



Annual Highlights – 2025

Overview

New York State Thruway Authority (Authority)

The 570-mile New York State Thruway, operated by the Thruway Authority, has served as the central artery of the state's transportation system for more than seven decades.

The Thruway is renowned for being among the safest and most reliable superhighway systems in the country. Throughout the history of the system, toll revenues have been the primary source of funds to support Thruway operations, maintenance and capital investments.

Thruway by the Numbers

- 2025 Overall Revised Budget: **\$1.37 billion**
- Thruway Operating Expenses: **\$444.8 million**
- Debt Service: **\$383.3 million**
- Thruway System-wide Capital Projects 2025 Revised Cash Flow Budget: **\$481.7 million**
- Five-year Capital Plan (2025-2029) investment: **\$2.1 billion**
- State Police Troop T investment: **\$63.9 million**
- **884,250+ visitors** to the Thruway's three welcome centers
- **27.1+ million visitors** to Thruway Service Areas
- **168 lane miles** of highway pavement rehabilitated or reconstructed
- **4 bridges** replaced
- **24 bridges** rehabilitated
- **62.3+ million gallons** of gasoline and diesel fuel sold at Thruway Service Areas
- **39,621** roadside service calls received by the Thruway Statewide Operations Center
- **239,932 employee hours** worked, and **2,015,684 miles** traveled conducting snow and ice operations
- **60,339** special hauling permits issued to oversize and overweight vehicles
- **503** bridges inspected
- **134,520 tickets** issued by New York State Police Troop T including:
 - **56,101** for speeding
 - **2,537** for cell phone usage
 - **5,169** for texting while driving
 - **9,203** for no seatbelt
 - **5,266** for violating the ***Move Over Law***
- **9,194** crashes investigated
- **1,892** criminal arrests and **1,524** DWI arrests

Safety Initiatives

Winter Operations and Emergency Management

In 2025, the Authority continued strengthening its snow and ice fleet operations. These efforts included:

- Replaced 60 pieces of snow fighting equipment statewide, including 42 heavy-duty plow trucks, nine medium-duty plow trucks, two large loaders, snow pushers, and light-duty pickup trucks with plows and spreaders
- Continued to develop and enhance the Authority's Emergency Management Operations Protocol (EMOP) document and train staff on requirements in conjunction with the Division of Homeland Security and Emergency Services (DHSES)
- Coordinated statewide storm and incident response with Authority, New York State Department of Transportation (NYSDOT), State Police and DHSES staff
- Participated in tabletop exercises and drills with outside agencies and transportation partners for preparedness in emergency situations
- Coordination with Multi-State Northeast Transportation Partners (New York, Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, and Vermont)
- Coordination with TRANSCOM (Coalition of 16 transportation and public safety agencies in the New York – Pennsylvania – New Jersey – Connecticut metropolitan region)

Average Customer Wait Time for Thruway Roadside Assistance

The safety of motorists on the Thruway system is the top priority. Disabled vehicles in need of roadside assistance can be a safety hazard and should be removed as quickly as possible. Ensuring that authorized tow operators and service providers are dispatched and respond to disabled vehicles quickly enhances safety on the Thruway.

In 2025, the average response time was 30 minutes on the Thruway system.

Motor Vehicle Fatalities on the Thruway System

Year after year, the Thruway system is recognized as one of the safest highways in the nation. In 2024, the Thruway-wide fatality rate was 0.22 fatalities per 100 million vehicle miles traveled, one of the lowest recorded rates on the Thruway system since fatality rates have been documented since 1954. The figure is significantly lower than the nationwide traffic fatality rate for 2024 of 1.20 and the latest projected New York State traffic fatality rate from 2024 of 1.16. In 2025, there were 31 fatal crashes resulting in 35 fatalities reported on the Thruway system.

Over Height Detection

The Thruway Authority has acted to mitigate the numerous bridge strikes occurring annually, including the deployment of new technology at eight locations on the Thruway system that will be operationalized in spring 2026. This technology will use real-time analytics and camera infrastructure to identify over height vehicles before they reach bridges, enabling the Authority and Troop T to intervene. This initiative underscores the

Authority's commitment to preventing bridge strikes, protecting workers and motorists, and safeguarding the integrity of the Thruway system.

Camera Site Locations

I-90 at Interchange 48A (Pembroke)
I-90 at Interchange 55 (Lackawanna Toll Gantry)
I-190 MP 010.80 SB Between Interchange 14 (Ontario Street) and 15 (Route 324)
I-87 at Interchange 14B (Airmont Road)
I-87 at Interchange 17 (Newburgh) South
I-87 at Interchange 12 (West Nyack)
I-90 at Interchange 29 (Canajoharie)
I-90 at Interchange 39 (Syracuse Fulton - I-690 - NY Route 690)

First Aid/CPR/AED Training

The Authority has internally certified 25 internal First Aid/CPR/AED instructors and conducted 12 training classes, resulting in 127 employees earning certifications. These courses equip staff with essential skills to respond effectively to medical emergencies in the workplace and beyond. Training emphasizes hands-on practice and situational awareness, ensuring employees are prepared to provide immediate care while awaiting professional medical assistance.

Supervisors and employees are encouraged to maintain their certifications and participate in refresher training to support a safe and prepared workplace. Through continued investment in employee preparedness, the Authority strengthens its safety culture and ensures staff are ready to respond whenever emergencies arise.

On-Site Occupational Medical Testing

Through a contract with Professional Health Services (PHS), the Authority successfully delivered OSHA-required medical surveillance and testing for field staff, ensuring regulatory compliance and employee health protection. Services provided included 371 audiometric exams, 30 blood lead/ZPP tests, 811 respirator fit tests, 92 TB tests, 88 chest X-rays, and 83 pulmonary function tests. This effort supports a safer workplace and reinforces the Authority's commitment to occupational health and regulatory excellence.

Employee Safety Communications and Stand Downs

In 2025, the Authority strengthened employee safety and promoted a proactive safety culture through targeted communications (Safety Grams) and stand downs.

Safety Grams: Seven Safety Grams were distributed on key safety topics, including:

- Reporting Safety & Health Concerns
- Snowplow Safety

- Situational Awareness in Work Zones
- Safety Tips for Service and Repair Mechanics to Prevent Injuries
- Traffic Observers: A Critical Role in Work Zones
- Share What You Know & Make Work Zones Safer
- Preparing for Shift Work

Safety Stand Downs and Tailgate Talks:

- National Work Zone Safety Stand Down
- Sun and Working in the Heat Safety Stand Down
- Statewide tailgate talks on Reporting Safety Concerns, Halo Light SL and High Visibility Leg Gaiters distribution and use requirements, Situational Awareness in Work Zones, and Traffic Observer Job Duties.

These initiatives reinforced situational awareness, encouraged safe work practices, and ensured employees were prepared to recognize hazards, helping the Authority maintain a safe and compliant workplace environment.

Saf-Gard Safety Footwear Voucher Program

The Authority continued its Saf-Gard Safety Footwear Voucher Program through an OGS contract, enabling employees to obtain safety footwear with no out-of-pocket expense. Employees have the convenience of purchasing footwear through a Thruway-based internet store, which offers free shipping and returns, as well as manufacturer discounts of 10–30% across 15 brands.

During the year, a total of 563 pairs of safety footwear were provided, ensuring employees are equipped with proper protective footwear to help prevent workplace injuries and maintain a safe working environment.

Safety Incentive Program

The Authority successfully implemented the Safety Incentive Program for the period July 1, 2024, through June 30, 2025, promoting safe work practices across the organization. Approximately 1,350 employees were eligible to participate.

Eligible employees were entered into a division-based tracking spreadsheet, reviewed for preventable accidents and lost-time injuries, and assigned to the appropriate category. Order forms were distributed through Safety Representatives, and merchandise was successfully ordered with delivery scheduled for early December.

Employees were categorized based on injury and accident history, including lost work time:

- Category 1: Hooded Class 3 hi-vis sweatshirt
- Category 2: Long-sleeve Class 3 hi-vis t-shirt or polo shirt
- Category 3: Short-sleeve Class 3 hi-vis t-shirt or polo shirt

Through this program, the Authority recognized safe work practices, reinforced a culture of safety, and provided employees with high-visibility protective apparel as a reward for maintaining safe performance.

Workplace Safety and Risk Management

In 2025, the Authority made significant strides in workplace safety and risk management, completing a comprehensive range of audits, inspections, and investigations to protect employees and maintain safe operations:

- 219 Building Safety Audits conducted to ensure facility compliance with safety standards
- 16 Work Site Inspections and 18 Work Zone Inspections performed to identify and mitigate hazards in active work areas
- 137 Required Facility Risk Assessments completed to evaluate and reduce potential threats to employee safety
- 200 Employee Injury Investigations carried out to determine root causes and prevent recurrence
- 106 Employee Safety Concerns resolved through proactive intervention and corrective action
- 210 Equipment Accident Investigations conducted to analyze incidents and implement preventive measures

These efforts demonstrate the Authority's commitment to fostering a safe working environment, addressing hazards proactively, and continuously improving safety practices across all operations.

NYS Fallen Highway Worker Memorial

In 2025, the Authority actively participated in planning and coordination with the NYS Department of Transportation (DOT) and NYS Parks & Recreation for the New York State Fallen Highway Worker Memorial, located at the NYS Fairgrounds in Syracuse, NY. This memorial honors highway workers who lost their lives in the line of duty. During the 2025 memorial, the Authority paid tribute to two of its fallen employees from the Buffalo Division:

- TMW Vincent Giammarva, Henrietta Section (2024)
- TMS1 Stephen Ebling, Silver Creek Section (2024)

Through its participation, the Authority reinforced its commitment to workplace safety, honored the memory of fallen colleagues, and promoted awareness of the hazards faced by highway workers, fostering a culture of vigilance, respect, and safety across the organization.

A memorial unveiling was also held at the Authority's Administrative Headquarters in October 2025 to dedicate a permanent Fallen Workers Memorial. The new memorial wall, designed and constructed by Thruway employees, honors the 22 fallen Thruway employees and one Canal Corporation employee who tragically died in the line of duty. Additional placards will also honor fallen members of the New York State Police Troop T in the Spring of 2026. The Fallen Workers Memorial at Administrative Headquarters will stand as a lasting memory of those who lost their lives while on the job, and they will never be forgotten.

National Work Zone Awareness Week

In 2025, the Authority actively participated in National Work Zone Awareness Week, a nationwide campaign to promote safety for workers and motorists in and around work zones. Headquarters honored the week with memorial standards lining the main walkway for all Authority employees who lost their lives in the line of duty.

These efforts reinforced the importance of situational awareness, proper work zone procedures, and safe practices, while also paying tribute to fallen colleagues. By combining education, memorialization, and visibility, the Authority strengthened its culture of safety and respect for the hazards faced by roadway workers.

Sectional Injury & Illness Review Initiative

In October 2025, the Bureau of Employee and Traffic Safety successfully launched and facilitated the first Sectional Injury & Illness Review, a strategic initiative aimed at enhancing workplace safety performance and reducing injury trends across the organization. The initial focus targeted Maintenance Sections with the highest Total Recordable Incident Rates (TRIR) and incidents resulting in the greatest combined lost workdays.

The session examined incidents over a five-year period, identified patterns, and engaged staff at the four Divisions in developing actionable strategies to prevent future injuries. The Bureau delivered a comprehensive PowerPoint presentation and supporting reference materials to guide discussions and improve understanding of TRIR metrics and their operational implications.

This collaborative review provided a platform for sharing insights, reinforcing accountability, and fostering a culture of continuous improvement in workplace safety. By establishing a structured, repeatable framework for ongoing injury and illness reviews, the initiative lays the foundation for measurable reductions in incidents and strengthens the organization's overall risk mitigation and safety culture.

Tolling

Cashless Tolling/Customer Service

The Thruway Authority, in partnership with the other NY Tolling Authorities, executed the largest back-office system conversion in the country with its vendor Conduent in April of 2025. This new back-office system has provided the NY Tolling Authorities with enhanced functionality and versatility to improve the overall customer experience. Customers have benefited from this transformation with enhanced customer service features that include expanded payment options (Apple Pay and Google Pay are accepted on both the app and website); a streamlined customer service phone number (previously there was one number for E-ZPass and another for Tolls by Mail); increased self-service functionality for customers to manage their accounts; and live chat functionality for customers to message live agents as an alternative to calls for immediate assistance and guidance.

There are various avenues customers can use when they have a question or concern. Customers can contact our NY Customer Service Center or the Authority's Office of the

Toll Payer Advocate when they are unable to resolve toll issues using channels offered by the NY Customer Service Center. Additionally, the Authority has an in-house customer service team that handled nearly 49,000 inquiries in 2025. If a customer contacts their elected official, the legislator and their staff work with our Government Relations Office to resolve issues.

Toll Collection/Enforcement Strategies

The Authority strives to balance toll collections with enforcement to ensure everyone pays their fair share and uses a variety of enforcement tools to collect every dollar owed to us.

- **Violation Fees:** An unpaid 2nd toll bill escalates to violations. The Authority assesses a \$50 fee per violation notice for customers. At maximum, Thruway violations will only add up to \$600 per year (\$50 x12 months).
- **Registration Suspension:** Those toll evaders who have incurred three or more unpaid violations within five years are subject to registration suspension.
- **MA Reg Hold:** The Thruway also places holds on MA registrants registrations for persistent toll evaders.
- **Collections:** The Thruway contracts with a third party to collect past due violation balances that are owed to us.
- **Vehicle Exclusion Pilot Program:** The Authority is mailing letters to Thruway motorists who have failed to pay over \$1,000 in tolls and are thereby identified as being excluded from traveling the roadway.

State Police Enforcement Operations

The New York State Police Troop T, in partnership with the New York State Thruway Authority, conducted 7 Toll Evasion Details across the state in 2025 that targeted drivers who persistently violated tolls, and had ghost plates and ineligible or missing license plates. Overall, 310 vehicles were seized, 98 which were towed for toll evasion. Enforcement was focused on suspended registration, and tickets were also issued for fraudulent and obstructed license plates, as well as speeding, not wearing a seatbelt, cell phone use, driving with an expired driver's license or expired registration, and other violations – resulting in a safer roadway for everyone.

State Police Troop T led the operation while the Thruway Authority's Traffic Safety and Maintenance teams in all four of its Divisions assisted with traffic control.

Governor Mario M. Cuomo Bridge

The twin-span Governor Mario M. Cuomo Bridge—the longest in New York State—fully opened to traffic in 2018; nearly 55 million vehicles cross the three-mile-long bridge each year.

More than 900,000 people have visited the bridge's 3.6-mile bicycle and pedestrian path since it opened in June 2020, including approximately 135,000 patrons in 2025. The free seasonal weekend Hudson Link bus shuttle serving the path provided nearly 9,500 rides, representing a 16 percent increase from the previous year. The Thruway

Authority's transportation partner, the New York State Department of Transportation, sponsors the shuttle, which runs from late May to late October.

Visitors are notified of the latest path news and real-time information through the bridge's Instagram (@gmmcb_ny) and Twitter (@gmmcb) feeds, and via the bridge's website.

The bridge's architectural features were once again illuminated nightly. The bridge was bathed in color in coordination with other state landmarks to observe major federal, state, and religious holidays, and in support of numerous awareness days and community causes on more than 100 occasions.

The public used the bridge website to make lighting requests and to find information about the path's many recreational features, such as its public art installations, along with a design and engineering overview, and content regarding the legacy of the former Tappan Zee Bridge.

The website's "BridgeCam" and "FalconCam" continued to be popular features, allowing visitors to view the main span and the peregrine falcons that live atop one of the towers.

The Route 9 multimodal improvement project, which extends the bridge side path in Tarrytown one mile south to Lyndhurst Mansion, was completed in 2025 as part of a joint project with the NYSDOT. A 270-foot-long pedestrian bridge—16 feet wide and 15 feet tall—over the Thruway opened in July 2025, enhancing safety, improving traffic flow and providing further walking and biking opportunities for residents and visitors in the vicinity of the Governor Mario M. Cuomo Bridge. Additional improvements included a second left turn lane from Route 9 to the southbound Thruway entrance ramp (Interchange 9), widening the Thruway ramps leading to and from Route 9, installing a traffic signal on Route 9 at Paulding Avenue, resurfacing Route 9 from Route 119 to just south of Gracemere Lane, and relocating the village of Tarrytown's water main onto the Route 9 vehicular bridge.

State and Federal Grant Applications

The Thruway Authority continued its efforts to find and apply for grant opportunities it is eligible for to supplement the Authority's revenue portfolio when funding is awarded.

New York State

- In 2025, the Authority was awarded a \$250,000 Highway Safety Grant from the Governor's Traffic Safety Committee (GTSC) for a 'Slow Down Move Over' safety campaign.

Federal

- Bridge Investment Program (BIP) Project Grant: The Authority submitted a project grant application for the FY2025 BIP Project on November 1, 2024. No awards have been announced to date.

Capital Projects and Construction Contracts

The Thruway Authority identifies projects for inclusion into its Board-approved five-year capital plan through a cross-functional process that combines asset condition data, network-level goals, and maintenance observations to identify needs and the appropriate treatment to meet them.

The Authority's infrastructure management program incorporates factors such as projected rate of deterioration, traffic/truck volumes, expected service life of the last treatment, and available funding as part of its decision-making process.

In 2025, the Thruway Authority awarded 27 construction contracts in all four Divisions worth more than \$282 million including the following:

DIVISION	LOCATION (MP - Milepost)	PROJECT	CONSTRUCTION COST
Albany	Interchanges 25 & 25A	Toll Improvements	\$18,229,705
Albany	MP 178.38	Bridge Rehabilitation	\$12,385,680
Albany	Various Locations	Bridge Painting	\$2,600,000
Albany	MP 158.54	Bridge Rehabilitation	\$6,258,962
Albany	MP 148.2 to MP 154.3	Pavement Restoration	\$16,628,115
Albany	MP113.89	Bridge Replacement	\$7,757,000
Albany	MP 103.16	Bridge Replacement	\$8,189,982
Albany	MP 76.5 to MP 86.8	Pavement Resurfacing	\$18,929,559
Albany & Syracuse	Various Locations	Pavement Safety Striping	\$1,163,816
Buffalo	MP 467.0 to 483.0	Safety Upgrades	\$4,637,023
Buffalo	MP 362.44	Bridge and Overhead Sign Structure Replacement	\$10,963,400
Buffalo	MP 416.90 to MP 419.40	Pavement Resurfacing	\$5,416,909
Buffalo	MP 908.75	Retaining Wall Stabilization	\$7,788,703
Buffalo	Various Locations	On-Demand Repair Contract	\$5,623,077
Buffalo	MP 419.4 to MP 425.9	Pavement Resurfacing	\$64,485,017
Buffalo & Syracuse	Various Locations	Pavement Safety Striping	\$2,348,311
New York	Various Locations	Bridge Maintenance Cleaning	\$468,248

DIVISION	LOCATION (MP - Milepost)	PROJECT	CONSTRUCTION COST
New York	Various Locations	Bridge Painting	\$7,545,000
New York	Various Locations	On-Demand Repair Contract	\$6,215,794
New York	MP 608.8 to MP 610.8 & MP 610.8 to MP 613.3	Pavement Resurfacing	\$39,677,375
Syracuse	MP 276.58	Pavement Restoration and Bridge Rehabilitation	\$3,977,964
Syracuse	MP 197.9 to MP 210.2	Safety Upgrades	\$6,003,231
Syracuse	MP 233.27	Bridge Rehabilitation	\$1,453,755
Syracuse	Manchester Maintenance Section	Section Maintenance Addition and Roof Replacements	\$2,194,200
Syracuse	MP 261.7 to MP 268.0	Pavement Resurfacing	\$13,311,945
Syracuse	MP 257.09	Bridge Replacement	\$4,895,093
Syracuse	Various Locations	On-Demand Repair Contract	\$3,743,968

Enhanced Services and Attractions for Thruway Motorists

Service Area Project

In 2025, Empire State Thruway Partners completed construction of the remaining three service areas as part of the \$450 million project to redevelop and modernize all 27 service areas. The project is funded through a public-private partnership, and no toll dollars or state tax dollars were used for construction. This signifies the end of the multi-year project and construction phase of the lease agreement with Empire State Thruway Partners.

The lease agreement with Empire State Thruway Partners is a 33-year term.

RFP for the Fuel Facilities

The Authority is working with a consultant on an RFP for the renovation of the existing fuel facilities and potential enhancements that are needed to accommodate commercial vehicles, emerging technology, and alternative fuels. The RFP will be released in 2026 with the goal of announcing the successful proposer by the end of the year.

Electric Vehicle Charging Stations

At the end of 2025, there were 111 high speed charging stations located at 21 service areas and two welcome centers, and 22 level 2 charging stations located at nine commuter park and ride lots and the two Gov. Mario M. Cuomo Bridge landings.

As part of the service area improvements, all 27 service areas will have at least four and up to 12, high speed charging stations able to charge all types of electric passenger vehicles. Where feasible, the sites will be upgraded to support future growth and more electric vehicle (EV) stations as demand increases.

The federal Infrastructure Investment and Jobs Act established the National Electric Vehicle Infrastructure (NEVI) Program. NEVI provides funding to states to deploy electric vehicle (EV) fast chargers along designated electric vehicle corridors to establish an interconnected EV charging network across the state and nation.

The Authority is part of an interagency workgroup, led by NYSDOT, to develop and implement New York's NEVI Plan, which includes Medium and Heavy-Duty Electric Vehicle Charging (MHDEV).

Work Zone Safety

The Automated Work Zone Speed Enforcement (AWZSE) Program (Chapter 421 of the Laws of 2021) went live in April 2023. The law authorized the Authority and NYSDOT to develop a five-year pilot program to use automated photo enforcement technologies to impose monetary liability on vehicle registered owners for speed violations in work zones. The program goal is to improve safety by reducing speed in active work zones. There are ten mobile units that are used in active work zones across the Thruway. In 2025, the demonstration program was extended for an additional five-year period and increased the number of daily deployments allowed from ten to 20 on the Thruway.

In 2025, of the more than 6.7 million vehicles that passed an AWZSE deployment vehicle, less than two percent were issued a Notice of Liability (NOL). The average speed in work zones with a posted 45 mph speed limit was 44 mph. The average speed in work zones with a posted speed limit of 55 mph was 51 mph, and 56 mph in work zones with a posted speed limit of 65 mph. Despite the speed reductions, nearly 101,000 Notices of Liability were issued for work zone speed violations along the Thruway including more than 4,779 or five percent of repeat offenders. While the Thruway Authority's goal is to have no NOLs issued, \$5,354,438 was collected from violators.

In 2024, to better coordinate and address employee safety, the Thruway Authority established the Work Zone Safety Task Force (WZTF), a Thruway-wide effort that includes staff from various program areas collaborating to save lives and improve work zone safety by reviewing and revising current policies and procedures, developing, and implementing mechanisms for work zone intrusion tracking, increasing driver awareness, minimizing traffic exposure to employees and injury and close call prevention.

The WZTF developed a proposal that designates surplus revenue (exceeding expenses) generated by the AWZSE Program for new safety initiatives. More than \$1.7 million is a direct result of surplus revenue from the AWZSE and will be used in the Authority's 2026 budget to improve worker safety, including procuring work zone equipment and traffic control safety supplies.

Land Mobile Radio Upgrade Project

In 2024, the Authority executed a final contract with L3Harris Technologies for the design, implementation, and maintenance of a public safety grade land mobile radio system. This Land Mobile Radio Upgrade Project aims to replace the Authority's legacy radio communication infrastructure, originally installed in the late 1990s and early 2000s. Due to technology obsolescence, lack of manufacturer support for critical components, and increasing costs to maintain, the current system requires an upgrade to ensure continued, reliable communication for public safety, maintenance, and emergency response operations. Implementation of the new radio system is expected to be completed in 2028.

This modernization effort will leverage advanced digital standards, specifically the APCO Project 25 (P25) Phase II, which offers improved audio quality, encryption capability, and capacity while supporting future regulatory requirements and interoperability with State Police and regional agencies. The primary objective is to implement a state-of-the-art P25 Phase II radio system that aligns with the Authority's needs, ensuring secure, efficient, and interoperable communication for operations.

The project will also:

- Ensure FCC compliance by securing and managing necessary frequencies.
- Increase coverage and capacity to improve communication reliability and situational awareness.
- Transition from analog to digital communication backhaul systems, enhancing reliability and coverage.

- Facilitate statewide interoperability, coordinating efforts with Authority operations, State Police, and other agencies.
- Allow for future growth and expansion.

New York State Pollinator Task Force

The Authority’s work to support pollinators continued in 2025. The New York State Pollinator Protection Plan focuses on development of Best Management Practices for all pollinator stakeholders; habitat enhancement efforts to protect and revive populations of all pollinators; research and monitoring efforts to better understand, prevent and recover from pollinator losses; and development of an outreach and education plan to raise awareness of the importance of pollinators and engage the public as active participants in reversing pollinator decline.

The Authority continued to utilize a reduced mowing program to preserve and expand habitat for pollinators and to support the growth of native plants as well as promoting sustainable vegetation to prevent erosion and increase stormwater infiltration, slowing runoff and improving water quality.

The Authority also continues to promote pollinator habitat through plantings of wildflowers in select areas, using specific seed blends that attract pollinators. Across the system, the Authority now maintains approximately 25 acres of dedicated wildflower plantings and “low mow” areas, where mowing is timed to allow flowering plants to mature and provide pollinator support.

Partnership with State Police Troop T

New York State Police Troop T is dedicated to the Thruway, responsible for daily law enforcement activities along the Thruway system, protecting millions of motorists. The Thruway Authority spent \$63.9 million in 2025 to support Troop T operations. In addition to regular enforcement activities, Troop T is an integral part of Thruway safety-related initiatives throughout the year. This partnership is invaluable in safeguarding motorists and workers along the 570-mile superhighway. Highlights of Troop T 2025 initiatives include the following:

- **Speed Week** campaigns: These enforcement initiatives focus on speeding motorists and aggressive driving. Troopers conducted enforcement for distracted drivers (e.g., texting or cell phone use), impaired drivers, drivers violating the *Move Over Law* and vehicle occupants who are not properly using seat belts.
- **Annual Operation Work Brake** campaign: This enforcement initiative takes place during April, targeting speeding motorists and aggressive driving in and around construction work zones. During the 2025 campaign, Troop T issued 2,045 tickets for speeding, violating the *Move Over Law*, safety belt infractions and distracted driving. Troop T also made 15 DWI arrests during Operation Work Brake.
- **DWI Enforcement:** State Police continue to vigilantly enforce DWI laws, and Troop T initiatives include dedicated enforcement campaigns conducted to save lives and prevent tragedies on the Thruway.
- **Pumpkin Patrol:** Troop T coordinated the 49th Annual Pumpkin Patrol in

October, which is dedicated to deterring dangerous Halloween pranks along the Thruway and protecting motorists. Hundreds of volunteers from local radio clubs collaborated with State Police to monitor various bridges and overpasses in more than a dozen counties, preventing property damage or other hazards to passing motorists.

- **Operation Plate Check:** This initiative focused on addressing fraudulent and/or missing, altered or obstructed license plates that some motorists use to evade tolls or drive unregistered vehicles. Troop T collaborated with the Thruway Authority to conduct seven plate check enforcement campaigns throughout the state in 2025, resulting in more than 600 tickets issued for plate violations and nearly 100 vehicles seized for toll evasion.