

New York State Thruway Authority

Annual Highlights – 2022

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 nearly 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

- **2023 Overall Budget: \$1.2 billion**
- **Thruway Operating Expenses: \$397.5 million**
- **Debt service: \$356 million**
- **Thruway System-wide Capital Projects Budget: \$412.8 million (\$397.3 million in 2022)**
- **Five-year Capital Plan (2023-2027): \$1.9 billion**
- **State Police Troop T: \$68.9 million**
- More than **748,849 visitors** to the Thruway's three welcome centers
- **131,472 square feet** of highway pavement repaired
- More than **54.9 million gallons** of gasoline and diesel fuel sold at Thruway service areas
- **51,906** roadside service calls received by the Thruway Statewide Operations Center
- **169,364 tons** of salt and **496,891 gallons** of anti-icing agents applied during winter maintenance season
- **237,582 employee hours** worked and **1,716,126 miles** traveled conducting snow and ice operations
- **57,901** special hauling permits issued to oversize and overweight vehicles
- **432** bridges inspected
- **Total of 124,287 tickets** issued by New York State Police Troop T, including but not limited to:
 - **56,499** for speeding
 - **1,462** for cell phone usage
 - **2,479** for texting while driving
 - **4,847** for no seatbelt
 - **1,811** for violating the ***Move Over Law***
- **8,856** crashes investigated
- **791** criminal arrests and **809 DWI arrests**

Winter Operations and Emergency Management

In 2022, the Authority continued strengthening its snow and ice fleet operations. These efforts included:

- Replaced equipment including 30 Heavy Duty Plow Trucks, 7 Medium Duty Snow Plow Trucks, 3 Heavy Duty Loaders, 2 Spreaders, 4 11-foot Reversible Plows, 1 10-foot Reversible Plows and 2 State Police Snowmobiles
- 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 response with Authority, New York State Department of Transportation (NYSDOT), State Police and DHSES staff
- Conducted drills with outside agencies and transportation partners
- Reviewed winter operations protocols and response plans

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 must be removed as quickly as possible. Ensuring that authorized tow operators are dispatched and respond to disabled vehicles quickly enhances safety on the Thruway. In 2022, the average wait time was 30 minutes on the Thruway system.

Motor Vehicle Fatalities on the Thruway System

The Thruway continues to be one of the safest highways in the nation. In comparison to the US Department of Transportation's national fatality rates, the Thruway Authority's estimated fatality rate for 2022 is 0.26, far below the national rate of 1.33 for 2021. There were 13 crashes resulting in 16 fatalities reported on the Thruway in 2022.

NYS Thruway - Vision Forward

In November 2020, the Thruway Authority completed a system-wide conversion to cashless tolling, ending nearly 70 years of cash toll collection. This new model of revenue collection has greatly impacted the Authority and required a top to bottom review and modernization of operations, business processes, and available technology resources. As part of this modernization project, Accenture LLP assessed the toll collection function, supporting systems, and processes within all areas of the Authority in 2022. The Accenture LLP engagement concluded in October 2022 and provided the Authority with many recommendations to support the new [Mission and Vision Statements](#) as well as Guiding and Operating Principles. These components represent the foundation by which the Authority will function in the future. To better align with the goals of the organization, the Authority created two new departments, the Center of Excellence and the Department of Revenue Management.

- The Center of Excellence is responsible for strategic planning, program management and continuous improvement. The team provides oversight and support to departments as they implement the recommended initiatives and projects in support of the strategic plan. The team is focused on long-term

success and sustainability by forward thinking and guiding the organization through future challenges.

- The Department of Revenue Management serves as the central office maximizing revenue generation, reducing revenue leakage, diversifying new/future revenue generating opportunities and developing strategies for the long-term sustainability of the Authority.

Governor Mario M. Cuomo Bridge

The twin-span Governor Mario M. Cuomo Bridge—the longest bridge in New York State—is fully open to traffic and the project remains within its \$3.98 billion budget.

More than 500,000 people have visited the bridge’s 3.6-mile bicycle and pedestrian path since it opened in June 2020, including more than 110,000 in 2022. Nearly 10,000 visitors arrived at the path via a free seasonal weekend Hudson Link bus shuttle sponsored by NYSDOT. During the summer months, visitors were greeted by college student “Ambassadors” who helped orient and share information about the path’s many recreational features, including the public art, bike rentals, and refreshments.

Visitors were notified of the latest path news and real-time information through the bridge’s Instagram (@gmmcb_ny) and Twitter (@gmmcb) feeds.

The bridge’s architectural features, its eight towers, 192 stay cables, and scores of piers, were lit nightly in 2022. The bridge was bathed in color in sync with other state landmarks to observe major federal, state and religious holidays, and in support of numerous awareness days.

The bridge’s website, which includes information for visitors, a design and engineering overview, and content regarding the legacy of the former Tappan Zee Bridge, was enhanced in 2022 to allow the public to make lighting requests.

The website’s “BridgeCam” and “FalconCam” continued to be popular features, allowing visitors to capture views of the main span, and the resident falcons that reside atop one of its towers.

Additionally, the project team continued to advance the Route 9 multimodal improvements project, which extends the bridge side path in Tarrytown south to Lyndhurst and features a 270-foot-long pedestrian bridge over the Thruway. Other improvements include widening a section of Route 9 and the eastbound I-87/I-287 on-ramp, adding a second southbound left turn lane onto the Thruway ramp, repaving, and adding a traffic signal at a key Route 9 intersection. Construction is expected to begin in Spring 2023 and be completed by the end of 2024.

Federal Grant Applications

Although the Thruway Authority did not receive any portion of the \$13 billion New York received from the Infrastructure Investment and Jobs Act (IIJA) enacted in November 2021, also known as the Bipartisan Infrastructure Law, the act established competitive

grant programs to fund various types of transportation projects. The Thruway Authority is an eligible applicant for some of these grant opportunities.

In 2022, the Authority prepared and submitted the following funding applications in support of the Capital Program and to implement Thruway use of Unmanned Aerial System (UAS) technologies. The Authority was not selected for two grant programs, with two programs yet to be announced.

PROJECT / LOCATION (MP – Milepost)	Grant Program	Grant Request Amount	Status	Score
I-95 (New England Section) 3.5" Asphalt Overlay MP 604 to MP 608	1) Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	\$25 million	Not Selected*	Project of Merit
	2) Nationally Significant Multimodal Freight and Highway Projects (INFRA)	\$25 Million	Not Selected*	Highly Recommended
Castleton Bridge (Berkshire Section) MP 801 to MP 904	Bridge Investment Program (BIP)	\$21 Million	Pending Decision	TBD
I-190 (Niagara Section) Pavement Rehabilitation MP 900 to MP 904	Nationally Significant Multimodal Freight and Highway Projects (INFRA)	\$25 million	Not Selected*	Highly Recommended
South Grand Island Bridge Steel Retrofit / Repair Roller Bearings, Pins and Hangers MP 914 to MP 915	Bridge Investment Program (BIP)	\$23.5 Million	Pending Decision	TBD

PROJECT / LOCATION (MP – Milepost)	Grant Program	Grant Request Amount	Status	Score
Use of Innovative Unmanned Aerial Systems Technologies System-Wide	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant	\$1.5 Million	Pending Decision	TBD
	Total Value of Grant Applications Submitted	\$121 Million		

**Application advanced through all stages of the ratings process and was advanced to final pool of applications for consideration by the Secretary of Transportation.*

Capital Projects and Construction Contracts

To balance the needs of its extensive interstate highway and bridge network, the Thruway Authority developed an innovative and comprehensive asset management program in 2012. This program enables the Authority to use extensive data about pavement and bridge conditions, crash profiles, frequent flooding zones, historical investments, and other important elements of the system to prioritize capital projects and determine the most cost-effective and efficient ways to complete those projects.

In 2022, the Thruway Authority awarded 32 construction contracts in all four divisions worth more than \$334 million. These included:

LOCATION (MP - Milepost)	PROJECT	CONSTRUCTION COST
Albany Division: Various Locations	Replacement of ITS Equipment	\$1.7 million
I-95 (New England Thruway) MP 600.170-614.110	Bridge Maintenance Cleaning for Steel Preservation	\$0.5 million
Syracuse Division: Various Locations	Replacement of ITS Equipment	\$1.5 million
New York Division: MP 43.5 – MP 46.0	Pavement Resurfacing	\$6.7 million
New York Division: MP 16.2 – MP 24.0	Pavement Resurfacing	\$17.8 million
Buffalo Division: Niagara Section	Bridge Maintenance Cleaning for Steel Preservation at Grand Island Bridges	\$0.6 million

LOCATION (MP - Milepost)	PROJECT	CONSTRUCTION COST
Syracuse Division: MP 240.48	Bridge Replacement at Judd Road over the Thruway	\$4.8 million
Syracuse Division: MP 320.70 – MP 327.5 MP 304.5 – MP 313.1	Pavement Resurfacing Safety Upgrades	\$15.4 million
New York Division: Garden State Parkway GS 0.0 – GS 2.4	Pavement Resurfacing	\$6.4 million
Albany Division: MP 93.8 – MP 100.8	Pavement Resurfacing	\$9.6 million
Syracuse Division: MP 292.06	Bridge Replacement at Canton Street over the Thruway	\$4.7 million
Buffalo Division: MP 485.59, MP 485.60, MP 485.86	Bridge Rehabilitations at Chautauqua Creek & Hawley Street	\$1.9 million
Buffalo Division: MP 378.2 – MP 393.7	Pavement Resurfacing	\$24.0 million
Syracuse Division: MP 278.93	Interchange 35 Bridge Replacement	\$8.2 Million
Buffalo Division: MP 393.7 – MP 404.7	Pavement Resurfacing	\$23.0 million
New York Division: Various Locations	Pavement Repairs on I-87	\$9.0 million
New York Division: MP 29.4 to MP 38.7	Pavement Repair and Resurfacing	\$44.6 million
Albany Division: MP 141.9 - MP 148.2	Concrete Pavement Diamond Grinding Northbound	\$3.3 million
Buffalo Division: Various Locations	Pavement Repairs	\$6.0 million
New York Division: MP NE5.76	North Avenue Bridge over I-95 (New England Thruway) Bridge Replacement	\$31.8 million

LOCATION (MP - Milepost)	PROJECT	CONSTRUCTION COST
New York Division: MP 74.1 – MP 76.5	Pavement Resurfacing	\$5.2 million
New York Division: MP 12.85	Improvements to I-87 Interchange 9 Ramp and Construction of Rt. 9 I-87 Pedestrian Bridge	\$14.0 million
Syracuse Division: MP 292.49	Warners Road Bridge Replacement over Thruway	\$7.3 Million
Albany Division	On-Demand Repairs	\$3.0 Million
Buffalo Division: MP 378.2 - MP 404.7	Safety Improvements	\$4.8 million
Buffalo Division: Niagara Section - MP N15.46	Beaver Island Parkway Bridge Replacement over I-190	\$8.3 Million
New York Division: New England Thruway - MP NE 0.0 - NE 4.0	Pavement Resurfacing and Rehabilitation of 13 Bridges	\$61.8 Million
Syracuse Division: MP 262.01	North Main Street Bridge over the Thruway	\$4.7 Million
New York Division: Various Locations	Pavement Marking Installation	\$1.1 Million
Albany & Syracuse Divisions: Various Locations	Pavement Marking Installation	\$1.1 Million
Buffalo & Syracuse Divisions: Various Locations	Pavement Marking Installation	\$1.4 Million

Enhanced Services and Attractions for Thruway Motorists

Service Area Project

In 2022, Empire State Thruway Partners continued construction at several service area locations across the Thruway system and interim operations at another six sites as part of the \$450 million project to redevelop and modernize all 27 service areas. Three service areas in the Syracuse Division reopened with two additional service areas closed for construction. The project is funded through a public-private partnership and no toll dollars or state tax dollars are being used for the construction.

The lease agreement with Empire State Thruway Partners is a 33-year term with two phases of construction. Phase one takes place in 2021-2023 and includes 16 services

areas. Phase two takes place in 2023-2025 and includes 11 service areas. To ensure continuity of services, no two consecutive service areas in the same direction of travel will be closed for renovations at the same time. Fuel services remain available at all locations.

Empire State Thruway Partners will upgrade and enhance the service areas by providing sustainable and technologically advanced designs, enhanced services for commercial drivers and promoting local businesses and tourism through the I LOVE NY program. A variety of diverse restaurant options such as Shake Shack, Chick-fil-A, Panera, Popeyes, Panda Express, Burger King and Starbucks are available at service areas as well as Taste NY Products.

Environmental Sustainability at the Service Areas

The Service Area modernization project, which began in 2021, incorporates numerous strategies to promote sustainability, reduce energy consumption and achieve the objectives of New York State Executive Order 22. Items being considered include high efficiency heating and air conditioning systems, fixtures to improve indoor air quality, rainwater management features, non-invasive, low maintenance plantings, and much more. United States Green Building Council's Leadership in Energy and Environmental Design (LEED) principles will be incorporated into the buildings and surrounding sites.

Work Zone Safety

A law (New York State Chapter 421 of the Laws of 2021) was enacted in September 2021 authorizing the Authority and NYSDOT to develop a five-year pilot program to use automated photo enforcement technologies to impose monetary liability on vehicle owners for speed violations in work zones. The program goal is to improve safety by reducing speeding in active work zones. The agencies have entered into a contract with American Traffic Solutions, Inc. DBA Verra Mobility to administer the automated photo speed enforcement services for work zones in New York State which provides roadside equipment, technicians, data collection services, customer service, violation review and processing, and reports/reporting capabilities. This vendor provides ten mobile units to be used in active work zones across the Thruway. Notices will be sent to violators which will include violation fees as provided by the statute. Adjudication of notice of liability will be conducted by local jurisdictions. The program will be implemented in 2023.

New York State Pollinator Task Force

The Authority's work to support pollinators continued in 2022. 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 implemented a pilot mowing program, promoting the growth of native plant species which support pollinators. The Authority will be updating its Right of Way

maintenance guidance for vegetation management, which will recommend efforts to protect pollinator species.

The Authority also carries on efforts to promote pollinator habitat through plantings of wildflowers in select areas, using specific seed blends that attract pollinators. In addition, the Authority includes flowering shrubs, as conditions permit when planting living snow fences.

In addition, the research study undertaken by the Rochester Institute of Technology to identify impacts of a modified mowing regime on pollinators, continued in 2022. The Study, being led by the New York State Department of Transportation, included three locations on the Thruway. The findings from the research are anticipated in 2023.

Solar Highway

The Authority's solar array at Woodbury continues to provide renewable energy which is used to offset the energy utilities at several Authority facilities.

Electric Vehicle Charging Stations

The federal Infrastructure Investment and Jobs Act established the National Electric Vehicle Infrastructure (NEVI) Program. NEVI will provide 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 National Electric Vehicle Infrastructure Plan (Plan). The Plan was submitted to the Joint Office of Energy and Transportation and the Federal Highway Administration on July 31, 2022.

As part of the service area modernization project, all 27 service areas will have at least two and up to six, Level 3 fast charging stations able to charge all types of electric vehicles. Many of these locations support the objectives of New York's NEVI Plan.

Once the Project is completed, it is anticipated there will be 120 EV charging stations installed statewide across the Thruway system, with an average of 30 miles between each location. Additionally, Empire State Thruway Partners is planning for future growth to support more EV charging stations at all service areas as demand increases and new EV charging stations will likely be installed pursuant to a new fuel operator agreement to be executed in 2027.

Currently, there are 39 charging stations located at seven service areas, three welcome centers, nine commuter park and ride lots and the two Gov. Mario M. Cuomo Bridge landings.

Troop T

New York State Police Troop T is the State Police unit dedicated to patrolling the Thruway system. The Thruway Authority spent \$68.9 million in 2022 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.

- Speed Week campaigns are enforcement initiatives that 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.
- The annual *Operation Work Brake* campaign, which took place during April, targeted speeding motorists and aggressive driving in and around construction work zones.
- State Police continue to vigilantly enforce DWI laws. Their enforcement campaigns include dedicated patrols and checkpoints, which are conducted randomly at undisclosed locations along the statewide Thruway system.
- The 46th Annual *Pumpkin Patrol*, aimed at preventing Halloween pranks and protecting motorists along the Thruway involves volunteers from local organizations from numerous counties throughout the state. Troopers and volunteers, posted on highway bridges and overpasses, successfully prevented incidents of property damage or mischief.