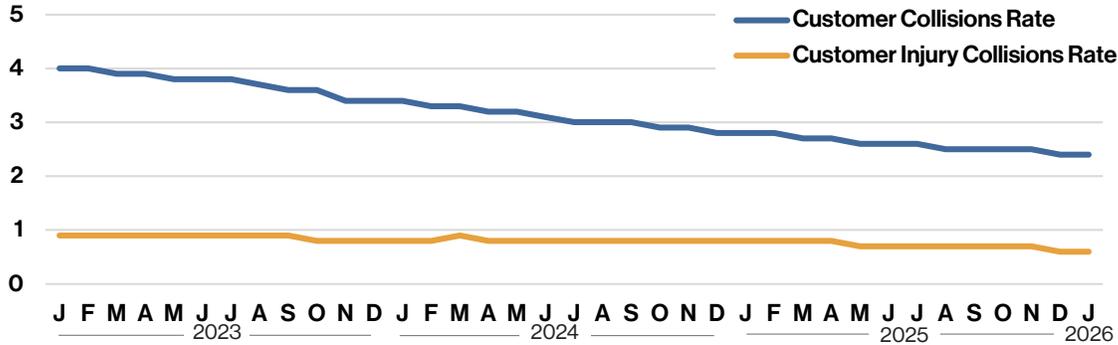
CBD entries and total traffic across MTA Bridges and Tunnels' facilities are likely to be higher in February 2026, reflecting the impact of Winter Storm Fern on travel conditions in January and the typical seasonal pattern in which February volumes exceed January on an average daily basis, as was also observed in 2025.

# Bridges and Tunnels

## SAFETY

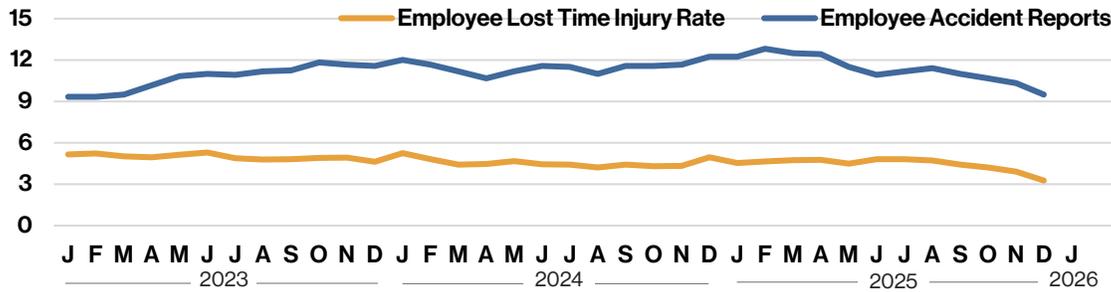
### Customer Collision Rate and Customer Collision Injury Rate

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).



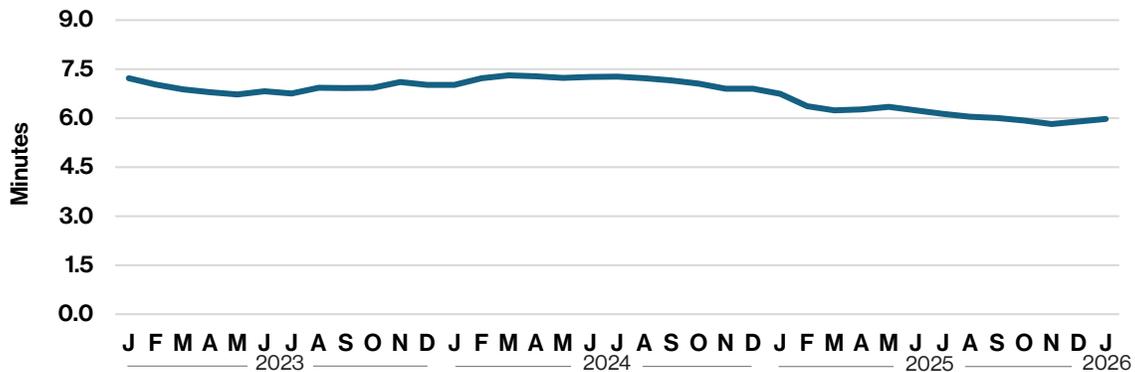
### Employee Lost Time Injury Rate and Employee Accident Reports

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 January 2026, MTA Bridges and Tunnels' recorded a total collision rate of 2.4 per million vehicles, a 14.3% decrease from the rate of 2.8 per million vehicles recorded in January 2025. 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 December 2025 was 3.3, which constitutes a 33.8% decrease relative to December 2024, when the rate was 4.9.

The average incident response time for January 2026 was 6.0 minutes, representing a 11.4% improvement from 6.7 minutes in January 2025.

## Moving Forward

MTA Bridges and Tunnels' staff and joint partners continue to reduce collisions through engineering, education, and enforcement. Enhanced signage visibility has contributed to lower collision rates, while facility-specific initiatives, including safe work practices, and high-hazard reviews to support improved injury performance.



# FINANCIAL RESULTS

## 2026 Revenues & Expenses, January Year-to-Date

*\$ in millions favorable/ (unfavorable)*

Bridge and Tunnel Facilities	Budget	Actual	Variance
<b>Total Non-Reimbursable Revenues</b>	<b>\$199.6</b>	<b>\$209.6</b>	<b>\$10.0</b>
Toll Revenue	\$197.2	\$206.2	\$9.0
Other Revenue	\$2.4	\$3.3	\$1.0
<b>Total Non-Reimbursable Expenses</b>	<b>\$37.1</b>	<b>\$37.3</b>	<b>(\$0.2)</b>
Labor Expenses	\$21.0	\$22.3	(\$1.4)
Non-Labor Expenses	\$16.1	\$15.0	\$1.1
<b>Non Cash Liabilities</b>	<b>\$58.4</b>	<b>\$58.0</b>	<b>\$0.5</b>
<b>Net Surplus / (Deficit) - Accrued</b>	<b>\$162.5</b>	<b>\$172.3</b>	<b>\$9.8</b>
<b>Total Support to Mass Transit</b>	<b>\$114.2</b>	<b>\$132.7</b>	<b>\$18.5</b>
Congestion Relief Zone	Budget	Actual	Variance
Total revenue	\$52.1	\$62.2	\$10.1
Program expenses	\$11.1	\$8.8	\$2.3
<b>Net Surplus/(Deficit) - Accrued</b>	<b>\$41.0</b>	<b>\$53.4</b>	<b>\$12.5</b>

## Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	867	785	82
Reimbursable	72	68	4
<b>Total Positions</b>	<b>939</b>	<b>853</b>	<b>86</b>

## Data Review

Year-to-Date toll revenue is \$9.0 million above the Adopted Budget. Total non-reimbursable expenses are unfavorable by \$0.2 million, due primarily to higher labor expenses. Total Support to Mass Transit is \$132.7 million, which is favorable by \$18.5 million. CRZ revenue is favorable to budget by \$10.1 million, with a year-to-date net surplus of \$53.4 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

### Expansion of Fire Suppression System at HLC and QMT Underway



MTA Construction & Development has commenced a \$138 million design-build contract for installation of fixed fire suppression systems at the Hugh L. Carey Tunnel (HLC) and Queens-Midtown Tunnel (QMT). The 37-month contract, which was awarded in December 2025, will expand a successful pilot fire suppression system installed in a segment of the HLC under a separate project, which was completed in October 2021.

The systems to be constructed under this contract use a high-pressure water mist to suppress any fires that may start inside the tunnels, protecting motorists, workers, first responders, and tunnel infrastructure. High-pressure water main piping, as well as valves, water mist nozzles, and associated conduit, wiring, and other electrical equipment, will be installed in the exhaust air ducts above the roadway in each tunnel. As the fire suppression system is built out, it will be integrated into MTA Bridges and Tunnels' emergency and fire response protocols.

As is typical for MTA Bridges and Tunnels' contracts additional tunnel work was bundled into the project scope to take advantage of operational efficiencies and minimize impacts to motorists. Most of the work will be performed during routine nighttime closures, coordinated with field staff to align with tunnel washing, and scheduled around other critical maintenance activities.



Archived Photo of a Bridge and Tunnel Officer.





## **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

