

BRIDGES AND TUNNELS KEY PERFORMANCE METRICS

March 2026

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NEW YORK
1475
TOTA

NEW YORK STATE



Enforcement efforts underway.

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

2 Broadway • New York, NY 10004
March 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 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 enter the Spring season, MTA Bridges and Tunnels continues to demonstrate resilience, professionalism, and an unwavering commitment to public service after a historic winter weather season that required sustained operational coordination and response. We are pleased that there were zero closures at our crossings during these events.

Earlier this month, we continued to strengthen our partnership with the MTA Police Department by expanding their role at two additional facilities, the Verrazzano-Narrows Bridge and the Robert F. Kennedy Bridge. I want to thank our Bridges North and South staff, MTA PD leadership, and all those who worked to make this smooth and successful.

March also marks 125 joint enforcement operations and the two-year anniversary of the launch of the multi-agency City and State-led task force dedicated to removing “ghost cars” — vehicles that are virtually untraceable by traffic cameras and toll readers because of their forged or altered license plates — from New York roadways.

Last month, enforcement efforts across MTA Bridges and Tunnels led to the highest February summons activity in the past five years, with more than 2,700 summonses including the interdiction of 172 vehicles for persistent toll violations. As the winter season winds down, the agency will continue to focus on strategic initiatives including HOV lane enforcement and commercial vehicle inspections through the spring and summer months. Overweight trucks — estimated to be 6.5% of trucks that cross the Agency’s spans — cause damage to our bridge structures, increasing the need for maintenance and repairs, as well as long-term construction costs — approximately \$30 million annually.

Finally, MTA Bridges and Tunnels (formerly the Triborough Bridge and Tunnel Authority/TBTA) was proud to march in the New York City St. Patrick's Day Parade with the TBTA Emerald Society. We are grateful to this fraternal organization for their years of service that preserves Irish heritage through education and charitable activities including the annual toy drive.

125

number of ghost plate
task force operations

2 Year

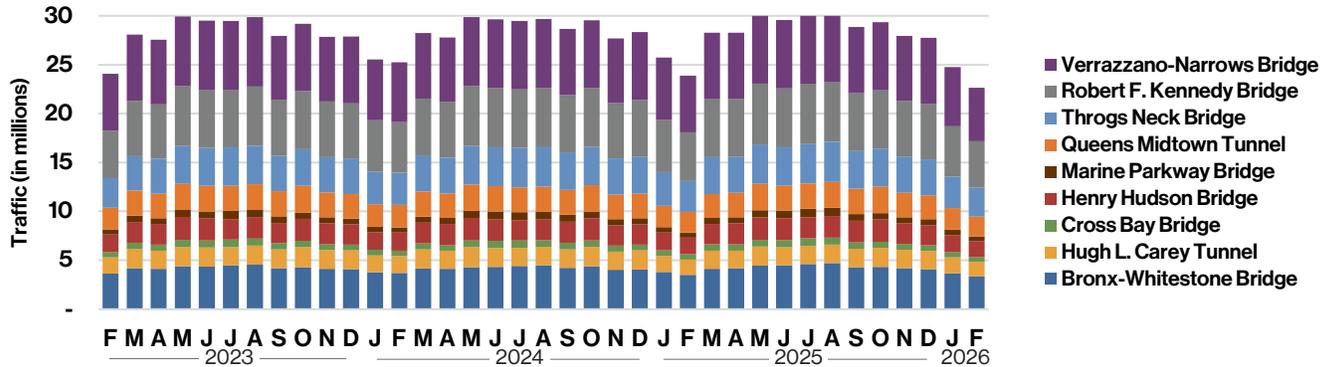
anniversary of the ghost
plate task force

Bridges and Tunnels

TRAFFIC

Total Traffic by Facility

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



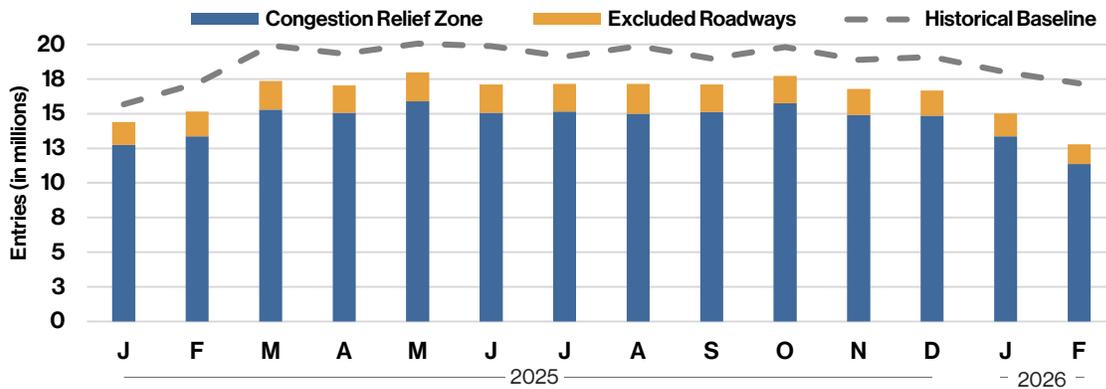
Payment Method (Preliminary)

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.



Data Review

Traffic at MTA Bridges and Tunnels in February 2026 was lower by a total of 1,251,224 vehicles or 5.2%, compared to February 2025. All bridges and tunnels saw decreases when compared to the same month in 2025, ranging from a 3.9% reduction at the Bronx-Whitestone Bridge to a 13.2% reduction at the Cross Bay Bridge. The Verrazzano-Narrows Bridge had the largest reduction, with 335,340 fewer vehicles than in February 2025. These decreases were driven by Winter Storm Hernando, which included a travel ban on all non-essential vehicles on streets, highways, bridges and tunnels from 9 PM (7 PM for trucks) on February 22nd through noon on February 23rd.

Year-to-date traffic at MTA Bridges and Tunnels through February 2026 was lower by a total of 2,233,723 vehicles or 4.5%, compared to year-to-date February 2025. All bridges and tunnels saw decreases in vehicle traffic. The largest reduction was at the Verrazzano-Narrows Bridge, with 619,687 fewer vehicles or 5.1% less than the comparable 2025 period, followed by the Robert F. Kennedy Bridge, with 498,065 fewer vehicles or a 4.8% decline.

Year-to-date through February 2026, entries into the Central Business District (CBD), which includes the Congestion Relief Zone (CRZ) and Excluded Roadways, totaled 27,819,889 vehicles, averaging 471,524 vehicles per day. Of these, 24,743,484 were CRZ entries, averaging 419,381 vehicles per day.

Average daily CBD and CRZ entries were 12.3% lower than during the same period in 2025. In February alone, average daily CBD entries were 15.6% lower than in February 2025, while CRZ entries were 14.9% lower year-over-year.

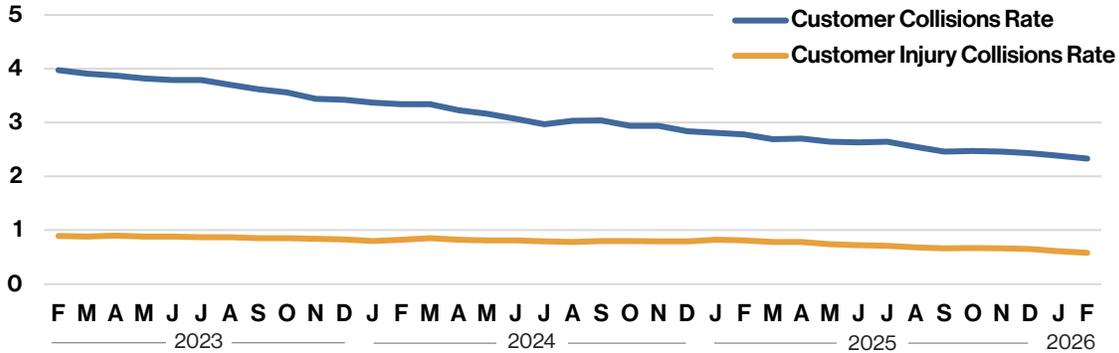
Similar to traffic patterns at the bridges and tunnels, CBD entries were reduced in part due to Winter Storms Fern and Hernando, as well as the associated travel ban.

Moving Forward

CBD entries and total traffic across MTA Bridges and Tunnels facilities are likely to be higher in March 2026. The forecast is based on the impact of Winter Storm Hernando in February and the typical seasonal pattern in which March volumes exceed February on an average daily basis.

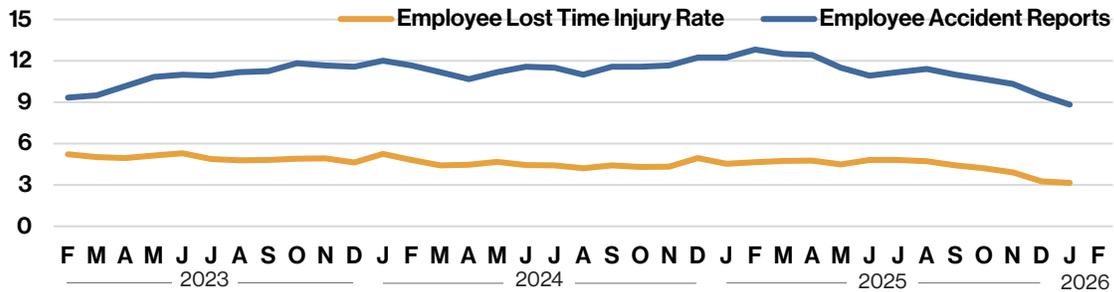
Customer Collision Rate and Customer Collision Injury Rate

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).



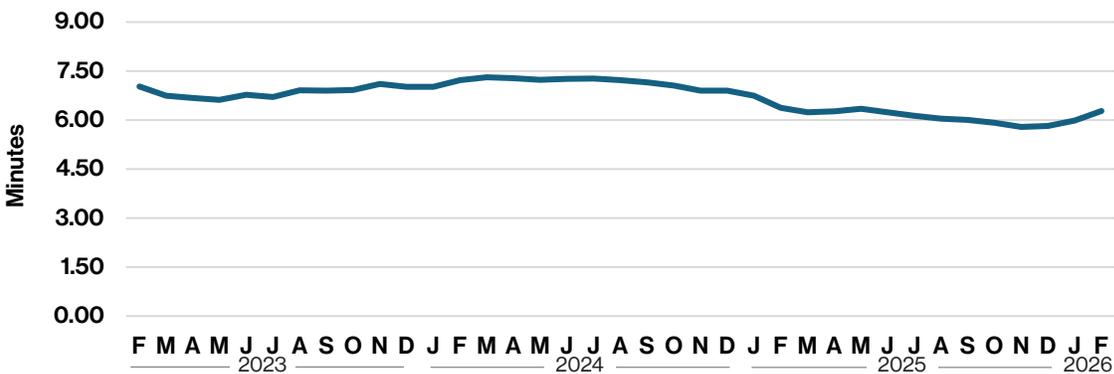
Employee Lost Time Injury Rate and Employee Accident Reports

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 February 2026, MTA Bridges and Tunnels recorded a total collision rate of 2.3 per million vehicles, a 16.2% decrease from the rate of 2.8 per million vehicles recorded in February 2025. The collisions-with-injury per million vehicles also declined to 0.6 per million vehicles, a 28.4% reduction from last year's rate of 0.8. The lost-time injury rate for January 2026 was 3.2, which constitutes a 30.2% decrease relative to January 2025, when the rate was 4.5.

The average incident response time for 2026 was 6.3 minutes, representing a 1.4% improvement from 6.4 minutes in February 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 increased safety inspections, review of high-hazard work activity, and enhancement to safety training programs, have improved organizational injury reduction efforts.

FINANCIAL RESULTS

2026 Revenues & Expenses, February Year-to-Date

\$ in millions favorable/ (unfavorable)

Bridge and Tunnel Facilities	Budget	Actual	Variance
Total Non-Reimbursable Revenues	\$401.5	\$400.2	(\$1.3)
Toll Revenue	\$396.7	\$394.4	(\$2.3)
Other Revenue	\$4.7	\$5.8	\$1.0
Total Non-Reimbursable Expenses	\$72.4	\$68.1	\$4.3
Labor Expenses	\$39.6	\$42.4	(\$2.9)
Non-Labor Expenses	\$32.9	\$25.7	\$7.2
Non Cash Liabilities	\$37.6	\$40.2	(\$2.6)
Net Surplus / (Deficit) - Accrued	\$329.0	\$332.0	\$3.0

Total Support to Mass Transit	\$232.4	\$292.4	\$60.1
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Congestion Relief Zone	Budget	Actual	Variance
Total revenue	\$100.9	\$114.4	\$13.5
Program expenses	\$22.2	\$18.2	\$4.0
Net Surplus / (Deficit) - Accrued	\$78.7	\$96.1	\$17.5

Staffing Levels

Positions (Full-Time Equivalents)	Budget	Actual	Variance
Non-Reimbursable	867	781	86
Reimbursable	72	67	5
Total Positions	939	848	91

Data Review

Year-to-Date toll revenue is \$2.3 million below the Adopted Budget, primarily due to winter weather. Total non-reimbursable expenses are favorable by \$4.3 million, due primarily to due to timing of non-labor expenses. Total Support to Mass Transit is \$251.5 million, which is favorable by \$19.2 million. Year-to-Date CRZ revenue is favorable to budget by \$13.5 million, with a year-to-date net surplus of \$96.1 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.

Robert F. Kennedy Bridge Queens Span Upgrades



MTA Construction & Development continues to make strong progress on a design-build contract for upgrades of several critical systems at the Queens suspended span of the Robert F. Kennedy (RFK) Bridge. The \$410 million, 3 ½-year contract was awarded in December 2023.

The project scope of work includes:

- Structural steel repairs, including weld repairs to the existing orthotropic deck;
- Replacement of the existing walkway with a new Americans with Disabilities Act (ADA) compliant shared-use path;
- Installation of a new dehumidification system for the bridge's main cables;
- Installation of a new Weigh-In-Motion (WIM) system, a state-of-the-art technology that enables MTA Bridges and Tunnels to weigh vehicles in real time as they cross the bridge and automatically issue tickets to overweight trucks for direct enforcement, was completed in late 2025, with the program scheduled to go live in late 2026.

A new ADA-compliant bike-pedestrian shared-use path is now under construction following the demolition of the former walkway. Once completed, it will significantly improve access from Queens to Randall's Island Park.

The main cable dehumidification system being installed under this contract will circulate dry air through the main cables to control humidity and prevent corrosion, preserving their load-carrying capacity. The RFK Bridge is the first of MTA Bridges and Tunnels' four suspension bridges to receive this proven technology. Installation of a similar system is currently underway at the Verrazzano-Narrows Bridge. Dehumidification projects for the Bronx-Whitestone and Throgs Neck bridges are included in the current Capital Program.



Snow removal operations keeping Bridges and Tunnels moving.

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

