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NYC



Funding the *Future*

New York City's Collaborative Approach to
Maximize Federal Infrastructure Funding

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Letter from Deputy Mayor Meera Joshi

Dear friends;

Well past the headlines, fashion trends, financial markets and other fickle indicators, the true strength and longevity of our city is judged by the fortitude of its core. New York City's infrastructure is the stage on which all its wonders play out, where the lives and legacies of entrepreneurs, artists, cooks, advocates, and leaders of every variety are created.

Much of our city's key infrastructure was built over 100 years ago and hasn't had a break since. We are 24/7 and the dream destination for multitudes.

Keeping our infrastructure in shape is no small feat, with 6,300 miles of roadway, 803 bridges and tunnels, 30,000 acres of parkland, and 7,500 miles of sewer.

It gets harder by the day. Bigger and more frequent storms flood communities, heat bakes neighborhoods and unchecked emissions drive up asthma rates.

The good news is that it is also a time of great innovation and collaboration across every level of government to ensure that we meet these challenges with urgency.

The Biden Administration's landmark Bipartisan Infrastructure Law and Inflation Reduction Act provide funding to address their biggest infrastructure challenges. We've taken full advantage, securing \$2 billion since our administration took office.

These are dollars for developing new open space, rebuilding our working waterfront at Red Hook Container Terminal and new greenways looping around our boroughs.

They are supercharging vehicle electrification our - City's fleets, school buses, TLC drivers and extending into the private sector.

And they will be spent righting historic infrastructural wrongs, funding a study to reconnect communities long divided by the Brooklyn Queens Expressway, a Robert Moses legacy.

This is the result of solid collaboration. Through the city's first Federal Infrastructure Funding Task Force, we marshaled the expertise of more than 15 agencies to champion strong grant applications.

This goes beyond sharing best practices: agencies compete against one-another— a no-no—and win. We ask for more than is on offer—a definite no-no—and win.

There are national lessons to be learned here. In these pages, we outline strategies to secure more and better for our city and those like it, and our coming priorities to ensure New York remains one of the greenest, most resilient cities in the country.

We extend our deep gratitude to President Biden, his team and our Congressional delegation for their important advocacy and partnership.

Together we will protect the city we have today and prepare for the one our children will inherit, a more equitable, green, sustainable New York.

With deep thanks,

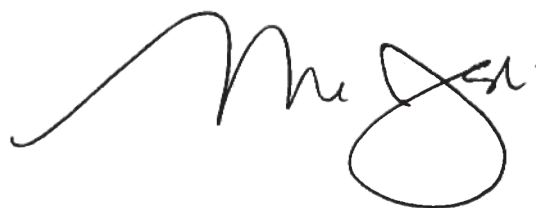




Photo Credit: NYC DOT

Funding the Future

Executive Summary

New York City has secured over \$2.4 billion in federal infrastructure funding, including approximately \$1.3 billion in competitive funding toward essential projects for the city and its residents as of October 2024.



Photo Credit: NYC DEP





Meeting the Moment: An Unprecedented Response to an Unprecedented Time

Although New Yorkers can't always see it, New York City contains a vast and aging infrastructure network, including 7,000 miles of roadways, 30,000 acres of parkland, 7,400 miles of sewers, and more than one million buildings. A network of municipal agencies are tasked with managing and operating this infrastructure and collaborating with state and regional partners to ensure continued service.

Climate change is intensifying flooding and exacerbating heatwaves, placing further strain on the City's aging infrastructure. Significant investment and creative, proactive action are required to ensure the city continues to thrive.



Why Federal Funding Matters Now

In less than a year, the federal government passed two landmark pieces of legislation, each with hundreds of billions of dollars of investment newly available for climate and infrastructure – the Bipartisan Infrastructure Law and the Inflation Reduction Act. With this historic investment, Now was the time to act.

Maximizing the Opportunities Before Us: The Federal Infrastructure Funding Task Force

At the beginning of the Adams Administration in Spring 2022, the New York City Mayor's Office established the citywide Federal Infrastructure Funding Task Force to coordinate the City's processes for pursuing federal funding, led by the Deputy Mayor for Operations Meera Joshi.

Two years later, it is helping bridge the City's financial gap, securing, \$117 million for the Queensway - a new linear park in Queens, over \$100 million for "cloudburst" stormwater mitigation projects, over \$120 million for clean school buses, \$25 million to install micro-mobility chargers at New York City Housing Authority developments to prevent battery-related fires, \$164 million to reconstruct the Brooklyn Marine Terminal and Red Hook Container Terminal to activate

our blue highway and sustainable marine freight, \$5.6 million to reimagine sections of the Brooklyn Queens Expressway, and dozens of other awards that will contribute to the city's infrastructure while addressing climate goals, environmental justice, and workforce development.

The Task Force is pioneering a new approach within City government, uniting more than 20 City agencies to collaborate for limited competitive grant funding, strengthen each other's proposals, collect and track data, and share lessons learned, with clear results: more infrastructure funding for the city. But we can and must do more.

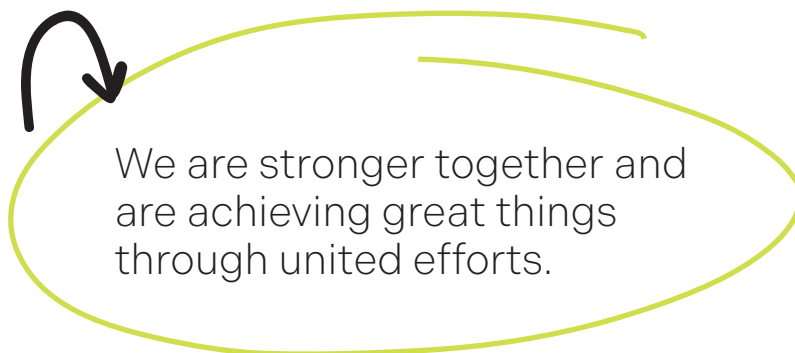
Funding the Future

New York City will continue to pursue key funding opportunities across transportation, resiliency, and clean energy. The City will also advocate for process and legislative changes at the state and federal levels that will improve the flow of funding and project delivery. The priority is reauthorizing key programs from BIL and IRA – a solid consistent federal funding stream of investment in our nation's infrastructure will result not only in New York City maintaining a state of good repair and preparing for the future, but it will also cement its status a leading global city and will ensure the country remains a leader in advancing climate goals.

Introduction







New York City's infrastructure supports one of the oldest and largest cities in the United States. Its transportation systems, water supply networks, public buildings, and iconic landmarks date back to the late 19th and early 20th centuries. Like anything 100 years old that gets as much use as the city's core infrastructure, massive investment is crucial. The City's 10-year capital budget of more than \$160 billion reflects the significant investment required.¹

The challenges facing New York City's infrastructure are growing. Climate change impacts, aging infrastructure, economic recovery, and demographic shifts all demand proactive solutions. The needed repairs, upgrades, and plans for existing infrastructure require funding and support from federal partners.

Federal Infrastructure Funding Task Force

The New York City Deputy Mayor for Operations, Meera Joshi, spearheads the Task Force, in which more than 20 City agencies coordinate their efforts to maximize federal aid provided by the Bipartisan Infrastructure Law (BIL), the Inflation Reduction Act (IRA), and other funding sources. Competitive grant applications require innovative projects, compelling storytelling, detailed technical analysis, and strong qualitative and quantitative analysis. Previously, City agencies pursued funding in silos and not every agency had the resources to pursue federal funding. Now, the Task Force builds the capacity of participant agencies to develop robust, competitive applications that stand out in a crowded pool of applicants through technical assistance and knowledge sharing. This has led to the City submitting billions of dollars in applications and winning more than \$1.3 billion in competitive infrastructure grant opportunities for our projects.

1 Mayor's Office of Management and Budget – [Capital Plan](#)



Empowering progress and a turning point in federal funding.

Coordinated by the Mayor's Office and the Director of Strategic Initiatives, Brady Hamed, the Task Force receives support by staff from the Mayor's Office, Office of Management and Budget, Office of Intergovernmental Affairs, other City agencies including:

- Economic Development Corporation
- Department of Transportation
- Department of Citywide Administrative Services
- School Construction Authority
- Department of Parks & Recreation
- Police Department
- Department of Sanitation
- Housing Authority
- Emergency Management
- Department of Education
- Department of Design and Construction
- Mayor's Office of Climate and Environmental Justice
- Department of Environmental Protection
- Taxi & Limousine Commission
- Fire Department
- Various technical support from consultants

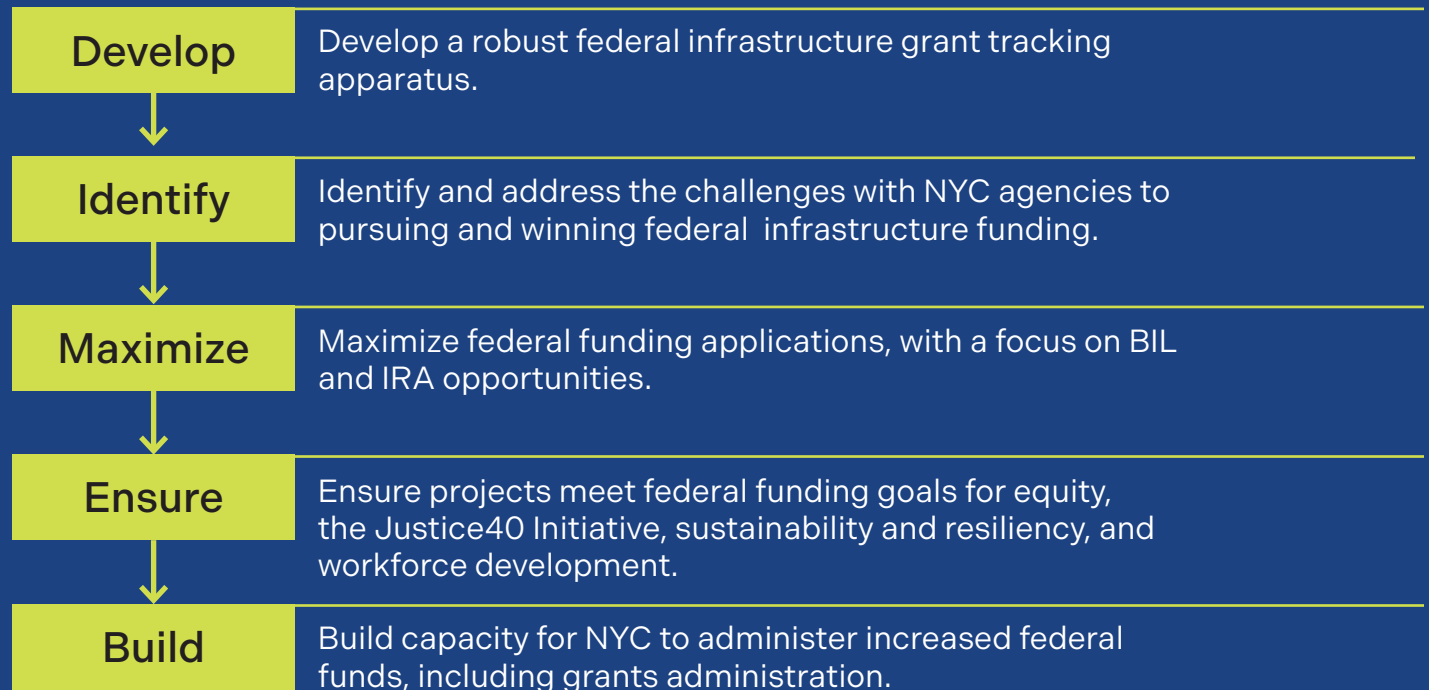
The Task Force is designed to tackle New York City's funding challenges and increase the City's long-term capacity to meet current and future opportunities. The Task Force is working to fortify New York City's future with every federal dollar available.

Task Force Participants:




One City.

The Task Force aims to transform New York City’s infrastructure landscape by ensuring that projects not only meet current needs but also establish a reliable foundation for future generations. This vision drives daily operations and decisions, aligning closely with the City’s broader goals for sustainable urban development, including PlaNYC, the Green Economy Action Plan, and Environmental Justice NYC.²



² The Biden Administration’s Justice40 Initiative is a goal that 40 percent of the overall benefits of certain federal investments flow to disadvantaged communities (DACs) that have been historically marginalized by underinvestment and overburdened by pollution (whitehouse.gov).

A scenic view of a waterfront park. In the foreground, a wooden boardwalk runs along a stone and concrete railing. The railing is made of large, rectangular concrete blocks with metal caps. Behind the railing, there are large, dark rocks and a body of water. In the background, a city skyline with several tall buildings is visible under a clear sky. A tree with green leaves is in the upper left corner.

While this report includes funding directly received by City agencies, NYC residents and its infrastructure also benefit from other funding distributed to other governmental entities, including the State and the MTA. This includes \$12 billion in federal funding for the Hudson Tunnel Project awarded to the Gateway Development Commission, \$156 million to the Metropolitan Transportation Authority for ADA-accessibility at five transit stations, and \$150 million to New York State Department of Transportation (NYSDOT) for the Cross Bronx Expressway, for example. New Yorkers further benefit from funding distributed to directly to nonprofits, community groups, and other organizations implementing projects throughout the five boroughs.



An Improved Federal Funding Landscape

Cities typically access federal infrastructure funding through a combination of formula funding, direct assistance, competitive grants, loans, and public-private partnerships. These funding streams support critical projects in sectors like transportation, public space, water systems, energy, broadband, public facilities, and disaster relief. Despite the benefits of these funds, securing them has been challenging and can be difficult to access. For example, the federal government typically distributes substantial amounts of formula funding directly to state governments, leaving cities with less control over how the money is allocated and spent. Competitive grants, on the other hand, are resource-intensive to prepare with intensive technical analysis required and may be challenging to secure and implement. Historically, these competitive grants have been smaller and less frequent while also having limited allowable uses.

The BIL and IRA mark a shift in this funding landscape, substantially increasing federal funding available for critical infrastructure needs that lack sufficient existing revenue sources, especially to cities.

This opportunity has enabled the City to pursue and secure funding for projects to address pressing issues and improve the quality of life for all New Yorkers.

The Task Force has already secured more than \$2.4 billion in federal infrastructure funding, including approximately \$1.3 billion in competitive infrastructure funds for New Yorkers as of October 2024. These funds will allow City agencies to implement critical infrastructure projects, for example:

- Delivering green infrastructure into flood-prone neighborhoods.
- Converting an abandoned rail right-of-way into an active transportation corridor.
- Achieving the goals of Vision Zero through street safety improvements.
- Helping to implement Local Law 97, which will result in reduced greenhouse gas emissions from buildings.
- Purchasing clean school buses for New York City students.
- Providing safe and reliable charging for e-mobility devices.



Together we can overcome challenges and create positive change to shape a better tomorrow for all New Yorkers.

The Task Force maximizes federal funding opportunities through:



Enhanced Coordination & Collaboration:

The Task Force ensures a unified approach with various New York City agencies through correspondence and regular meetings to share data and ideas. This supports efficient use of resources and a cohesive vision for infrastructure improvement.



Centralized Planning and Support:

By pooling expertise and resources across City agencies, the Task Force sources urgent projects and strengthens applications with cross-functional support – including ensuring resiliency, workforce, and equity priorities are incorporated in projects. This helps produce robust grant applications that reflect diverse community priorities.



Improved Communication and Advocacy:

The Task Force fosters better communication among New York City agencies and officials, breaking down silos and unifying support and action. This alignment enhances efforts to secure and manage federal funding effectively.



Maximizing Funding Potential:

By proactively monitoring and strategically applying for all available grant opportunities where agencies have strong, eligible projects, the Task Force maximizes funding potential, increasing resources for critical projects.



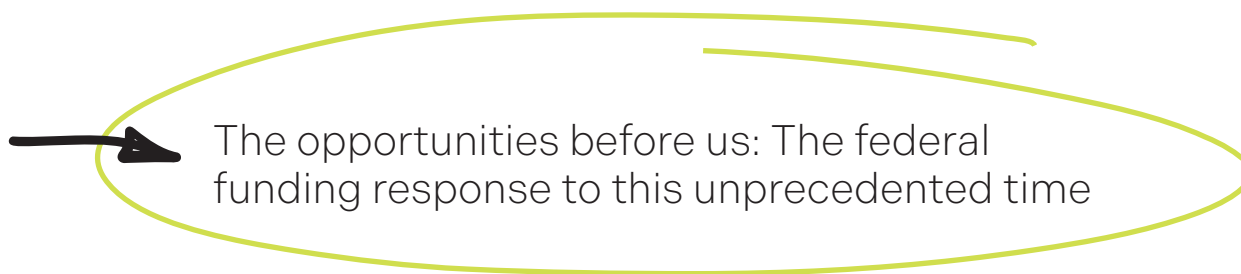
Community Engagement and Transparency:

The Task Force collaborates with local stakeholders through New York City agencies to help prioritize projects that reflect diverse community needs. This promotes transparency and inclusivity in project planning and implementation.



More Competitive Submissions:

The Task Force encourages agencies to submit multiple applications for the same program when allowable and collaborates to prioritize applications when program limits exist. Agencies also seek feedback on unsuccessful applications to improve future submissions, positioning New York City for greater success.



Why Federal Funding Matters Now

- **Climate Change Impacts.** Rising sea levels, extreme weather events, and extreme heat pose a significant threat to quality of life in New York City. In addition to adapting toward a future of climate change, the City must work toward decarbonization, particularly in the buildings and transportation sectors. These sectors are two of the city's largest sources of greenhouse gas emissions. Federal funding supports efforts to decarbonize, develop resilient infrastructure, and mitigate the adverse impacts of climate change.
- **Aging Infrastructure.** Much of New York City's water infrastructure dates back to the 19th century. And many of New York City's highways and bridges were built from the 1920s to the 1960s in the Robert Moses-era, dividing communities and designed for outdated needs. Our buildings also produce the majority of NYC's emissions and need to be modernized with clean energy investments for the future. Federal funds aid these upgrades, ensuring all infrastructure remains functional and efficient for future generations.
- **Green Economy and Job Creation.** City agencies developed a Green Economy Action Plan to create a vision for climate leadership and create jobs to support a "broader green transformation."³ Federal funding has been instrumental in post-pandemic recovery and creating new jobs. This funding supports Mayor Adams' plan to bring more than 266,000 new green economy jobs to New York City by 2040, which represents a near tripling of the sector.⁴ With federal investment, the Green Economy Action Plan will help to address climate change, drive job creation, and advance New York City's ambitions for a just green transition.

3 <https://edc.nyc/green-economy-action-plan>

4 Mayor Adams Green-Collar Jobs - Press Release ([Mayor Adams Unveils Ambitious Plan to Make New York City Leader in 'Green-Collar' Jobs | City of New York \(nyc.gov\)](#)); 400,000 "green-collar" jobs by 2040.

Community Hiring

New York State legislation passed in 2023 authorized the City to implement a Community Hiring Program, which will allow City agencies, including those who receive federal funding, to set hiring goals on their procurement contracts for vendors to provide employment and apprenticeship opportunities to low-income individuals and residents of low-income communities. Community Hiring, led by the Office of Community Hiring and the Mayor's Office of Talent and Workforce Development, will enable the City to leverage its purchasing power to drive equity and economic mobility, a goal shared by the BIL.

- **Population Change and Economic Shifts.** The COVID-19 pandemic and recent immigration have led to major demographic and neighborhood population shifts in New York City. More than 170,000 migrants have sought asylum in New York City since 2022⁵ and the New York City Department of City Planning predicts that the city's long-term population will continue to grow.⁶ As demographics shift, so do infrastructure needs. The population change has placed a strain on the City's ability to ensure adequate infrastructure. Federal funding supports adaptations in housing, transportation, energy, and education, and helps keep the city vibrant and resilient. Such adaptations are crucial not only to meet immediate needs but also to ensure that all communities have access to resources and opportunities as the city evolves.
- **Advancing community partnerships, equity, and environmental justice.** Federal funding is essential to help New York City build strong community partnerships to promote equity and environmental justice to address the needs identified above. With the city's aging infrastructure, rising climate change threats, and growing population, federal funding that requires or incentivizes proper engagement and consideration of vulnerable populations helps ensure that all neighborhoods, especially those historically marginalized, receive the necessary resources.

5 Arrival of Migrants Article ([Following the asylum-seeker odyssey: a timeline - City & State New York \(cityandstateny.com\)](https://www.cityandstateny.com/arrival-of-migrants))

6 <https://www.nyc.gov/site/planning/planning-level/nyc-population/nyc-population-current-estimates.page>

Task Force Achievements to Date



Photo Credit: NYC DEP



Equity and Funding for New York City's Disadvantaged Communities

The Task Force centers equity in funding pursuits, as seen in efforts to ensure all communities are benefitting from federal funding, in line with both the city's environmental justice goals and the White House' Justice40 initiative. To date, 40% of the competitive federal funds the Task Force has helped secure will benefit a disadvantaged community in the city, as defined by the White House's Climate and Economic Justice Screening Tool (CEJST). This will result in more than \$500 million in federal infrastructure funding toward these communities."



Sixty-six awards across 16 agencies



Competitive federal resilience funding of \$316 million



Competitive federal clean energy funding of \$208 million

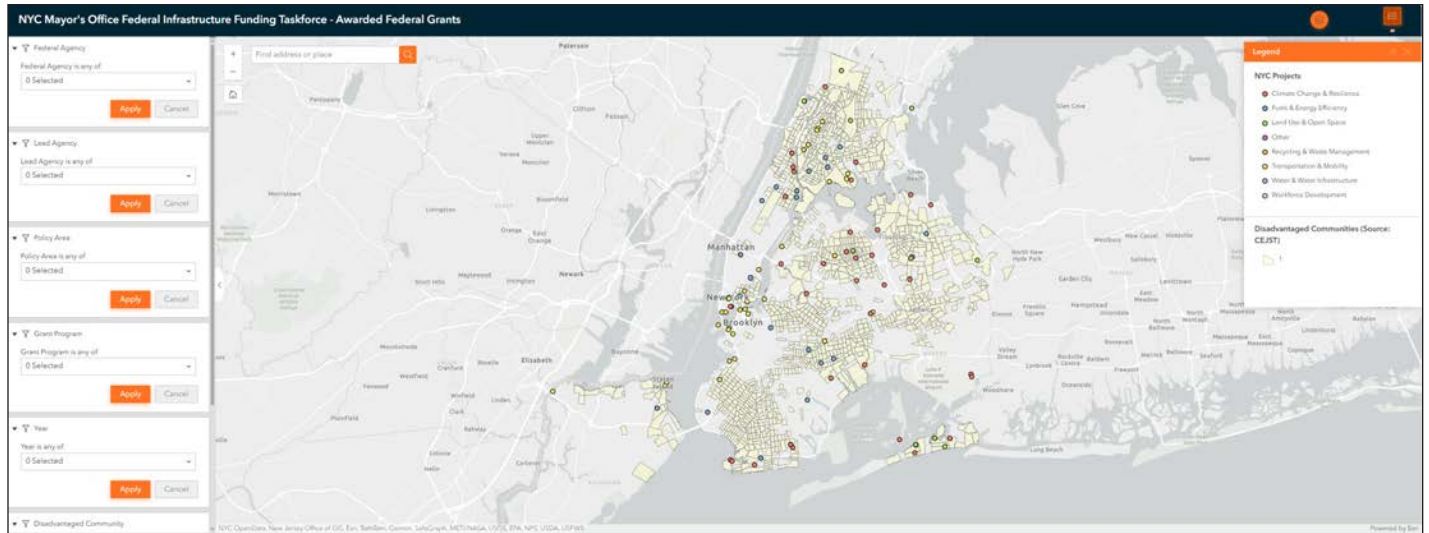


Competitive federal transportation funding of \$691 million



BIL of \$863 million and IRA of \$216 million

To accompany this report, the Federal Task Force has prepared a GIS map of grant awards which provides a visual representation of the distribution of funding throughout New York City. The interactive map allows users to easily identify areas that have received grant support and explore the types of projects being funded. Please visit the City's website at <https://climate.cityofnewyork.us/> to explore the map.



↓

Head to MOCEJ's website, <https://climate.cityofnewyork.us/>, for an interactive version of this map

Justice 40

Justice40 is an initiative by the U.S. government to ensure that 40 percent of the overall benefits from certain federal programs reach DACs. A DAC may have greater levels of poverty, have more health issues due to environmental pollution, be more vulnerable to climate hazards such as floods and extreme heat, or lack access to adequate public services and infrastructure.

Such benefits include investments in clean energy, energy-efficient buildings, public transportation, affordable housing, job training, reducing pollution, and improving clean water infrastructure. The goal of Justice40 is to address long-standing inequalities and environmental injustices by providing more resources and opportunities to communities that have historically been overburdened by pollution or left out of government decision making. This initiative seeks to create a more equitable and healthier environment for everyone.



Federal Funding Overview



Photo Credit: NYC DEP



The federal government administers funding through discretionary (or competitive) grants, formula funds, loans, direct assistance agreements, or other financing. New York City's Federal Infrastructure Funding Task Force has primarily focused on maximizing competitive federal funds and securing federal formula dollars. Cities and States rely on the federal government to fund large-scale infrastructure projects beyond the scope of what their budgets allow. The federal government allocates funds in several different ways, with Congress authorizing legislation for outlining the goals of programs and how much funding is received. The federal agencies must then administer the funding and develop the evaluation criteria which determines how projects get funded across the country.

Discretionary funding involves a competitive process where applicants compete for grants based on the merit of their proposals, priorities of the program, and advocacy efforts by stakeholders.

Formula funding, which the federal government allocates based on predetermined formulas, makes up most available federal funding. Congress and the federal agencies responsible for administering each program typically establish the formulas, which may reflect legislative mandates, regulatory requirements, or specific program guidelines. Formulas also typically consider factors such as population, demographic characteristics, economic indicators, or performance metrics. Formula funding provides a predictable flow of funds to address basic needs like education, healthcare, and transportation, enabling better long-term planning and sustainability.

There are pre-existing competitive and formula federal infrastructure funding sources that are either amplified by the BIL and IRA or are independent, including Federal Emergency

Management Agency (FEMA) resilience-related funding, U.S. Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG). These funding streams vary in flexibility in use and interaction between the state and other entities.

Although the Task Force works with City agencies to secure BIL and IRA funding, they also work to secure other streams of grant funding. Since 2022, New York City has been formally awarded significant **infrastructure** funding from programs that were not funded through the BIL or IRA, including multiple resilience projects funded through FEMA's Hazard Mitigation Grant Program.

What are the Bipartisan Infrastructure Law and Inflation Reduction Act?

The Bipartisan Infrastructure Law (BIL)

Officially known as the Infrastructure Investment and Jobs Act, the BIL is a significant piece of legislation aimed to invest and modernize infrastructure across the United States, including transportation and mobility, broadband, drinking water and wastewater, flood protection, and more. The significance of the federal government's \$1.2 trillion investment in the nation's infrastructure through BIL can hardly be overstated.

President Biden signed the BIL into law in November 2021.⁷ The law's focus on prioritizing sustainability, resiliency, and equity served as the catalyst to standing up the Task Force. Approximately \$377 billion is allocated to formula funds nationwide, meaning that direct recipients determine where the funds will be spent over a 5 year period in accordance with program requirements.⁸

7 Biden signs the \$1T bipartisan infrastructure bill into law ([Biden signs bipartisan infrastructure bill into law : NPR](#))

8 Build.gov <https://www.whitehouse.gov/build/guidebook/>

Competitive funding comprises more than \$732 billion (at least 60 percent of the programs), many of which are available to municipal governments.⁹ In addition to competitive and formula grants, funding will also be allocated through direct federal spending and credit assistance.

Most programs are funded through federal fiscal year 2026, meaning the federal government will need to decide how funds will be allocated before September 2026.

Much of the funding will go toward transportation projects, but the BIL also provides funds for other project types including resiliency and clean energy through new and existing programs.

Key allocations and examples of programs under BIL include:

- Example BIL formula programs:
 - *Surface Transportation Block Grant Program*. With \$72 billion available nationally, approximately \$2.3 billion are available for New York State in fiscal years (FY) 2022 through 2026.¹⁰ New York City receives a portion of the funds allotted to the state.
 - *Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program*. With \$7.3 billion available nationally, approximately \$237 million are for New York State FY 2022 through FY 2026. It is unclear what funding New York City may receive from this allocation.
- Example BIL competitive programs:
 - *National Electric Vehicle Infrastructure Formula Program*. With \$5 billion available nationally, approximately \$175 million will be provided to New York State over 5 years.¹¹ New York City may not receive funding directly, but the State will likely make some investments in the five boroughs with these funds.
 - *Bridge Investment Program*. This program makes \$32.52 billion available nationwide for FY 2022 through FY 2026 across three different funding categories. The Bridge Investment Program is required to make investments in each state, which limits New York City's competitiveness. Nevertheless, the City has been actively pursuing these funds.
 - *U.S. Department of Transportation's (USDOT's) Infrastructure for Rebuilding America Grant Program (Infra) and National Infrastructure Project Assistance (Mega)*. These programs make \$7.25 and \$5 billion available nationwide, respectively, for FY 2022 through FY 2026. These programs bundled their notices of funding availability across multiple fiscal years. The federal government allocated all funds through FY 2026 in the most recent round. All three of NYC's awards under the INFRA and Mega programs can be found in the project summaries list.
 - *FEMA Flood Mitigation Assistance (FMA) Program*. The FEMA FMA Program makes \$3.5 billion available for FY 2022 through FY 2026. New York City has been successful in pursuing these funds in the past because the objectives and priorities align very closely with the needs of the city.

⁹ A Guidebook to the Bipartisan Infrastructure Law, Jan 19, 2024, <https://www.whitehouse.gov/build/guidebook/>

¹⁰ <https://www.whitehouse.gov/build/guidebook/>

¹¹ <https://www.whitehouse.gov/build/guidebook/>

The Inflation Reduction Act of 2022 (IRA)

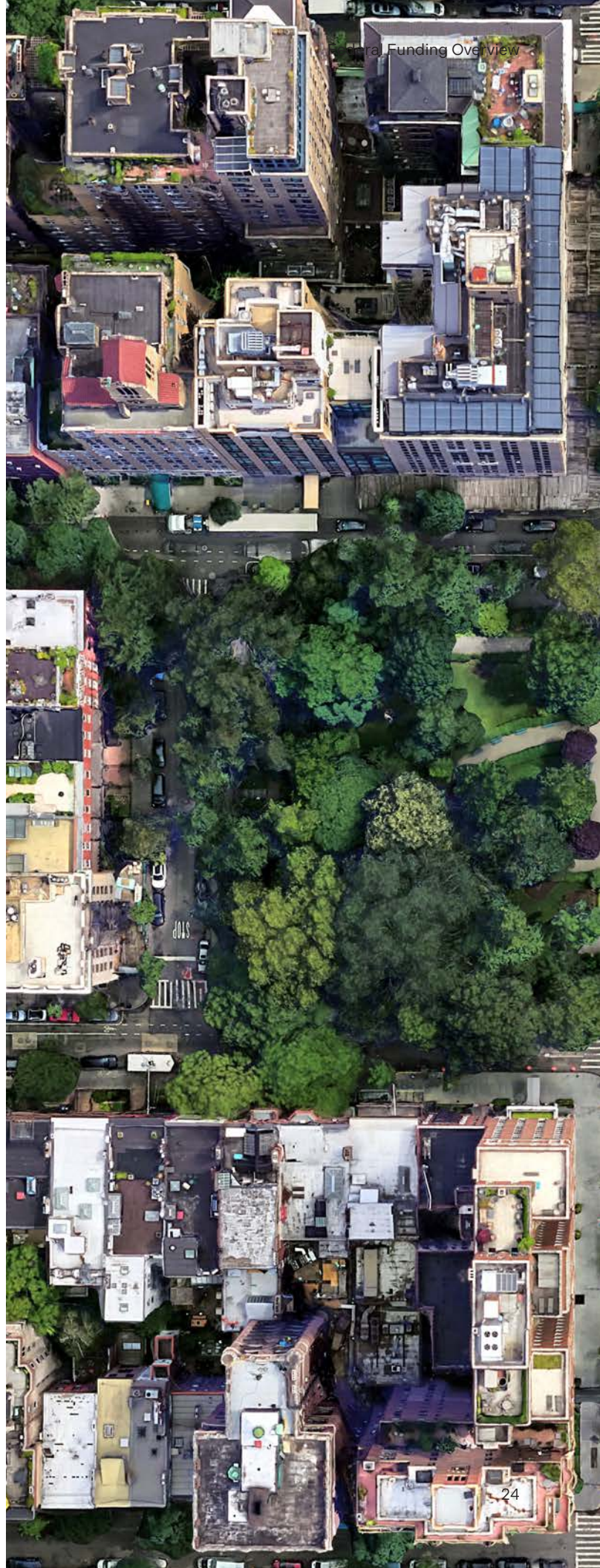
The IRA is a landmark piece of legislation aimed at curbing inflation. It also represents a historical investment in domestic energy production while promoting clean energy through emissions reduction. The IRA's almost \$370 billion in new spending and tax incentives toward energy security and climate change include infrastructure investments that will put the U.S. on a path to approximately 40 percent in emissions reductions by 2030.¹² This represents the single biggest climate investment in U.S. history to date. The IRA also advances environmental justice initiatives through legacy pollution reduction. A large portion of this package includes several signature one-time competitive grant programs available to municipalities, such as the Greenhouse Gas Reduction Fund and the Neighborhood Access and Equity Program.

The IRA includes a new provision called **elective pay**, which will allow government entities and other tax-exempt entities to claim benefits of clean energy tax credits in the form of a direct payment through a 10-year period. This opens the door for millions of dollars in clean energy projects previously only available to for-profit entities or acquired through third-party arrangements. From installing rooftop solar to purchasing electric vehicles, this program provides a significant new stream of funding for New York City.

- Example IRA formula and other non-discretionary programs:
 - *Climate Pollution Reduction Grants: Planning.* This program makes \$250 million available nationally, with \$1 million for New York City to plan for the NYC/NJ metro region, alongside our partners at NYMTC and NJTPA.
 - *Technical Assistance for Latest and Zero Building Energy Code Adoption.* This program makes \$1 billion available nationally, with over \$11 million allocated to New York State. New York City will benefit from this allocation.
 - *High-Efficiency Electric Home Rebate Program.* This program makes \$4.5 billion available nationally, with over \$158 million allocated to New York State through New York State Energy Research and Development Authority (NYSERDA). New York City residents will benefit from this allocation.
- Example IRA competitive programs:
 - *Greenhouse Gas Reduction Fund.* A \$27 billion investment to help spur private financing and capital toward the following programs:
 - Solar for All has \$7 billion available nationally, with \$249.8 million awarded to NYSERDA, which will benefit New York City residents.

12 <https://www.whitehouse.gov/wp-content/uploads/2022/12/Inflation-Reduction-Act-Guidebook.pdf>

- The National Clean Investment Fund has \$14 billion to use toward affordable financing for clean technology projects nationwide. The funds support things like energy-efficient homes and solar upgrades for residents.
- Clean Communities Investment Accelerator has \$6 billion to establish funding and technical assistance hubs for community lenders to deploy renewable energy and net zero building and transportation projects in low income and DACs nationwide.
- *Urban and Community Forestry Program*. This program has received \$1.5 billion from the IRA. This program will help New York City establish green job training and employment opportunities and support for people living in DACs to enter forest restoration careers.
- *Neighborhood Access and Equity (NAE) Grant Program*. This program that invests in transportation infrastructure to have positive climate impacts was issued jointly with the Reconnecting Communities Pilot Program and all funding under the NAE Program (\$3.2 billion) through IRA was allocated to awarded projects in FY 2023.



Highly Anticipated Programs

The Task Force's work continues as it strives to maximize funding for critical improvements in New York City. This year and next, the City will pursue funding through grant programs to support its priorities in transportation, clean energy, and sustainability.



Order on the streets



Building a resilient city



Leading the green revolution



Public space & infrastructure

These programs represent the federal government's commitment to building a more resilient and inclusive city. It is critical that such support continues, because there is much work to be done. The Task Force will explore the following programs, many of which the BIL and IRA fund.



Safe Streets for All (SS4A) Grant Program

USDOT

Benefit to New York City

The Safe Streets for All program aims to prevent roadway deaths and serious injuries by supporting a **Safe System Approach** focused on meeting the mobility needs of all users (pedestrians, bicyclists, and motorists). For New York City, support from this program means:

- Enhancing safety action planning to address specific roadway concerns.
- Implementing projects to improve safety for everyone on the streets.
- Strengthening the city's resilience against accidents and fatalities.

Funding Expected to be Available

The program has \$5 billion in appropriated funds in the 5 years from FY 2022 through FY 2026. More than \$3 billion is still available for current and future funding rounds.¹³

To date, New York City has received three SS4A awards totaling over \$60 million for projects that will help the City realize its Vision Zero goals including projects on Delancey Street and Queens Boulevard

For additional detail, please see the Project Summaries.

¹³ <https://www.whitehouse.gov/build/guidebook/>



Building Resilient Infrastructure & Communities Flood Mitigation Assistance Program

FEMA

Benefit to New York City

This program supports New York City's climate resilience, safety, and infrastructure improvements by:

- Enhancing safety and resilience through hazard mitigation projects.
- Addressing risks from disasters and natural hazards.
- Supporting DACs.

Funding Expected to be Available

Building Resilient Infrastructure & Communities (BRIC) and FMA are funded through multiple sources. FEMA generally funds BRIC with a 6 percent set-aside from federal post-disaster aid. Additionally, the BIL allocated FMA \$3.5 billion and BRIC \$1 billion, both across 5 years.¹⁴ Last fiscal year, FEMA made \$800 million available for FMA and \$1 billion available for BRIC. The notice of funding opportunity for this fiscal year for these two programs is expected in the coming months.

To date, New York City has received 12 awards from BRIC and FMA since the beginning of the Task Force, totaling more than \$214 million in funds awarded toward projects for green infrastructure, coastal resilience, and other hazard mitigation projects. City agencies are actively working with FEMA to finalize several additional pending awards.

For additional detail, please see the Project Summaries.



Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grants

USDOT

Benefit to New York City

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants contribute to safer, cleaner transportation infrastructure, job creation, and helping communities realize long-held visions for better transportation. RAISE also provides funding for critical freight and passenger transportation infrastructure projects. For New York City, this means:

- Enhancing cyclist and pedestrian safety.
- Improving road and street infrastructure.
- Promoting quality of life with green transportation options and greater waterfront access.

Funding Expected to be Available

The BIL allocates \$7.5 billion for RAISE.¹⁵ In FY 2023 through FY 2024, \$3.3 billion was made available. The BIL appropriated \$1.5 billion for FY 2024.

To date, New York City has received four RAISE awards totaling close to \$60 million in funding for planning for expansion of the Manhattan Greenway, Broadway Junction streetscape improvements, installation of safe micro-mobility charging infrastructure at NYCHA developments, and urban freight mobility.

For additional detail, please see the Project Summaries.

¹⁴ <https://www.fema.gov/fact-sheet/bipartisan-infrastructure-law-provides-historic-levels-funding-resilience-projects>

¹⁵ <https://www.whitehouse.gov/build/guidebook/>



Clean School Bus Program

U.S. Environmental Protection Agency (EPA)

Benefit to New York City

The Clean School Bus Program offers applicants two options: a rebate program and a grant program. Both options are designed to accommodate a diverse array of applicants, with selection based on fleet size, staff resources, and other relevant factors. The program aims to replace school buses that emit higher levels of pollutants with clean school busses and/or zero-emission school busses. For New York City, this means:

- Ensuring cleaner air for students, bus drivers, and school staff working near bus loading areas, as well as the communities through which the buses operate each day.
- Reducing greenhouse gas emissions, maintenance costs, and fuel costs by replacing diesel buses with electric buses.

Funding Expected to be Available

The BIL provided \$5 billion FY 2022 through FY 2026 to administer rebates, grants, and contracts associated with clean school busses and zero-emission school buses.¹⁶ The total amount made available to date for the program is \$3 billion. The notice of funding for the FY 2024 Clean School Bus Program was recently posted as of this report. The City is working with its school bus vendors to continue to submit applications to fund zero-emission school buses for NYC's school children.

To date, New York City has received Clean School Bus Programs awards for 394 electric school buses and more than 180 chargers, totaling more than \$126 million. The city's strategy not only includes the purchase of these buses but also focuses on developing the necessary infrastructure to support them. This involves installing charging stations and upgrading facilities to accommodate the growing fleet of zero-emission vehicles. The city is committed to transitioning to a fully electric school bus fleet by 2035, aligning with broader sustainability and environmental justice goals.

For additional detail, please see the Project Summaries.

¹⁶ <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-awards#:~:text=With%20funding%20from%20the%20Bipartisan,emission%20and%20clean%20school%20buses>



Elective Pay Credits

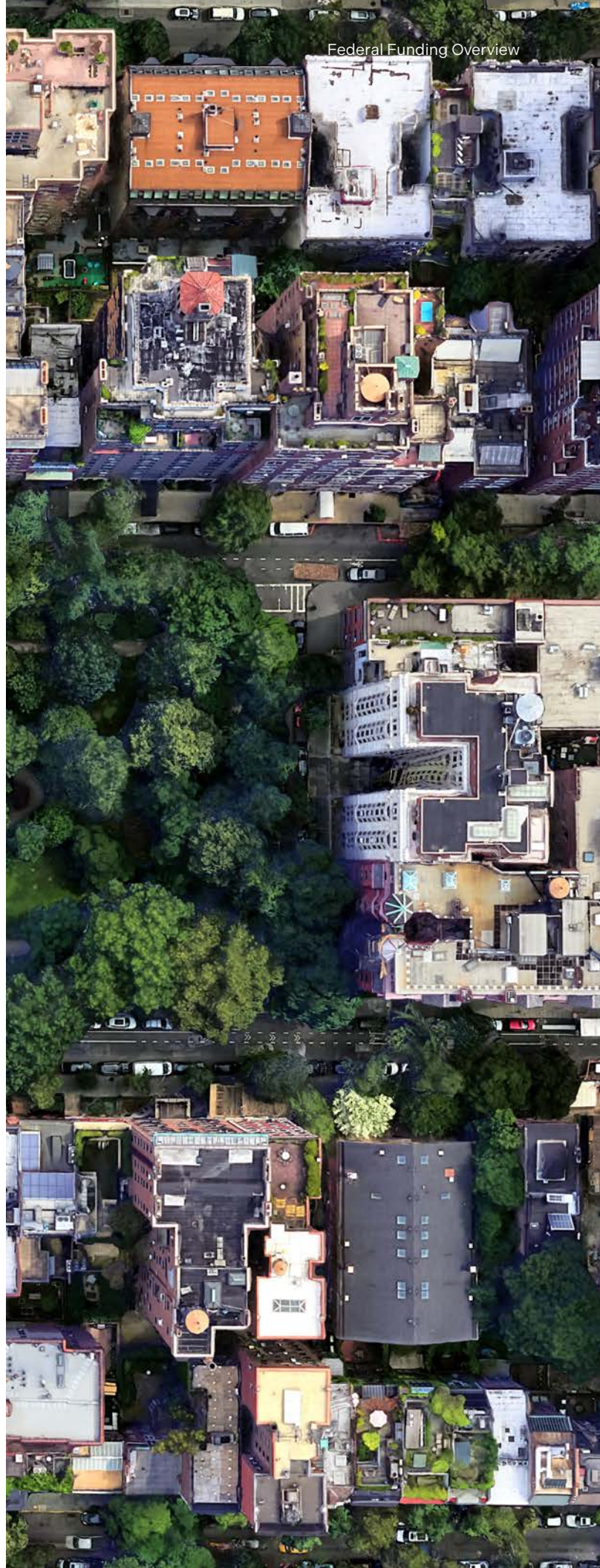
U.S. Department of the Treasury

Benefit to New York City

As New York City pursues its clean energy goals, including 1,000 megawatts of solar power by 2030 and 100 percent clean energy by 2040, elective pay will provide additional funding to implement clean energy projects.¹⁷

Through the IRA, the U.S. Department of the Treasury is responsible for implementing \$270 billion in tax incentives (clean energy tax credits) focused on combating climate change and building a clean energy economy throughout the next decade. Clean energy tax incentives intended to benefit state, local, and tribal governments; nonprofit organizations; and other tax-exempt entities are awarded via direct cash payment, referred to as Elective Pay, if the entity meets all program requirements. New York City is pursuing Elective Pay for projects in the first year of the program.

17 <https://comptroller.nyc.gov/services/for-the-public/nyc-climate-dashboard/energy/#:~:text=Moving%20toward%20a%20clean%20energy%20future&text=NYC%20has%20also%20set%20ambitious,100%25%20clean%20energy%20by%202040.>



Other Major Funding and Projects

Partnering with Community Groups

There are several funding programs where non-profit partners are eligible as well. The City is supportive of NYC based non profits competing for funds that will help New Yorkers. In particular, the Mayors Office of Climate and Environmental Justice has led an interagency coordination effort to identify and support partnerships between New York City agencies and community-based organizations (CBOs) on applications for the EPA Environmental and Climate Justice Community Change Grants program. In January 2024, the MOCEJ released a Request for Collaboration form where CBOs across the city were invited to share their project ideas and express interest in partnering with City agencies on a grant application. With nearly 50 submissions received, New York City has been working to develop several competitive applications with unique city-agency and CBO partnerships. Outside of formal partnerships, the city has also supported CBOs by providing strategic guidance, feedback, or partnership recommendations to support their applications.

Transportation Formula Funding

New York City extensively uses federal transportation formula funds, including Bridge Formula Funding, Congestion Mitigation and Air Quality Improvement Program, Urbanized Area Formula Grants, Carbon Reduction Program, Highway Safety Improvement Program, National Highway Performance Program, and Surface Transportation Block Grant Program.

NYC DOT uses formula funding for various staffing initiatives, including operations and maintenance at the Traffic Management Center, bridge inspections, preventive maintenance of bridges, and anti-icing of East River Bridges. Federal agencies have allocated the City approximately \$237 million per year from fiscal years 2023 through 2037 from the BIL. New York City proactively uses these available funds to maximize benefits for its residents and invest in its transportation infrastructure, with at least \$1.2 billion expected for New York City during the 5-year course of the BIL.¹⁸ The City has tracked \$711 million of this toward its total goal of federal funding secured (federal FY 2023, 2024, 2025).

Community Development Block Grant -Disaster Recovery

After Hurricane Ida, HUD allocated \$311 million in CDBG-DR funding for disaster relief and long-term recovery in the most impacted and distressed areas, primarily concentrated in Queens, Brooklyn, and the Bronx. The City will use the funding for resilience planning, green infrastructure projects, flood protection, hazard awareness and community outreach, and housing-related resilience improvements.

Community Project Funding

Previously known as earmarks, this Community Project Funding (CPF) is requested by members of the House of Representatives for specific projects in their state, local, or tribal governments, and approved by the Appropriations Committee during the annual appropriations process. CPF is designed to support initiatives that address critical needs in communities, such as infrastructure improvements, public safety, education, healthcare, and economic development.

¹⁸ <https://comptroller.nyc.gov/reports/shifting-gears/>

CPF grants empower local governments, nonprofits, and community organizations to implement projects that might otherwise lack sufficient resources, fostering sustainable development and improving quality of life for residents.

These projects are vetted for community impact, feasibility, and alignment with broader governmental priorities. With the support of local representatives, New York City has received funding for several critical projects. Since 2022, City agencies have been awarded approximately \$38 million in infrastructure funding, with significant other non-infrastructure funding awarded, but not captured in this report.

Climate Pollution Reduction Grant: Planning

The EPA, under the IRA, is implementing a two-phase program. This program provides funding to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. In CPRG Phase 1 (Planning), New York City received \$1 million as part of the New York-Newark-Jersey City, NY-NJ Metro Area (NY-NJ MSA). Using this funding, the MOCEJ, along with New York City Economic Development Corporation, led the Priority Climate Action Plan for the NY-NJ MSA and will develop a Comprehensive Climate Action Plan.¹⁹ City agencies are performing this work in partnership with regional stakeholders including the New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority.

Energy Efficiency and Conservation Block Grant

The Energy Efficiency and Conservation Block Grant is a formula fund administered by the U.S. Department of Energy. Through the BIL, federal agencies directly award local governments with formula funding to implement strategies to reduce energy use, reduce fossil fuel emissions, and improve energy efficiency. New York City received \$6.9 million that will fund several projects, including development of a performance-based energy code, supporting the transition away from fossil fuels and reducing construction-related emissions, as well as bolstering HPD's efforts to provide building owners with resources to achieve compliance with Local Law 97, New York City's first-of-its-kind regulation to reduce building-related emissions.

Brownfields Remediation

Brownfields are abandoned or underused properties that may have contamination from past industrial or commercial activities. Remediation is the process of cleaning up these areas to make them safe for people and the environment. The New York City Mayor's Office of Environmental Remediation (OER) has been the recipient of BIL funding in addition to supporting applications from local nonprofit groups. The OER received a \$1 million Brownfields Revolving Loan Fund grant and supported applications by SoBro, St. Nicks Alliance, the Fortune Society, and City College of New York, who each received \$500K for training residents in environmental remediation techniques and safety through the EPA's Brownfield Job Training grants.

¹⁹ <https://ny-nj-msa-cprg-njtpa.hub.arcgis.com/>

Broadband Funding

In January 2022, the Adams administration consolidated technology agencies into the New York City Office of Technology & Innovation (OTI) to streamline technology operations and foster interagency cooperation. The OTI is delivering on the Mayor's promise with digital equity efforts that provide dependable, high-speed internet for students, jobseekers, families, and older adults to fully participate in modern society. To scale this equity vision for its millions of residents, the City aspires to ensure that funding flows to stabilize affordable, safe, and reliable internet access and skills training needed for meaningful adoption.

Broadband Equity Access and Deployment Grant Program

The Broadband Equity Access and Deployment Grant Program allocates \$42.5 billion to expand high-speed internet access in unserved and underserved areas across the U.S. It funds state and local projects to build broadband infrastructure, aiming to ensure that all Americans have reliable internet access, especially in rural and low-income regions. This program allocates \$1.1 billion to New York State's ConnectALL initiatives, the State's largest-ever investment in broadband and digital infrastructure.

The City partnered with the New York State Empire State Development ConnectALL Office to secure funding possible to improve affordability, increase accessibility, share devices, enhance digital skills, and foster digital navigation. Due to the program parameters, however, the City did not receive significant funding.

Affordable Connectivity Program

The Affordable Connectivity Program (ACP) is a federal funding source that provides low-income households with a monthly \$30 discount on home broadband service from participating internet service providers.²⁰ As of January 1, 2024, the number of eligible New York City households enrolled in the ACP was more than 900,000, providing millions of dollars back in the pockets of New Yorkers.

The City conducted various public awareness campaigns with a goal of reaching 1 million households subscribed to the ACP by the end of 2024; however, as of June 1, 2024, the ACP ended due to a lack of federal funding, leaving 23 million households nationwide and nearly 1 million New Yorkers enrolled in the program without access to the ACP discount. Some internet service providers are offering affordable package options to households that participated in the ACP to help stay online.

²⁰ Eligibility criteria are 200 percent or less than the federal poverty guidelines, participation in government assistance programs (e.g., SNAP, Medicaid, WIC), recipient of Lifeline benefit, has a child that participates in a New York City public school free lunch program.

Big Apple Connect Program

Mayor Adams launched the Big Apple Connect Program (BAC) in September 2022. BAC is an initiative that offers free high-speed internet and basic cable TV to public housing residents. BAC aims to reduce the digital divide by partnering with cable providers to install infrastructure in NYCHA developments, ensuring residents receive these services at no cost. The program helps connect underserved communities to essential digital resources. Within 9 months of its launch, BAC surpassed 100,000 household enrollments and 75 percent adoption across eligible NYCHA developments. The program, which is the largest municipal subsidized broadband program in the country, has saved NYCHA residents more than \$165 million since its inception, according to service providers. As of June 2024, more than 120,000 households are enrolled in BAC.

Fair Share Analysis: Broadband

In 2022, New York State's ConnectALL Office received \$2.2 million from the BIL's allocation for **State Digital Equity Planning and Capacity Building** to conduct statewide outreach and the development of a State Digital Equity Plan. The State Digital Equity Plan noted that New York City has the largest share of racial and ethnic minorities, low-income households, and individuals with language barriers of any region. Fourteen percent of New York City households do not have any type of broadband internet, highlighting the significant need for additional funding to continue delivering on digital equity goals.

The BIL introduced affordable, reliable, high-speed internet access for millions of Americans through a \$65 billion investment into broadband expansion. Funding was distributed through a mix of programs overseen by multiple federal agencies. Much of this federal funding was distributed directly to states, with program parameters that resulted in the City being unable to realize the full benefit. Therefore, despite this historical investment, New York City still has significant need for a consistent broadband funding and accessibility. *Addressing this digital divide is essential to achieving environmental justice.*

Clean Water and Drinking Water State Revolving Funds

The EPA established these programs to provide low-interest loans and other forms of financial assistance that help states finance water infrastructure projects. The EPA provides capitalization grants to states based on the infrastructure needs, population, and other factors. These programs establish and capitalize the revolving funds to provide grants and/or low-cost financing for construction, upgrade, or repair of water, wastewater, stormwater, and drinking water infrastructure projects. Individual states administer the State Revolving Fund (SRF) programs and processes, develop Project Priority Lists, set interest rates and repayment terms, and determine compliance with program requirements. In New York State, the Environmental Facilities Corporation (EFC) administers the Clean Water State Revolving Fund (CWSRF), and the New York State Department of Health (DOH) administers the Drinking Water State Revolving Fund (DWSRF). Both SRF programs help ensure the long-term sustainability and improvement of water infrastructure.

The BIL was the single largest investment in water infrastructure that the federal government has ever made, infusing \$50B in funding to the CWSRF and DWSRF through FY 2026 and introducing the Lead Service Line Replacement Program. This investment enhanced opportunities available through the SRF, including additional zero-interest loans and grants. To ensure benefits of the program are equitably distributed to DACs, the BIL mandates that 49 percent of funds provided through the DWSRF General Supplemental Funding and the DWSRF Lead Service Line Replacement Funding are provided as grants and forgivable loans to DACs. For the CWSRF, 49 percent of funds must be provided as grants and forgivable loans to communities that meet the state's affordability criteria or certain project types, consistent with the Clean Water Act.²¹ From 2021 through 2022, the New York City Municipal Water Finance Authority (NYW) received \$526 million in financing through the CWSRF, of which \$42 million was BIL interest-free financing. From 2021 through 2022, New York City received \$218 million in financing through the DWSRF and \$183 million in 2024. Projects that have been funded include the replacement of lead service lines and the Lead Service Line Inventory, a program to determine location of lead service lines.

21 <https://www.epa.gov/system/files/documents/2022-03/bil-srf-memo-fact-sheet-final.pdf>

Fair Share Analysis: Clean Water and Drinking Water State Revolving Funds

While every state must prepare an annual plan identifying the intended uses of the funds in the SRF (Intended Use Plan [IUP]) before the EPA awards the capitalization grant, each state can determine their ranking criteria for priority projects. The CWSRF assists with wastewater treatment upgrades, stormwater management, green infrastructure, and nonpoint source pollution control. The DWSRF supports projects such as upgrading drinking water treatment facilities, replacing aging water mains, enhancing water storage, and removing lead service lines. Both programs are essential for improving water quality, ensuring safe drinking water, and supporting public health.

SRF funding is used by New York City Department of Environmental Protection (DEP) to maintain its vast network of water and wastewater infrastructure, which serves millions of people and is critical to the city's economy and well-being. New York City receives an allocation of financing based on its eligible and prioritized projects published in the state's IUP. Financing occurs through the NYW.

Depending on project needs and timing, the NYW receives subsidized interest bonds issued by EFC. By accessing financing through the SRF program, New York City benefits from interest rate savings because the principal and interest are paid back throughout the life of the bond, as opposed to traditional financing options.

Given that states have the authority to set the policies around how to disburse SRF funding, New York City has been prevented from accessing millions in funds it would otherwise be eligible for. EFC and DOH's hardship policy excludes municipalities with greater than 300,000 people from easily accessing interest-free SRF financing. These funds are intended to assist DACs, and New York City accounts for 59 percent of the state's DAC population. However, even with relaxed population requirements, the DOH and EFC have imposed per-municipality caps on grant and loan eligibility, effectively disadvantaging New York City and the majority of the state's DACs. Furthermore, New York City received only half of the lead service line funding for which it would have otherwise qualified.



With approximately 8 million people, New York City represents 44 percent of New York State's population and 59 percent of its disadvantaged communities. Nevertheless, New York State population and per municipality caps prevent the City from accessing its fair share of funding.

Funding the Future: Conclusion and Next Steps



Photo Credit: NYC DOT



Advancing New York City's Capacity for Future Resilience and Sustainability

The work is not finished. New York City still faces outstanding needs and requires bold policy advancements to address the challenges ahead. As a city supporting more than **8 million people** in a metropolitan area of more than **23 million people** sustaining a **Gross Domestic Product of more than \$1 trillion** and protecting **520 miles of coastline at risk**, it is crucial to demand **fair funding, direct support**, and resources for **faster project delivery** to propel city progress.^{22,23,24,25} The Task Force will continue to advocate with local, state, and federal partners to ensure the city receives the funding needed to meet these needs. During the past two years, the Task Force has advocated on behalf of New Yorkers to elected officials in Albany, New York, and Washington, D.C. and highlighted the need for policy reform to ensure that continued funding is available to meet the funding needs of municipal governments.

To meet this need and continue the work of the Task Force, the New York City presents the following recommendations:

1. **Address NYC's Fair Share in Water Infrastructure Funding.** New York State should address policies set forth for administering the **EPA Clean Water and Drinking Water Revolving Loan Funds** that limit New York City's ability to access these federal funds as the BIL intends. This includes lifting the restrictions on municipalities with greater than 300,000 people accessing interest-free financing, caps on how many applications each municipality can submit, and access to direct grants. While the DEP and the Task Force have looked at innovative ways to fund projects, fairer water infrastructure rules will further support the City in delivering on its water infrastructure needs.
2. **Change Requirements in Federal and State Programs to Support Large Cities.** To address existing disparities in formula funding and support U.S. cities, it is crucial for federal and state agencies to revise eligibility criteria that **limit** larger cities such as New York City from receiving adequate federal funds. Examples of these agency- and program-specific policies include population-based exclusions and funding caps per municipality. Such restrictions hinder equitable fund distribution - **New York City should receive an investment large enough for**

22 https://data.census.gov/profile/New_York_city_New_York?g=160XX00US3651000

23 <https://www.nyc.gov/site/planning/planning-level/region/region.page>

24 <https://comptroller.nyc.gov/wp-content/uploads/2024/02/Moodys-Credit-Opinion-NYC-GO-2024.pdf>

25 https://www.nyc.gov/html/sirr/downloads/pdf/final_report/Ch3_Coastal_FINAL_singles.pdf

its 8 million residents, including those in environmental justice communities, and proportionate to its national economic impact. Relatively low per-project funding caps (i.e. small maximum award sizes)

hit particularly hard given the added premium capital projects in New York City demand. Aligning funding allocations with the demographic and economic contributions of cities such as New York City will ensure a more just distribution of resources, enabling crucial infrastructure improvements in communities most in need. **This is true across all domain areas including transportation, broadband, energy, and water infrastructure.** These reforms will uphold principles of equity and justice, reflecting New York City's substantial role within the state.

3. **Create a New Resiliency Formula Funding Stream. Additionally, New York City calls for a new resiliency formula funding stream to fill gaps left by the existing competitive resiliency funding opportunities.** Resilience-related formula funding would allow New York City to have more flexibility in planning for its resilience work and contribute to financing large projects. Dedicated formula funding to municipal governments would support long-term planning, encourage federally compliant structuring of projects to access discretionary programs, reduce the heavily resource-intensive process of pursuing competitive grants, and help the city implement projects to protect communities from flooding and other climate hazards, while providing multiple benefits to address vulnerabilities throughout the city.

While competitive programs like BRIC and FMA are supportive and should continue, cities need **specific** formula funding to help address the existential threats posed by climate change and other hazards. Using competitive programs alone forces cities to gamble for essential projects that have the power to save lives, livelihoods, and communities. Formula funding could be based on needs-based assessments like hazard mitigation plans or on overall risk.

4. **Reauthorize Key BIL and IRA Programs.** These programs have been transformative not only for New York City, but also for New York State and the entire country. Several key programs have been particularly impactful in supporting the city's infrastructure. The City will make recommendations on which BIL and IRA programs should be reauthorized by Congress in future federal fiscal years.
5. **Advance Alternative Project Delivery for Greater Speed and Efficiency.** To expedite critical capital projects and **unleash the full potential of both this historic federal investment and other critical infrastructure projects**, local, state, and federal governments must reimagine project delivery. **By exploring alternative project delivery methods and harnessing the power of technology**, the City can streamline processes, foster collaboration, and drive efficient decision-making. Let's build a more resilient and vibrant city, faster.



Faster Project Delivery to Accelerate Transformation

Fair funding, direct support, and faster project delivery can be catalysts for positive change. These advancements will enhance New York City’s resilience, address evolving needs, and create a brighter future. Together, state, local, and federal partners can advance innovation, equity, and sustainable progress.

Mayor Adams convened the Capital Reform Task Force in 2022 to improve capital project delivery in New York City.²⁶ The Capital Reform Task Force, made up of city and industry leaders, identified ways to save taxpayer money, deliver faster groundbreaking and ribbon cuttings, and bolster opportunities for small and minority-owned businesses. Many of the recommendations have been implemented to improve project management, streamline change orders, and speed up procurement.

Some examples of internal process reform implemented under the leadership of Mayor Adams and Deputy Mayor Joshi include:

- Expedited and streamlined initiation for standard scopes of work with new and revised Capital Approval Standards and a revised capital eligibility directive to quickly initiate new projects.

- Removed redundant procurement steps and streamlined vendor compliance submissions to save months from every new construction procurement.
- Use of mobilization payments and early completion incentives (where appropriate) to get shovels in the ground faster and projects completed expediently.
- Streamlined approval for certain change orders to allow projects to remain on schedule.

In partnership with legislative leaders in Albany, New York City successfully advocated for new tools to deliver construction projects faster, better, and cheaper, with an expanded pool of contractors. Some of these include:

- Authorization of owner-controlled and contractor-controlled insurance programs.
- Citywide small business construction mentorship program.
- New project delivery methods including CM-Build and Progressive (one-step) Design Build. These expand the City’s toolkit beyond the two-step design build and design-bid build.²⁷

²⁶ https://www.nyc.gov/assets/home/downloads/pdf/press-releases/2023/CP_ReformTaskForce.pdf

²⁷ This proposal passed the legislature (A10543/S9849), and is awaiting signature by Governor Hochul.



The Task Force’s purpose is to help the City collaboratively pursue funding opportunities to ensure critical federal infrastructure dollars benefit NYC. While much of the funding from the BIL and IRA has been expended, the Task Force will continue to work across City agencies to break down silos, build capacity to pursue funding, and advocate for additional, equitably distributed funding for the benefit of all.

Project Summaries

This section features projects that have received federal grant awards since 2022. Organized by the City agency who led the grant application, these summaries provide a short overview of each project, demonstrating the extent of New York City's efforts to maximize federal funding to implement transformative infrastructure projects. The summaries include preliminary project budgets and schedules and are subject to change.



Photo Credit: NYC DOT



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Total Project Costs Compared to Award Amounts

When a grant award does not fully cover a project's total cost, the City may use other funding sources or a combination of funding sources to bridge the gap. These could include the City's general fund, debt financing, impact fees, in-kind contributions from City agencies and partners, or other means. The specific funding mix will depend on factors such as grant requirements, project type, available resources, and other policies.



New York City Department of Transportation

NYC DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents. DOT's values of equity, safety, mobility, asset management and project delivery, freight movement, the public realm, sustainability and resilience, organizational excellence, and public engagement guide the agency's work every day.



Who Is Involved?

NYC DOT

Grant Program

U.S. Department of
Transportation (DOT)
National Infrastructure
Project Assistance (Mega)
Program (FY24)

**Anticipated Total
Project Cost**

\$180,088,000

Award Amount

\$96,000,000

Inwood Manhattan Waterfront Greenway**Location:** Inwood, Manhattan**Project Description**

The \$96 million federal grant for a greenway along 10th Avenue in Inwood in Manhattan will help the city fill one of the last major gaps in the Manhattan Waterfront Greenway (MWG) to create a continuous cycling route around the island. The project will also address traffic safety equity in Inwood, delivering a host of safety upgrades in an underserved area to make the neighborhood's streets safer for all. Those upgrades include a new plaza, sidewalk extensions, pedestrian islands, bus boarding extensions, raised crosswalks, and improved lighting under the elevated subway line.

The new greenway segment will stretch 1.35 miles along 10th Avenue, from West 201st Street to West 218th Street, with new, direct connections to Inwood Hill Park at West 218th Street and the Bronx via the Broadway and University Heights bridges. The project will complement the city's planning for a historic greenway expansion across the five boroughs. The project also helps advance the administration's vision to "close the loop" for cyclists and pedestrians around the island of Manhattan.

Anticipated Timeline

The project will enter the preliminary design phase in spring 2025, followed by additional public engagement.

Who Is Involved?

NYC DOT, DCAS, New York City Department of Health and Mental Hygiene (NYC DOHMH)

Grant Program

U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) Planning and Demonstration (FY23)

Anticipated Total Project Cost

\$36,600,000

Award Amount

\$29,750,000

Implementation of Queens Boulevard Great Streets Transformation and Supplemental Planning for Vision Zero

Location: Queens Boulevard, Queens

Project Description

Queens Boulevard is a dangerous highway, ranking in the top ten corridors in Queens for severe and fatal crashes. To address this, NYC DOT is re-imagining the boulevard from a vehicle-centric corridor into a safer space for pedestrians and cyclists. Building upon existing safety improvements, the project will introduce elevated crosswalks, pedestrian malls, protected bike lanes, and wider sidewalks. These enhancements will create safer crossing opportunities, reduce pedestrian and cyclist exposure to traffic, and improve access to public transit.

To better understand the nature of traffic-related injuries, NYC DOT and NYC DOHMH will conduct a more comprehensive analysis of crash data. This will provide valuable insights into the types of injuries, victims, and circumstances surrounding crashes. Additionally, NYC DOT will partner with DCAS to retrofit a portion of the city fleet with active and centrally managed Intelligent Speed Assist to prevent speeding as a demonstration activity. This technology helps prevent speeding by limiting vehicle speed to below posted speed limit

Anticipated Timeline

Construction is expected to be completed by late 2028.



Before and After SIP on Queens Boulevard at 65th Place

Who Is Involved?

NYC DOT

Grant Program

U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) Planning and Demonstration (FY22)

Anticipated Total Project Cost

\$43,400,000

Award Amount

\$21,481,306

Delancey Street Roadway Improvements and Pedestrian Model & Micromobility Planning Toolkit**Location:** Citywide**Project Description**

The Delancey Street corridor is within the top 10% most dangerous corridors in Manhattan due to the high rate of pedestrians killed or severely injured in crashes that occur on the road. The road was designed as a high-volume, regional thoroughfare, which is at odds with the mixed-use, transit-rich urban neighborhood through which it runs. NYC DOT's project will evolve Delancey Street from an outdated thruway to a Complete Street that accommodates all modes of transportation in this corridor, including pedestrians, vehicles, bicyclists. The project will implement a road diet, creating a separated bikeway, making accessibility improvements, and reconstructing the roadway.

This project will also develop a Pedestrian Model & Micromobility Planning Toolkit to determine crash risk across NYC, improve the agency's ability to determine effectiveness of safety infrastructure improvements, and address the rapid increase in micromobility use. The tool will help the city systematically identify locations with inadequate pedestrian infrastructure and prioritize projects that improve the pedestrian environment. Together, these activities will improve safety for pedestrians, bicyclists, and micromobility users by reducing speeds, adding space and grade separation for bikes and pedestrians, and gathering and using better data to enable risk assessment and targeted safety projects in the future for vulnerable road users.

Anticipated Timeline

The Delancey Street Roadway Improvements are expected to be completed by late 2028. The Pedestrian Model & Micromobility Planning Toolkit is expected to be completed by September 2028.

Who Is Involved?

NYC DOT, NYC TLC,
NYCEDC, NYC DCAS, NYC
DPR

Grant Program

U.S. Department of
Transportation (DOT)
Charging and Fueling
Infrastructure (CFI) Grants
(Community Charging)
(FY24)

**Anticipated Total
Project Cost**

\$28,966,709

Award Amount

\$15,000,000

**Urban Area Strategies to Electrify Micro/
Light to Heavy Duty Mobility in New York City**

Location: Citywide

Project Description

NYC DOT will use its \$15 million award to create the largest curbside Level 2 (L2) EV charging program in the country, at 700 plugs including (building upon the 100 existing plugs as part of a pilot), at least half of which will be in USDOT's Transportation Disadvantaged Census Tracts (USDOT DACs). Many of these sites will include power connections for electric micromobility charging solutions, supporting an estimated 190 charge points for shared electric bicycles and 120 charge points for e-micromobility devices or 3 batteries. The program will also include deployment of 32 resilient, solar-powered L2 charging ports at eight recreation destinations in USDOT DAC communities.

The program will help low- and moderate-income New Yorkers adopt EVs by addressing key barriers: the lack of off-street parking and charging options in high-density neighborhoods across much of the city and the over-concentration of public L2 charging in higher-income areas. It will play a critical role in the City's ambitious goal to shift 250 million annual for-hire vehicle (FHV) trips to electric or wheelchair-accessible vehicles by 2030, supporting hard-working, mostly immigrant FHV drivers with affordable charging options where they live and work. NYC DOT will also leverage the project's investment in utility infrastructure at the curb to "dig once" while also providing for the electrification of adjacent e-bikeshare stations and public e-micromobility chargers. These charging solutions will support sustainable mode shift and the surging use of electric micromobility devices, particularly among the city's more than 60,000 predominantly low income and non-white delivery workers, most of whom depend on electric micromobility and currently have few options to safely charge their devices.

Anticipated Timeline

The project schedule is in development with more detail to come.

Who Is Involved?

NYC DOT

Grant Program

U.S. Department of Transportation (DOT) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Program (FY23)

Anticipated Total Project Cost

\$302,500,000

Award Amount

\$15,000,000

Grand Street Bridge Reconstruction

Location: Grand Street Bridge over Newtown Creek, Brooklyn

Project Description

The Grand Street Bridge has been in service for over 119 years and is subject to a harsh marine environment and roadway de-icing salts, which contribute to the corrosion of bridge elements. Superstorm Sandy inundated the bridge and the surrounding Historically Disadvantaged Communities with a severe storm surge, damaging the mechanical and electrical system that swings the bridge open to enable maritime traffic to pass Newtown Creek. NYC DOT will use funding to reconstruct the Grand Street Bridge, improve resiliency to future storms, eliminate a long-standing freight bottleneck, facilitate the movement of maritime freight, and add pedestrian and bicycle accommodations.

Anticipated Timeline

Construction is expected to begin in March 2027 and be completed by March 2031.



Facilities in the Neighbouring Industrial Zone



Who Is Involved?

NYC DOT, NYC OTI, NYC DCAS

Grant Program

U.S. Department of Transportation (DOT) Safe Streets and Roads for All (SS4A) Planning and Demonstration (FY24)

Anticipated Total Project Cost

\$14,900,000

Award Amount

\$11,920,000

Vision Zero Innovation: Integrated Data Systems and AI Video Analytic Pilots

Location: Citywide

Project Description

The City was awarded \$11,920,000 in SS4A funding to support planning and demonstration initiatives that build upon the City’s existing Vision Zero initiative to enhance street safety. These demonstration activities will include the implementation of Intersection Video Data Analytics, which will pilot AI-powered video analytic devices that will provide data to the Traffic Management Center, which will be upgraded to use this data to communicate with signal controllers to support multimodal safety efforts through real-time signal changes. The award also includes funding for the Data Integration Warehouse which will be used to garner a deeper understanding of the elements contributing to crashes and their extended repercussions, ultimately cultivating a comprehensive dataset to bolster informed decision-making and amplify the efficacy of NYC Vision Zero initiatives.

Additionally, DCAS will oversee the portion of the project that will introduce Fleet Vehicle Surround View Cameras, installing cameras on all sides of NYC fleet trucks to address sightline limitations. These cameras will provide video telematics, cloud-based review, in-cab alerts, and artificial intelligence capabilities to monitor and measure near-miss collisions, helping to further improve safety on the streets.

Anticipated Timeline

The Video Data Analytics project is expected to begin operations in Winter 2026. The Data Integration project will begin in Winter 2025 with all data sets integrated by Winter 2029. The Surround View Cameras demonstration will begin Spring 2025.

Who Is Involved?

NYC DOT, NYC Parks,
NYCEDC

Grant Program

U.S. Department of
Transportation (DOT)
Rebuilding American
Infrastructure with
Sustainability and Equity
(RAISE) (FY22)

Anticipated Total Project Cost

\$9,062,500

Award Amount

\$7,250,000

Filling the Gaps: The NYC Greenway Expansion Plan

Location: Various Locations Citywide

Project Description

In numerous NYC communities, many residents face challenges accessing essential services due to limited transit options and a lack of green spaces. Long distances between homes, transportation hubs, and parks often force residents to navigate unsafe or non-existent walking and biking routes, often sharing space with vehicular traffic. To address these issues, NYC is launching a historic expansion of its greenway network. This initiative will create 60 miles of greenway corridors across the outer boroughs, providing safer and more accessible routes for walking and biking. By investing in over 40 miles of new protected bike infrastructure and explore improvements to existing infrastructure along the corridors to expand safer, greener transportation options, the City aims to enhance public health, safety, and economic opportunities for residents. These greenway corridors will connect communities to jobs, parks, and public transportation, reducing reliance on cars and improving air quality. Corridors will include:

- Queens Waterfront, Gantry Plaza State Park to Little Bay Park (16 miles)
- Historic Brooklyn, Coney Island to Highland Park (12 miles)
- Staten Island Waterfront, Goethals Bridge to Verrazzano Bridge (10 miles)
- South Bronx, Randall's Island Park to SUNY Maritime (15 miles)
- Southern Queens, Spring Creek Park to Brookville Park (seven miles)

Anticipated Timeline

The project began in August 2023 and is scheduled to end in December 2028.



Who Is Involved?

NYC DOT, Trust for
Governors Island

Grant Program

U.S. Department of
Transportation (DOT)
Urbanized Area Passenger
Ferry Grant Program
(Passenger Ferry Program)
(FY23)

**Anticipated Total
Project Cost**

\$9,350,000

Award Amount

\$7,480,000

**Shoreside Charging Infrastructure to
Support Zero-Emissions Operations of the
Governors Island Ferry**

Location: Governors Island

Project Description

Governors Island is accessible solely by diesel-powered ferries. To reduce emissions, improve reliability, and enhance safety, this project will introduce an electric ferry with shoreside charging infrastructure. The relatively short ferry route and low-speed operations are ideal for all-electric vessels, offering advantages over traditional diesel engines in terms of maintenance and environmental impact. By transitioning to electric power, the project will create a cleaner, quieter, and more efficient ferry service benefiting both residents and visitors to Governors Island and the surrounding areas of Lower Manhattan and Brooklyn.

Anticipated Timeline

Construction is estimated to start in October 2025 and be completed by June 2026.

Who Is Involved?

NYC DOT

Grant Program

U.S. Department of
Transportation (DOT)
Passenger Ferry Grant
Program (FY24)

**Anticipated Total
Project Cost**

\$6,900,000

Award Amount

\$5,750,000

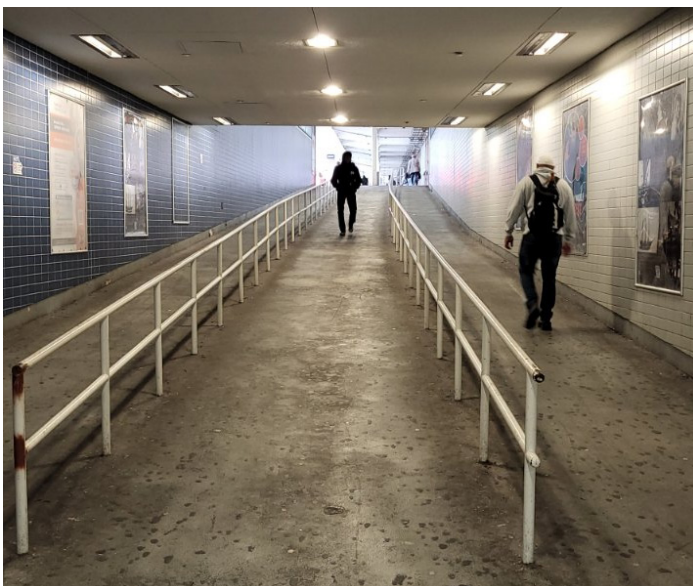
St. George Passenger Bus Ramp and Chiller Upgrades**Location:** St. George, Staten Island**Project Description**

NYC DOT's project will upgrade critical ferry-related infrastructure at NYC DOT's Staten Island Ferry (SIF) St. George Terminal. These upgrades include bus ramp enclosure improvements and chiller upgrades. The project will enhance infrastructure to enhance the intermodal function of the terminal, providing much-needed weather protection, safety improvements, and enhanced accessibility features for passengers arriving and departing the ferry. The chiller upgrades will address the St. George Terminal's climate readiness by replacing existing chillers with more energy-efficient models. This will ensure effective cooling throughout the facility, during the increasingly frequent periods of extreme heat.

SIF is the busiest passenger-only ferry service in the world, carrying nearly 24 million passengers each year prior to the pandemic. The ferry operates 24 hours per day, 365 days per year, crossing the New York Harbor between the St. George Intermodal Ferry Terminal in Staten Island, and the Whitehall Intermodal Ferry Terminal in Manhattan. The 5.2-mile crossing between Staten Island and Manhattan takes approximately 25 minutes.

Anticipated Timeline

The proposed timeline is January 2026 through February 2028.



Who Is Involved?

NYC DOT, New York City Department of Design and Construction (NYC DDC)

Grant Program

U.S. Department of Transportation (DOT) Federal Transit Administration (FTA) Grants for Buses and Bus Facilities Competitive Program (FY23)

Anticipated Total Project Cost

\$46,952,083

Award Amount

\$6,000,000

Safe Routes to Transit - Jerome Avenue Bus Facility Improvements

Location: The Bronx

Project Description

Jerome Avenue in the Bronx is a key transit and pedestrian corridor serving thousands of daily commuters. The elevated train structure, however, poses safety hazards and inconveniences for pedestrians and bus riders. Obstructed sidewalks and bus stops located in traffic lanes contribute to a dangerous environment, as evidenced by 51 severe or fatal injuries at these intersections in the past five years. The project aims to enhance bus safety and accessibility by rehabilitating 10 bus stops along Jerome Avenue. By improving bus operations, reducing wait times, and creating safer pedestrian conditions, we will transform the corridor into a more efficient and welcoming space for residents, workers, and transit users.

Anticipated Timeline

Final design will be completed in December 2024. Construction is expected to begin in 2025 and be completed in 2028.

Who Is Involved?

NYC DOT

Grant Program

US Department of Transportation (DOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) (FY24)

Anticipated Total Project Cost

\$7,080,000

Award Amount

\$5,664,000

DOT Urban Freight Mobility Collaborative (UFC)**Location:** Citywide**Project Description**

NYC DOT was awarded \$5.6 million in RAISE funding to support the development of an Urban Freight Mobility Collaborative (UFC). The UFC will explore and address existing and near-term challenges of urban goods movement through public-private partnerships and engagements with stakeholders to dramatically decarbonize the freight sector, helping to achieve carbon neutrality for the City of New York by 2050. The resulting data, pilots, and programs will be critical to addressing the negative externalities of freight movement in NYC, especially in areas historically burdened by truck pollution. These solutions will not be unique to New York City, and lessons learned from the UFC will have applicability beyond NYC, modeling solutions relevant to other large cities and metropolitan regions also facing the negative externalities of freight movement by truck. Through the UFC, NYC DOT will foster a long-term multi-party dialogue, identify opportunities for behavior change, and identify creative solutions by working with the freight industry, city agencies, and the public. As a result, new opportunities for economic development and innovative technology deployment may arise to make the City's freight network more equitable and sustainable.

Anticipated Timeline

The project schedule is in development with more detail to come.

Brooklyn Queens Expressway (BQE) Connects: Advancing the BQE North and South Corridor Vision

Location: Brooklyn-Queens Expressway North and South Sections

Who Is Involved?

NYC DOT, New York State Department of Transportation (NYSDOT)

Grant Program

U.S. Department of Transportation (DOT) Reconnecting Communities and Neighborhoods Grant Program – Neighborhood Access and Equity (FY23)

Anticipated Total Project Cost

\$7,000,000

Award Amount

\$5,600,000

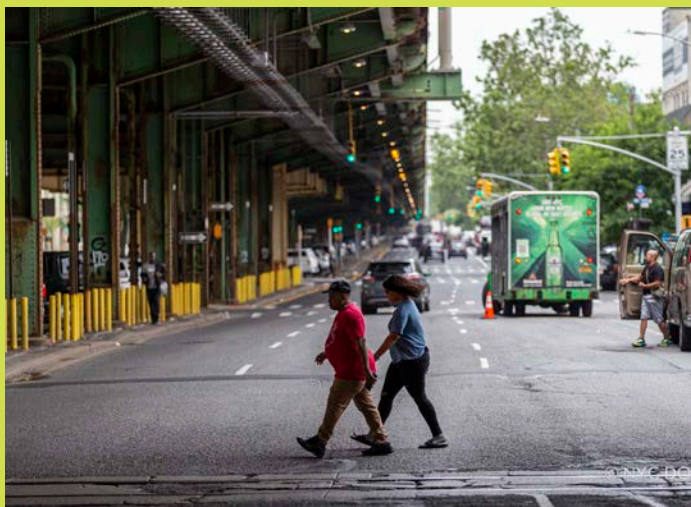
Project Description

The Brooklyn-Queens Expressway (BQE) is Brooklyn’s only interstate highway and a critical transportation corridor for the movement of goods, services, and people. Its construction displaced tens of thousands of Brooklyn and Queens residents, dividing communities and leaving a lasting impact still felt today. New York City owns the portion of the BQE from Atlantic Avenue to Sands Street, which includes the Triple Cantilever. New York State owns all other sections of the BQE in Brooklyn, known as BQE North – from Kosciuszko Bridge to Sands Street – and BQE South – from Atlantic Avenue to the Verrazzano Bridge. Through the Reconnecting Communities and Neighborhoods (RCN) Grant Program, NYC DOT and NYSDOT are partnering on BQE Connects. This project will develop conceptual proposals to revitalize the 10.6 miles of the BQE North and South sections.

BQE Connects will identify and further evaluate concepts for the BQE North and South, building on the city-led visioning process of the past two years. These proposals will prioritize addressing the environmental, social, and economic inequities faced by local communities. Funding will be used to select and refine project concepts, and to engage with the community throughout the process.

Anticipated Timeline

NYC DOT released the BQE Corridor Vision: BQE North and South public report in Fall 2024. Work under the Reconnecting Communities grant is expected to continue through 2030.



Who Is Involved?

NYC DOT, NYC Parks,
New York City Emergency
Management (NYCEM)

Grant Program

Federal Emergency
Management Agency
(FEMA) Hazard Mitigation
Grant Program (HMGP)

**Anticipated Total
Project Cost**

\$3,231,000

Award Amount

\$3,069,450

Brookville Boulevard Flood Mitigation Study

Location: Brookville Boulevard from 149th Avenue to
Rockaway Boulevard, Queens

Project Description

The “Snake Road,” a 4,300-foot stretch of Brookville Boulevard connecting the Rockaways and Nassau County, is a critical transportation link vulnerable to frequent flooding. Due to its location in wetland and marsh areas, the road often becomes impassable during high tides and coastal storms. With rising sea levels, these closures are expected to increase, isolating the community and hindering economic growth. This project will develop strategies to mitigate the impacts of current and future flooding on Snake Road. By providing options for stakeholders and decision-makers, the project will aim to improve transportation reliability and support economic development for residents in this disadvantaged community.

Anticipated Timeline

The study is schedule for completion by February 2026.

Who Is Involved?

NYC DOT

Grant Program

U.S. Department of
Transportation (DOT)
Urbanized Area Passenger
Ferry Grant Program
(Passenger Ferry Program)
(FY23)

**Anticipated Total
Project Cost**

\$10,000,000

Award Amount

\$3,000,000

**Staten Island Ferry Off-Site Large Parts
Storage Facility Rehabilitation**

Location: Staten Island

Project Description

The Staten Island Ferry, the busiest passenger-only ferry service in the world, has a fleet of nine vessels in service. Building 45 is a critical storage facility supporting the Ferry’s operations. As an off-site location for large spare parts and dock building materials, it ensures the continued reliability of the ferry services, which is a vital, free connection for Staten Island residents commuting to Manhattan. The project will upgrade Building 45 by removing invasive vegetation, installing secure fencing, improving utilities, and reconstructing the building to be more weather-resistant. The renovated facility will effectively store and protect essential equipment, safeguarding the ferry’s operations and benefiting the thousands of daily commuters who rely on this service.

Anticipated Timeline

Construction is expected to begin in April 2026 and be completed by April 2027.

Who Is Involved?

NYC DOT

Grant Program

U.S. Department of
Transportation (DOT)
Bridge Investment
Program Planning Projects
(FY22)

**Anticipated Total
Project Cost**

\$2,000,000

Award Amount

\$1,600,000

**East River Bridges Capital Program
Planning Funding**

Location: Brooklyn Bridge, Manhattan Bridge,
Williamsburg Bridge, and Ed Koch Queensboro
Bridge

Project Description

New York City's iconic East River Bridges—the Ed Koch Queensboro, Williamsburg, Manhattan, and Brooklyn Bridges—are vital lifelines for the city. These architectural marvels carry over 500,000 vehicles daily and connect millions of people, driving the city's economy. Despite their significance, years of neglect have taken a toll on these structures. A previous joint effort by the Federal Highway Administration, New York State Department of Transportation, and NYC DOT initiated a capital rehabilitation program to bring the bridges back to a state of good repair. As this program concludes, NYC DOT will leverage funding to develop a comprehensive 30-year capital construction program. This long-term vision will guide the bridges' future, addressing challenges posed by climate change, evolving transportation needs, and increased traffic. By investing in these iconic structures, the City aims to enhance safety, efficiency, and reliability while supporting economic growth and job creation.

Anticipated Timeline

The roadmap is scheduled for completion by December 2027.

Who Is Involved?

NYC DOT

Grant Program

Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP) (FY22)

Anticipated Total Project Cost

\$998,440

Award Amount

\$748,830

Staten Island Ferry Whitehall Ferry Terminal Closed Circuit Television (CCTV) Upgrade**Location:** Whitehall Ferry Terminal**Project Description**

The Whitehall Ferry Terminal, one of New York City's most significant transit hubs, is the primary entry point for the Staten Island Ferry, accommodating the daily movement of about 70,000 commuters. Given its central role in the city's transportation network, the terminal's outdated security infrastructure presents risk, leaving it vulnerable to a range of potential security threats, including terrorism, vandalism, and other criminal activities. This project, led by the New York City Department of Transportation (NYC DOT) and supported by the Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP), aims to address these critical vulnerabilities through the installation of a modern CCTV camera system.

This enhanced surveillance system will significantly strengthen the terminal's security by enabling more effective monitoring of daily activities and providing a visible deterrent to criminal behavior. Security personnel will be better equipped to quickly identify and respond to any suspicious activities, ensuring a safer environment for both passengers and staff. This updated surveillance network will reduce the likelihood of security breaches and enhance the overall sense of safety within the terminal.

Anticipated Timeline

The project is scheduled for completion by August 2025.



New York City Department of Environmental Protection

NYC DEP's mission is to enrich the environment and protect public health for all New Yorkers by providing high quality drinking water, managing wastewater and stormwater, and reducing air, noise, and hazardous materials pollution. Our vision is to be a world class water and wastewater utility while building a sustainable future for all New Yorkers. The values of safety, integrity, service, diversity, support, transparency, sustainability, and innovation guide DEP's work.



Who Is Involved?

NYC DEP, New York City
Emergency Management
Department (NYCEM)

Grant Program

Federal Emergency
Management Agency
(FEMA) Building Resilient
Infrastructure and
Communities (BRIC)
(FY22)

Anticipated Total Project Cost

\$123,116,608

Award Amount

Phase 1 Design:
\$3,062,667

Phase 2 Construction
(Pending): \$45,937,332

Kissena Park Cloudburst Hub Project

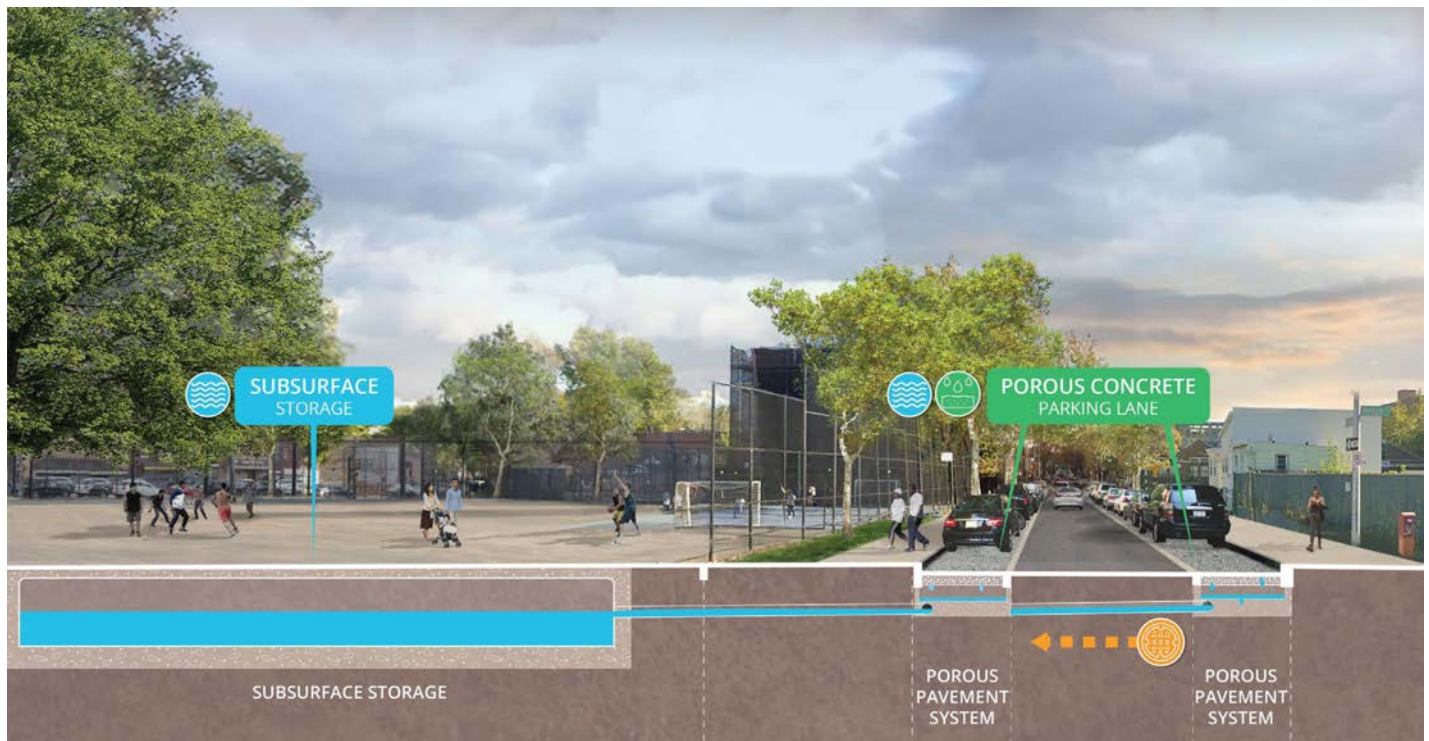
Location: Flushing, Queens

Project Description

The Kissena East Cloudburst Hub aims to mitigate the impacts of cloudbursts through a combination of underground drainage infrastructure and above-ground solutions in the Queens neighborhood of Flushing. This project will reduce risk of flooding and improve stormwater management by capturing intense rainfall. The project involves a nature-based system that will reduce the impacts of flooding for residents, homes, and streets in the neighborhood and provide many social and environmental co-benefits. In addition to the flood reduction benefits, local residents - many of whom are disadvantaged - will benefit from a new roadway, and park users will benefit from more reliable access to Kissena Park and Kissena Corridor Park. The proposed cloudburst strategies will capture stormwater runoff and reduce flows to the existing sewer system, thereby reducing combined sewer overflows and improving water quality at the associated outfall locations.

Anticipated Timeline

The anticipated completion date is August 2026.



Rendering of Cloudburst Hub Infrastructure. Source: <https://www.nyc.gov/site/dep/environment/cloudburst.page>

Who Is Involved?

New York City Department of Environmental Protection (DEP), New York City Emergency Management Department (NYCEM)

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$81,862,177

Award Amount

Phase 1 Design: \$2,758,615

Phase 2 Construction (Pending): \$46,236,561

Corona East Cloudburst Hub Project

Location: Corona, Queens

Project Description

The Corona East Cloudburst Hub aims to mitigate impacts of sudden, heavy downpours of rain over short periods of time, known as a cloudburst, through innovative stormwater management strategies. This will include a combination of underground drainage infrastructure and above-ground solutions, such as porous pavement, onsite storage facilities, and enhanced drainage systems designed to handle increased precipitation, exacerbated by climate change impacts. The project will occur in Corona, Queens, adjacent to Flushing Meadows Corona Park, and will help benefit community members in Corona, Queens, a historically flood-prone area with high social vulnerability, by reducing flooding, damage to private property, prevent sewer backups, disruptions of surface and below ground transportation, and environmental impacts. This approach will address both immediate flood risks and contribute to long-term climate resilience

Anticipated Timeline

The anticipated completion date is August 2026.

Who Is Involved?

New York City Department of Environmental Protection (DEP), New York City Emergency Management Department (NYCEM)

Grant Program

Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) FY22

Anticipated Total Project Cost

\$30,539,000

Award Amount

\$23,415,500

Clearview Pumping Station Mitigation

Location: Queens, New York

Project Description

The Clearview Pump Station (CPS) has faced critical flooding issues, particularly in August 2004 when floodwaters damaged its electrical and HVAC systems causing the station to be inoperable and reliant on a temporary pump station. CPS is situated within the FEMA 100-year flood zone and continues to experience flooding and equipment degradation, posing ongoing risks to public health and sewer operations.

In order to address these vulnerabilities, CPS will be comprehensively upgraded by elevating critical equipment above the FEMA 500-year flood elevation, constructing a new structure for housing electrical systems and a standby generator, as well as installing submersible pumps with redundancy features. Moreover, site restoration and security enhancements will also be implemented. These upgrades will aim to ensure flood resilience, operational continuity of service, and ensure the future resilience of the pump station.

Anticipated Timeline

The anticipated completion date is December 2025.

Who Is Involved?

NYC DEP, New York City Emergency Management (NYCEM), New York City Housing Authority (NYCHA), Extreme Weather Task Force (EWTF), Councilwoman Diana Ayala

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY21)

Anticipated Total Project Cost

\$11,145,000

Award Amount

\$7,801,610

Clinton Houses Cloudburst Resilience Project

Location: New York City Housing Authority (NYCHA) Clinton Houses in East Harlem, Manhattan

Project Description

East Harlem is prone to flooding challenges when heavy rain overwhelms its drainage system, a situation occurring more frequently as more intense rainfall events occur. The area's land use patterns, low-lying land, and dense development exacerbate the flooding challenges. To address this, NYC DEP and NYCHA are developing a cloudburst infrastructure project to protect the Clinton Houses from flooding. New community spaces will capture, hold, and slowly release rainwater. The project will also include new recreational areas for residents. The project will significantly reduce flooding from common storms and improve the quality of life in East Harlem.

Anticipated Timeline

NYCHA and NYC DEP are coordinating with FEMA and anticipate a project start in September 2025.

Who Is Involved?

NYC DEP, NYCEM, New York City Mayor's Office of Climate and Environmental Justice (MOCEJ)

Grant Program

Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) (FY22)

Anticipated Total Project Cost

\$7,350,000

Award Amount

\$6,650,000

Advanced Assistance for the Design of a New York City Cloudburst Neighborhood

Location: Citywide

Project Description

Hurricane Ida in September 2021 illustrated the devastating impact of "cloudbursts", intense rainstorms that cause flooding, property damage, infrastructure disruption and water pollution. This problem is exacerbated in NYC neighborhoods historically marginalized by redlining practices. These areas often have more pavement, less green space, and fewer trees, making them more vulnerable to the effects of climate change such as flooding. This project will develop detailed plans for addressing cloudbursts in selected neighborhoods. By combining traditional (grey) and nature-based (green) infrastructure solutions for stormwater management, it will aim to reduce the risk of flooding, protect infrastructure, and improve community well-being. NYC DEP will choose the target neighborhood. Successful implementation will benefit residents by reducing flood risk and enhancing the overall quality of life.

Anticipated Timeline

The project is anticipated to be completed by Fall 2026.

Who Is Involved?

NYC DEP, New York City
Emergency Management
Department (NYCEM)

Grant Program

Hazard Mitigation Grant
Program (HMGP) (FY22)

Anticipated Total Project Cost

\$3,000,000

Award Amount

\$2,700,000

Pumping Station Resilience

Location: Queens

Project Description

Extreme rainfall events, such as those experienced during Hurricane Ida, are becoming more frequent in New York City. These storms have inundated critical infrastructure, including wastewater pumping stations, leaving them vulnerable to flooding, electrical failures, and raw sewage discharges. The NYC DEP is addressing this vulnerability through a grant aimed at developing a comprehensive plan to enhance the resilience of seven pumping stations located in low-lying areas across Queens, including sites located in Queens Community Boards 3, 4, 6, and 7. This initiative focuses on scoping activities, including floodproofing designs, evaluating vital equipment, and analyzing future conditions like sea-level rise and extreme weather projections.

The project involves tasks such as conducting environmental assessments, site evaluations, and benefit-cost analyses to inform future construction phases. As such, this grant will ensure that the city's wastewater infrastructure can withstand the impacts of future storms. By emphasizing long-term environmental sustainability and social equity, the project aims to safeguard particularly vulnerable communities in these flood-prone areas and all other residents.

Anticipated Timeline

The project is expected to be completed by February 2026.

Who Is Involved?

NYC DEP

Grant Program

National Oceanic
and Atmospheric
Administration (NOAA)
Office of Scientific and
Technical Information
Community Special
Project Funding (FY22)

**Anticipated Total
Project Cost**

\$772,800

Award Amount

\$150,000

**Analyzing the Effects of Sea Level Rise and
Compound Flooding Upon NYC's Sewer
System Tide Gates**

Location: Staten Island

Project Description

Tidal gates are one-way valves installed in sewer systems to prevent seawater from entering during high tides and storms. This protects wastewater treatments plants from saltwater, which can disrupt operations. While previous studies on sea level rise focused on overall flooding in New York City, they have not considered its impact on tidal gates. Rising sea levels could cause the tidal gates to struggle to operate and drain properly, worsening flooding during heavy rain. NYC DEP is studying how rising sea levels, heavy rain, and groundwater will impact the City's tidal gates. By focusing on a specific gate in Richmond Terrace, Staten Island, the project aims to develop solutions for preventing street flooding, basement backups, and overwhelmed sewer systems. This area drains is particularly vulnerable due to its location near a proposed natural drainage system (Bluebelt), its designation as a Social Equity Zone, and existing flooding problems caused by the nearby Bodine Creek. Insights from this study will help improve the city's overall sewer system resilience.

Anticipated Timeline

The study is expected to be complete by the end of June 2024.



NYC Parks

New York City Department of Parks and Recreation

NYC Parks' impact on NYC is considerable and our work is essential to the City's vitality. Our parks improve New Yorkers' health and quality of life, providing oases of beauty, recreation, and relaxation, particularly in communities of need. We empower people through participation and trainings, enhance the public's health from fitness classes to forests, and restore our environment's health and resiliency. NYC's parks connect and unify diverse constituencies through stewardship, learning and celebration, thereby strengthening and attracting investment to communities.



Water Supply Infrastructure for Community Gardens Across New York City

Location: Various sites throughout New York City

Who Is Involved?

NYC Parks GreenThumb

Grant Program

U.S. Department of Agriculture (USDA) Natural Resources Conservation Service Watershed and Flood Prevention Operations Program (FY22)

Anticipated Total Project Cost

\$50,916,666

Award Amount

\$46,250,000

Project Description

NYC Parks sustains the largest urban community gardening network in the nation through the GreenThumb program, established in 1978. With more than 550 community gardens, these unique public spaces are stewarded by volunteer New Yorkers, which helps catalyze sustainable, resilient, healthy, and equitable communities across the city. This project will provide critical on-site water supply infrastructure that will ease access for irrigation and maintenance to approximately 100 food-producing community gardens out of the to 260 eligible sites. The NYC Urban Water Management Project will provide dependable and accessible water supply to urban agricultural community gardens. The watershed plan will outline how the grant will financially assist with the installment of on-site water infrastructure for food-producing community gardens under NYC Parks jurisdiction. The project will include measures for increasing agricultural water supply efficiency, protecting water quality, and securing dependable water quantity for the community gardens. The project's primary beneficiaries are urban food producing community gardens under NYC Parks GreenThumb jurisdiction, who along with the public, will benefit from the establishment of reliable water systems to grow food efficiently and effectively.

Anticipated Timeline

The project will occur in three phases. The planning phase of the project requires the completion and federal approval of a Watershed Plan and Environmental Impact Statement (EIS). At the end of 2024, the project team will author a comprehensive Water Supply Plan & EIS to undergo city, state, and federal approvals. After receipt of all appropriate approvals, the project team will proceed to the design and construction of water supply connections, with project completion anticipated by December 2030.



QueensWay: Forest Park Pass

Location: Forest Park, Queens



Who Is Involved?
 NYC Parks, Trust for Public Land (TPL)

Grant Program
 U.S. Department of Transportation (DOT) Reconnecting Communities and Neighborhoods Access & Equity Grant Program (FY23)

Anticipated Total Project Cost
 \$117,696,000

Award Amount
 \$117,696,000

Project Description

The QueensWay is a community-led effort to transform a blighted, 3.5 mile stretch of abandoned rail line in Central Queens into a linear park and cultural greenway. “Friends of the Queensway,” a group of residents and stakeholders, have advocated since 2011 for the creative re-use of the rail line. Once complete, the QueensWay will be transformed into 47 acres of new park space and seven miles of greenway. The project will serve the Rego Park, Forest Hills, Glendale, Forest Park, Woodhaven, Richmond Hill, and Ozone Park, Queens. The proposal was conceived by TPL and Friends of the QueensWay and is the result of extensive community outreach. In September 2022, Mayor Adams announced a \$35 million investment for design and construction of Phase One of the QueensWay – the Metropolitan Hub (Met Hub), which will result in a five-acre park with 0.7 miles of greenway, improved access to recreational amenities, outdoor education opportunities for students, and a transportation corridor safely connecting residents to schools, businesses, and transit.

The QueensWay: Forest Park Pass project will leverage this historic federal investment to kickstart Phase Two, to re-purpose the next 0.7-mile stretch of rail line into a 9-acre linear park, reconnecting residential and commercial neighborhoods that the rail line divided.



NYC Parks will install green infrastructure to enhance biodiversity, provide a natural learning landscape, and mitigate stormwater flooding that impacts nearby homes. Phase Two will provide a new pedestrian and bicycling route and connections from homes to trails, athletic facilities, and schools.

The project scope includes the following dimensions:

- **Connections & Mobility:** Expand and improve pathways for walking, running, and biking, facilitating residential connections to Forest Park and providing safe walking routes to school
- **Open Space Access:** Build new open spaces for gathering and recreation including exercise areas, & eating and gathering spaces

- **Economic Development:** Connect and activate primary Queens commercial corridors full of local businesses and restaurant destinations that intersect or adjoin the QueensWay
- **Climate & Sustainability:** Reduce car dependency, implement green infrastructure to mitigate stormwater flooding, reduce transportation related emissions

Anticipated Timeline

Community outreach and planning are expected to begin in early 2025, and construction is expected to be completed by June 2030.

Who Is Involved?

NYC Parks, which will establish partnerships with the Natural Area Conservancy, NYC DYCD, CUNY, and various community groups.

Grant Program

U.S. Department of Agriculture (USDA) Urban and Community Forestry Assistance Program (FY23)

Anticipated Total Project Cost

\$10,000,000

Award Amount

\$10,000,000

New York City (NYC) Forested Natural Areas Care and Job Training

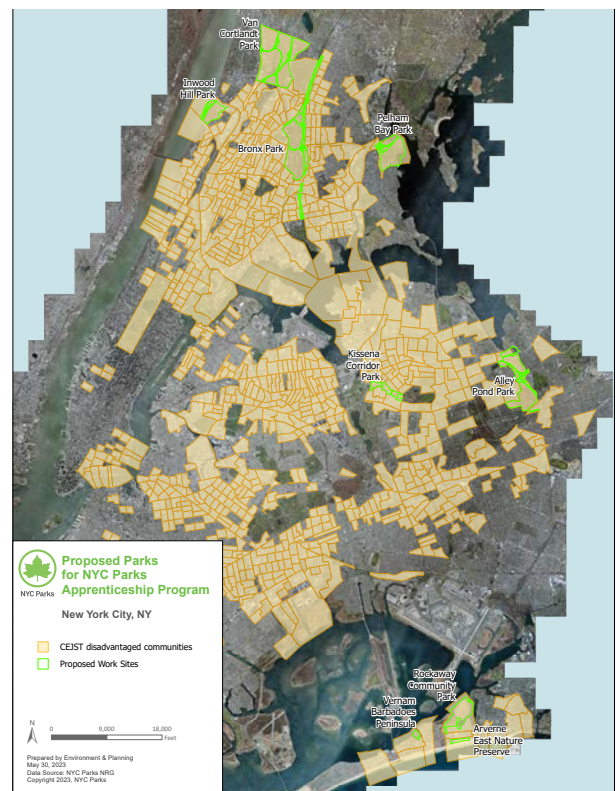
Location: Various sites in the The Bronx, Manhattan, and Queens

Project Description

This project will aim to enhance nine NYC parks—Van Cortlandt Park, Bronx Park, Inwood Hill Park, Kissena Corridor Park, Alley Pond Park, Pelham Bay Park, Rockaway Community Park, Arverne East Nature Preserve, and Vernam Barbadoes Park—by improving their forested areas and increasing community engagement. By planting native trees, restoring habitats, and monitoring existing conditions and improvements, NYC Parks will create healthier, more resilient green spaces for historically underserved communities. A comprehensive green job training program will provide 144 internships, 34 apprenticeships, and 28 early career positions, for a total of 206 people trained in natural resource management under the guidance of NYC Parks. This project will improve air quality and create vibrant community hubs for people from a wide range of backgrounds and experiences, while providing positive impacts on the mental and physical health of its users.

Anticipated Timeline

This project is expected to last 5 years, from May 2024 through April 2029.



Who Is Involved?

NYC Parks; New York State Office of Parks, Recreation, and Historic Preservation (NYS OPRHP)

Grant Program

National Park Service (NPS) Outdoor Recreation Legacy Partnership Grants Program (FY22)

Anticipated Total Project Cost

\$12,000,000

Award Amount

\$6,000,000

A Welcoming Spring Creek Park: Access to Nearby Nature for a Growing Community

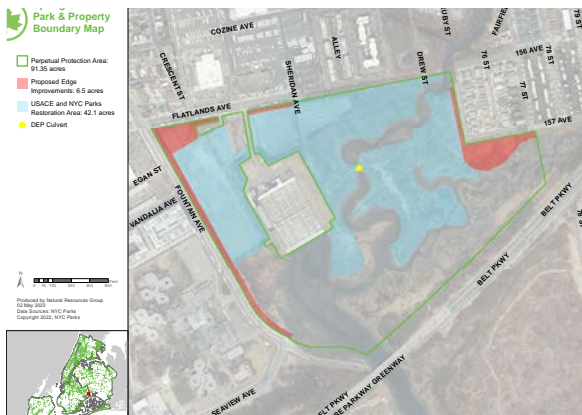
Location: Spring Creek Park North in Brooklyn and Queens

Project Description

Spring Creek Park North is a 71.5-acre undeveloped area on the shores of Jamaica Bay, serving the residents of Brooklyn and Queens. Decades of neglect, including illegal dumping and construction debris, have degraded the park’s wetland and upland habitats. Currently fenced off, the park is inaccessible to nearby residents, who have limited access to green spaces. This project aims to transform Spring Creek Park North into a welcoming, accessible public space. By creating over 4,500 feet of new trails, improving park boundaries, and building three new entrances, NYC Parks will provide residents with much-needed outdoor recreational opportunities. This revitalized park will not only enhance the community’s quality of life but also contribute to environmental benefits such as improved air quality, reduced pollution, and habitat restoration.

Anticipated Timeline

Design is underway, with construction expected to be completed by October 2027.



Who Is Involved?

NYC Parks, City Parks Foundation, Trees NY

Grant Program

U.S. Department of Agriculture (USDA) Urban and Community Forestry Assistance Program (FY23)

Anticipated Total Project Cost

\$5,000,000

Award Amount

\$5,000,000

Stewarding Canopy and Community in Central Queens

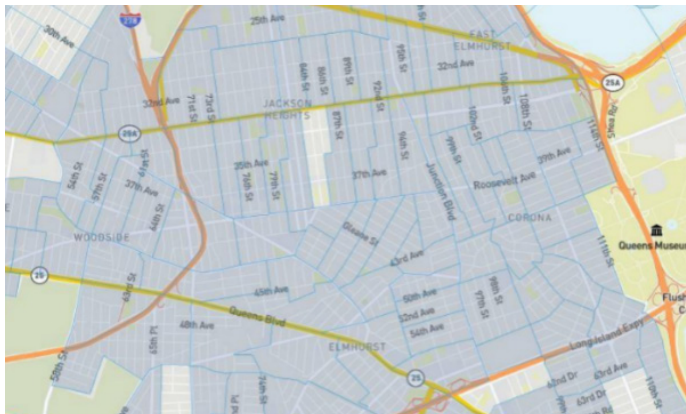
Location: Jackson Heights, Elmhurst, and Corona in Queens, New York

Project Description

The project aims to enhance the lives of New Yorkers by planting 2,000 trees in the underserved neighborhoods of Jackson Heights, Elmhurst, and Corona, Queens. These communities, home to a largely diverse population, including many immigrants, have limited access to green spaces. By providing job training, youth education programs, and community engagement opportunities, this initiative will create greener, healthier neighborhoods. The project will deliver environmental, social, ecological, and economic benefits to the community.

Anticipated Timeline

This project will span from 2024 to 2028.



Proposed project area (green) which are all disadvantaged communities according to Climate and Economic Justice Screening Tool



Disadvantaged communities within and around the project area



Who Is Involved?

NYC Parks, NYCEM

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$966,398

Award Amount

\$736,304

Green Infrastructure Scoping Project for Stormwater Flood Hazard Reduction**Location:** Citywide**Project Description**

Increasingly, extreme weather events pose a grave threat to New York City's residents and infrastructure. In response, the City is pursuing a multi-pronged approach that requires extensive mobilization by and coordination among the various city agencies. As the largest landholder in the city with 28,000 acres, NYC Parks plays a significant role in mitigating the risk of extreme flooding events. NYC Parks' paved athletic courts, parking lots, and walking paths, for example, offer crucial recreational services to city residents but also lack the capacity to infiltrate stormwater, posing both problems and opportunities for stormwater management. Over 60 miles of extant and buried streams in parkland also often represent areas of high flood-risk, as well as areas of potential transformation as part of green infrastructure (GI) solutions to flooding.

For these reasons, NYC Parks seeks to develop a pipeline of GI projects, ultimately bringing from 5 to 10 sites successfully through the processes of site selection, interagency coordination, and borings to the conceptual design phase. This will begin with a citywide evaluation of green infrastructure opportunities across all five boroughs, which will be narrowed down to a sub-selection of priority sites for further development through design. At this stage, projects will be close to shovel ready and require only construction funding. Once implemented, the selected GI projects will manage impermeable surfaces, reduce flow to high-risk areas, and help mitigate climate impacts that New Yorkers face from more frequent and high intensity rain events. Parks will use consultant support to develop a green infrastructure site prioritization process and to develop a citywide pipeline of potential GI opportunities, conduct feasibility screening, and develop conceptual designs and cost estimates.

Anticipated Timeline

The 36-month project started in August 2023 and will continue through August 2026.

Who Is Involved?

NYC Parks, City University of New York (CUNY), NYC DYCD, Eastern Queens Alliance, CommonPoint Queens

Grant Program

National Oceanic and Atmospheric Administration (NOAA) Coastal Habitat Restoration and Resilience Grants for Underserved Communities (FY22)

Anticipated Total Project Cost

\$650,354

Award Amount

\$650,354

Bridging the Gap: A Natural Areas Restoration Training and Professional Development Program

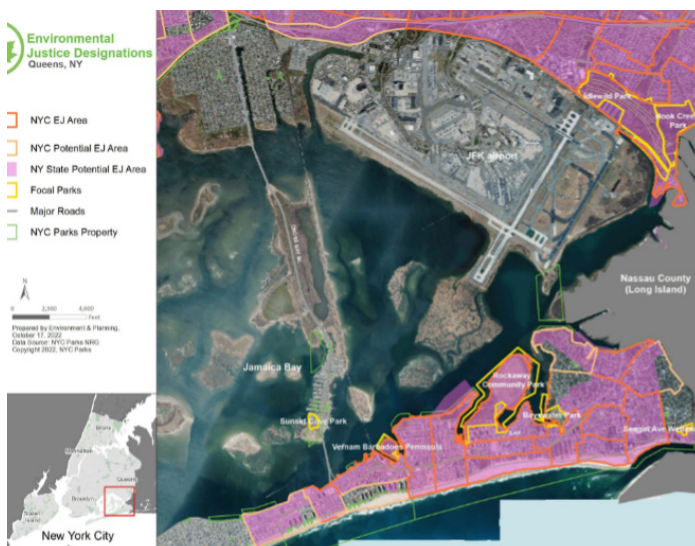
Location: Southeast Queens

Project Description

NYC Parks is partnering with local organizations to recruit interns from underserved communities in southeastern Queens. Paid internships provide young people with training in natural resource management and ecological sciences. Interns gain valuable job skills while enhancing local parks and engaging the community through volunteer and educational events. Parks has hired a Community Engagement Coordinator and cred leaders, and hosted six interns and supported other interns, fellows, and volunteers as part of a summer programming series. Staff are interviewing CUNY students for fall internships and planning fall restoration events, trainings, and an education series. By improving parks surrounding Jamaica Bay, a vital ecosystem supporting diverse wildlife, this project will contribute to environmental conservation and community development. The habitat in Jamaica Bay contains the largest area of remaining salt marshes in New York City and provides habitat for more than 100 species of fish, 325 birds, and 214 Species of Special Concern.

Anticipated Timeline

The project is in progress and is scheduled to run for three years, from August 2023 through December 2026.



Map showing environmental justice designations in project area.



Volunteers planting shrubs and trees in Idlewild Park NYC.



Photo Credit: NYC Parks



sanitation

New York City Department of Sanitation

DSNY keeps New York City clean, safe, and healthy by collecting, recycling, and disposing of waste, cleaning streets, preventing illegal dumping, and clearing snow and ice. DSNY collects 24 million pounds of trash, recycling, and compostable material every day. In addition, we are working to clean more parts of the City than ever before, providing services to over 1,000 long-ignored areas across the five boroughs. We serve all New Yorkers, providing them with the essential service, protecting quality of life, and delivering for the greatest city in the world.



Who Is Involved?

DSNY, Veolia ES Technical Solutions

Grant Program

U.S. Department of Energy (DOE) Consumer Electronics Battery Recycling, Reprocessing, and Battery Collection (FY23)

Anticipated Total Project Cost

\$4,300,000

Award Amount

\$2,150,000

Mobile Battery Drop-Off- Reducing Lithium-Ion Battery Fires through Safe Battery Collection

Location: Citywide

Project Description

Lithium-ion battery fires pose a risk to New Yorkers. In 2023 alone, 268 such fires resulted in 18 deaths and 150 injuries. These fires are disproportionately concentrated in lower-income neighborhoods with limited access to safe battery disposal. To address this issue, DSNY will expand its battery collection services citywide. By providing convenient drop-off locations, the department will aim to prevent fires, protect public health, and support the transition to clean energy. Using grant funding, DSNY will operate 40 one-day mobile battery collection drop-off days per year for five years across all five boroughs. The increased access to safe disposal will help reduce the number of battery-related fires and protect city residents.

Anticipated Timeline

This project will last through June 2029.

Who Is Involved?

DSNY

Grant Program

U.S. Environmental Protection Agency (EPA) Recycling Education and Outreach Grant Program FY23

Anticipated Total Project Cost

\$2,000,000

Award Amount

\$2,000,000

Outreach Campaign to Expand DSNY's Curbside Organics Collection Program

Location: Citywide

Project Description

DSNY's curbside composting program is the largest comprehensive organics collection program in the US. Currently available to residents in Queens and Brooklyn, the program will be expanded to include the Bronx, Staten Island, and Manhattan by October 2024. Once complete, over 8 million New Yorkers across 3.2 million households will have access to this service. To ensure a successful expansion, DSNY will use federal funds for extensive education and outreach efforts. These initiatives will inform residents about the program, clarify accepted materials, and encourage participation. DSNY will use a multi-faceted approach to reach a diverse population, including those in underserved communities, and collaborate with community organizations to maximize the program's impact.

Anticipated Timeline

Outreach measures will begin in 2024 and continue through 2026.



New York City Mayor's Office of Climate and Environmental Justice

New York City is a global leader in the fight against the climate crisis, shifting our city away from polluting fossil fuels and towards a green and just economy. MOCEJ is a team of architects, lawyers, data and climate scientists, engineers, policy advisors, geologists, and city planners leading the strategy to create a city where our 8.3 million New Yorkers can live, work, learn, and play in healthy, resilient, and sustainable neighborhoods. MOCEJ works to make our buildings efficient and resilient, ensure our infrastructure is climate-ready, transform our streets and public realm into living, open spaces, and make our energy clean and resilient.



Who Is Involved?

MOCEJ, New York City
Comptroller's Office, New
York State Research and
Development Authority
(NYSERDA)

Grant Program

U.S. Environmental
Protection Agency
(EPA) Greenhouse Gas
Reduction Fund Solar for
All (FY23)

**Anticipated Total
Project Cost**

\$35,000,000

Award Amount

\$35,000,000
(exact funding
amount pending)

Public Solar NYC

Location: Citywide

Project Description

As part of the EPA Solar for All grant, the City will launch Public Solar NYC (PSNYC), a pilot program that aims to overcome historic and critical barriers to solar adoption for low-income communities. The program is designed to accelerate the rapid deployment and access of solar in underserved communities. PSNYC will provide financial and technical assistance with no upfront capital costs. The program will offer a residential solar lease product, a roof repair grant, technical and financial support to enable solar adoption via direct ownership, and a community solar program underwritten to ensure 20% household savings to disadvantaged communities (DACs). The City is working in conjunction with NYSERDA and EPA so there may be adjustments to total funding allocated to these programs as the program administration continues.

Together with City resources, Solar for All will catalyze the PSNYC pilot launch, enabling longer-term expansion to other buildings and energy storage technology, and building a foundation for a financially self-sustaining enterprise. Additionally, PSNYC will integrate and coordinate with existing City and State programs to build a project pipeline in DACs and to ensure benefits are effectively layered with other offerings. PSNYC will lower installation costs and streamline the solar adoption process by offering multilingual marketing and outreach and aggregating smaller residential solar projects to create installation and financing economies of scale. EPA grant funds will enable a first round of solar development, resulting in 31 MW of solar serving 3,500 households. It will also serve as catalytic capital as revenues from solar leases revolve back into the program to enable the creation of a financially self-sustaining long-term and expandable program. PSNYC will set a precedent for sustainable urban development, demonstrating leadership in renewable energy and climate action.

Anticipated Timeline

Public Solar is projected to launch in 2025. The five-year grant program will conclude in December 2029.

Who Is Involved?

MOCEJ, New York City Department of Environmental Protection (NYC DEP) and New York City School Bus Umbrella Services (NYCSBUS), with support from Con Edison, New York City Department of Citywide Administrative Services (DCAS) and New York City Emergency Management (NYCEM)

Grant Program

Joint Office of Energy & Transportation Ride and Drive Electric (FY23)

Anticipated Total Project Cost

\$1,839,080

Award Amount

\$1,471,264

MOCEJ NYC Resilient School Bus Charging Hubs, Guidance, and Emergency Management Planning

Location: 60+ bus depots throughout all five boroughs

Project Description

NYC’s nearly 10,500 school buses support nearly 150,000 students in accessing the city’s schools, many of whom are from low-income families or have disabilities. NYC will ensure the electrification of these vendor-owned school buses—comprising the largest school bus fleet in the nation—by 2035. Currently, medium duty charging infrastructure for electric school buses is limited. NYC does not have public charging hubs for school buses, which a significant barrier to both fleet electrification and the completion of long bus routes. This project will use federal funding to bolster NYC’s school bus electrification process and ensure resilience and reliability of the fleet. MOCEJ will work closely with the NYC Department of Education Office of Pupil Transportation (DOE OPT) and its bus vendors to develop a citywide electric school bus resilience plan that provides comprehensive recommendations for school bus electrification. This collaboration will also yield key guidelines to support vendors in charging infrastructure installations. The project will provide workforce development opportunities through paid internships led by NYCSBUS, NYC’s largest bus vendor, and by developing recommendations and resources for meeting workforce development needs.

Anticipated Timeline

The project timeline is from 2024 to 2026.





Photo Credit: NYC HPD



New York City Economic Development Corporation

NYCEDC works to strengthen confidence in NYC as a great place to do business; grow innovative sectors, with a focus on equity; build neighborhoods as places to live, learn, work, and play; and deliver sustainable infrastructure for communities and the city's future economy. NYCEDC is also responsible for investing in key industries like technology, life sciences and advanced manufacturing to diversify the City's economy and bring good paying jobs to New Yorkers. NYCEDC invests in communities through major infrastructure upgrades, capital projects and real estate development; manages City-owned properties; and works to enhance the City's major and emerging business sectors.



Who Is Involved?

NYCEDC

Grant Program

U.S. Department of
Transportation (DOT)
National Infrastructure
Project Assistance (Mega)
Program (FY24)

**Anticipated Total
Project Cost**

\$273,000,000

Award Amount

\$163,800,000

**From Truck to Barge: Modernizing Brooklyn
Marine Terminal for Global and Micro-Freight****Location:** Red Hook, Brooklyn**Project Description**

The \$164 million federal grant for the Brooklyn Marine Terminal (BMT) comes after Mayor Adams, along with New York Governor Kathy Hochul, NYCEDC, and the Port Authority of New York and New Jersey announced an historic agreement that will enable the city to transform the 122-acre BMT into a modern, 21st-century maritime port and mixed-use community. This federal grant builds on an initial \$95 million investment from New York City and New York State that would stabilize and repair Piers 7, 8, and 10; fund planning for the site's future, put a new modern, electrified container crane in use for operations at the terminal, and make an initial investment in a future cold storage facility on-site. The federal grant will help rehabilitate and extend the life of Pier 10 – home of the Red Hook Container Terminal – demolish the structurally-deficient Piers 9A and 9B and replace them with a new marginal Pier 9 that is better able to handle modern ships; and improve traffic and circulation for pedestrians, cyclists, and motorists. In the next 10 years, the project is expected to generate \$9 billion of economic value while potentially creating thousands of jobs.

Anticipated Timeline

The project schedule is in development with details to be announced.



Who Is Involved?

NYCEDC, Hunts Point Terminal Produce Cooperative Association

Grant Program

U.S. Department of Transportation (DOT) Nationally Significant Multimodal Freight and Highway Program (INFRA) (FY22)

Anticipated Total Project Cost

Approximately \$650,000,000

Award Amount

\$110,000,000

Hunts Point Terminal Produce Market Redevelopment

Location: Hunts Point, The Bronx

Project Description

The Hunts Point Terminal Produce Market (Produce Market) is an intermodal freight facility within the Hunts Point Food Distribution Center (FDC). Annually supplying over 2.5 billion pounds of produce a year to New York City and the surrounding region, the Produce Market's aging infrastructure requires redevelopment. Key challenges include the need to expand refrigerated warehouse capacity to meet growing food demands, eliminate reliance on diesel-powered truck refrigeration, and address the ongoing intermodal freight congestion at the site. This project will strengthen critical freight movement and lessen the industrial land use's environmental, health, and quality of life impacts on the Hunts Point community. The expanded refrigerated warehouse space will eliminate diesel-powered refrigeration, electrify heating and cooling, provide solar power, and implement electric vehicle charging stations for trucks at loading docks. It will also improve circulation by widening and separating truck, rail, and pedestrian circulation paths, establishing designated queuing and parking areas, and providing clearly delineated entrance and egress points. The redevelopment of the Produce Market will also preserve and create high-quality jobs in a neighborhood struggling with low employment rates, low labor force participation, and poverty.

Anticipated Timeline

This project is anticipated to be completed in 2030.



Who Is Involved?

NYCEDC, NYC DOT

Grant Program

U.S. Department of Transportation (DOT) Charging and Fueling Infrastructure Grants (Corridor Charging) (FY23)

Anticipated Total Project Cost

\$28,966,709

Award Amount

\$15,000,000

Gateway to Hunts Point FDC: Freight Electric Vehicle Charging Hub and Welcome Center

Location: Citywide

Project Description

The City received \$15 million to build an EV charging depot designed to accommodate both freight and passenger vehicles in the Hunts Point neighborhood in the Bronx. The location is a three-acre site near the Bruckner Expressway (Interstate 278), a Federal Highway Administration (FHWA)-designated Alternative Fuels Corridor, that will offer approximately 20 fast EV charging ports and eight Level 2 chargers accessible to a range of vehicles, including Class 3-8 trucks. Located on the Hunts Point peninsula, an area marked by stark economic disparities and environmental justice concerns, the charging hub will serve vehicles using the adjacent market facilities and nearby highway infrastructure, as well as benefit the nearly 13,000 residents living near the nation's largest wholesale food hub. The proximity of the depot to the Bruckner Expressway underscores the urgent need to address transportation emissions in the region. This project seeks to combat transportation emissions by facilitating electrification of fleets that frequent the region along with community driven workforce development programming to ensure broad access to electrification opportunities.

Anticipated Timeline

The anticipated completion date for the charging hub is 2030.



Who Is Involved?

NYCEDC, New York City
Emergency Management
(NYCEM)

Grant Program

Federal Emergency
Management Agency
(FEMA) Building Resilient
Infrastructure and
Communities (BRIC) (FY21)

**Anticipated Total
Project Cost**

\$19,514,452

Award Amount

\$14,682,301

**Hunts Point Food Security Flood
Mitigation Project**

Location: Hunts Point, The Bronx

Project Description

The Hunts Point Food Security Flood Mitigation Project is a City-led strategy to address coastal flood risk and climate change, by protecting assets within the Hunts Point Food Distribution Center (FDC), one of the largest food distribution centers in the world, from coastal storm surge and sea level rise. Hunts Point, a waterfront community with over 12,000 residents and 18,000 workers, faces growing threats from climate change. The FDC is a critical facility that supplies the New York metropolitan region with 4.5 billion pounds of food annually, including 35% of the city's meat, 45% of its fish, and 25% of its produce. Hurricane Sandy exposed the vulnerability of New York's waterfront areas to rising seas. To safeguard the FDC and its vital role in the city's food supply, NYCEDC will implement mitigation measures to protect at-risk structures from flooding. This plan to harden and protect key facilities within the FCD when the water comes in will provide 100-year level flood protection. This will ensure the uninterrupted flow of food to the city and region during future flood events.

Anticipated Timeline

This project is anticipated to be completed by March 2027.



Hunts Point Food Distribution Center (Source: EDC)

Who Is Involved?

NYCEDC and MOCEJ,
NYCEM

Grant Program

Federal Emergency
Management Agency
(FEMA) Hazard Mitigation
Grant Program (HMGP)
(FY22)

**Anticipated Total
Project Cost**

\$73,003,230

Award Amount

\$55,652,442

Coney Island Creek Shoreline Protection

Location: Coney Island, Brooklyn

Project Description

The Coney Island Creek Shoreline project led by EDC and the Mayor’s Office of Climate and Environmental Justice (MOCEJ) aims to reduce flood risks in Coney Island. The area has historically been vulnerable to tidal flooding and storm surges, especially during events like Hurricanes Irene and Tropical Storm Sandy. The project will reduce the risk from flooding for hundreds of buildings as well as for transportation and other critical infrastructure by installing flood protection measures along key sections of the shoreline. The project will strengthen and extend existing shoreline structures by building bulkheads, revetments, and other protective measures spanning five key locations along the southern shore of Coney Island Creek. The project will be designed to provide a +7.0-foot elevation NAVD level of protection, equivalent to the 10-year storm. The design will balance engineering design feasibility with other considerations such as sustainability and community access. In addition to reducing flood exposure, the project will help safeguard public housing, schools, emergency services, and transportation infrastructure. It also seeks to improve community access to the waterfront. The project aligns with New York City’s broader hazard mitigation goals and is designed to support vulnerable communities, particularly those with high minority populations and significant poverty. It will enhance the resilience of Coney Island to future climate risks while protecting vital infrastructure and supporting the neighborhood’s economic and cultural vitality.

Anticipated Timeline

This project is anticipated to be completed late 2027.



Who Is Involved?

NYCEDC, NYCEM

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY21)

Anticipated Total Project Cost

\$228,800,000

Award Amount

\$50,000,000

Seaport Coastal Resilience

Location: Financial District, Manhattan

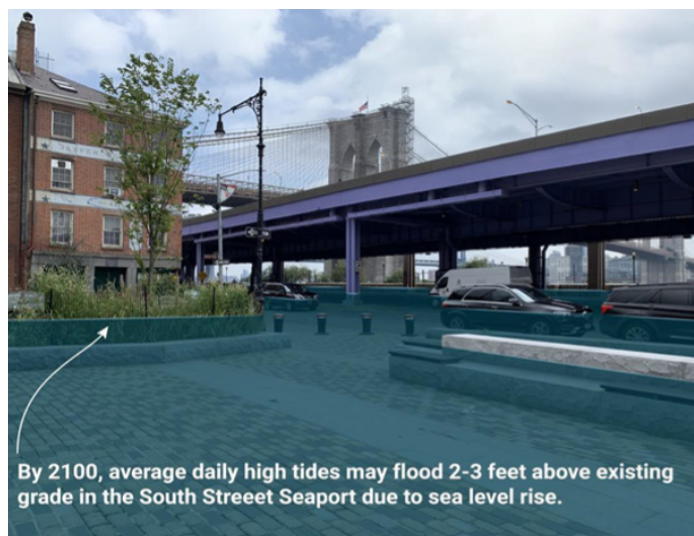
Project Description

The historic South Street Seaport is one of the lowest-lying parts of Lower Manhattan. FEMA estimates that it will flood several times a year due to high tides and coastal storms, causing major disruptions to day-to-day life and rendering this vibrant area unusable. NYCEDC will use these funds to raise the edge of the shoreline to create flood protection to 2100 Sea Level Rise Projections. It will also provide Drainage and green infrastructure elements, and public realm enhancements

Thousands of residents, workers, businesses, and visitors will benefit from these changes. In addition, the project will provide the Seaport District with a more resilient and accessible waterfront with public amenities. Overall, this project significantly reduces the vulnerability of current and future populations and reduces the risk of property damage caused by sea level rise and other climate change events.

Anticipated Timeline

This project is expected to be completed in early 2028.



Who Is Involved?

New York City Economic
Development Corporation

Grant Program

U.S. Department of
Transportation (DOT)
Rebuilding American
Infrastructure with
Sustainability and Equity
(FY23)

**Anticipated Total
Project Cost**

\$46,825,848

Award Amount

\$20,000,000

**Broadway Junction Streetscapes
Improvement Project**

Location: Brooklyn

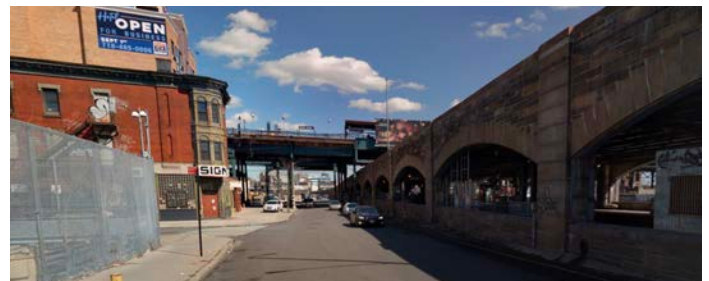
Project Description

This project focuses on two street segments in and around Broadway Junction Station: (1) Van Sinderen between Fulton Street and Atlantic Avenue and (2) Broadway between Truxton Street and Jamaica Avenue. These streets are characterized by dark and unsafe pedestrian conditions under elevated transit infrastructure, degraded and narrow sidewalk conditions, unmarked crosswalks and unsafe intersections, a lack of accessible sidewalk ramps, overgrown vegetation, and chain-link fencing next to surface parking lots. The unpleasant character of these streets exacerbates existing inequities in safety, accessibility, and opportunity for the surrounding historically marginalized and disadvantaged communities.

This project will create two safe and welcoming streets in Broadway Junction by improving lighting, redesigning the intersections, repaving the sidewalks and roadways, and widening sidewalks. Project improvements will provide a more inviting and safe experience not only for the approximately 100,000 commuters who pass through Broadway Junction each day, but the neighboring communities as well, by improving air quality, reducing automobile traffic, and enhancing walkability in the area.

Anticipated Timeline

This project is anticipated to be completed in 2031.



Existing conditions on Van Sinderen, and the intersection of Atlantic Avenue and Van Sinderen, with the Atlantic Avenue Viaduct and East New York LIRR Station to the south



Typical condition along Broadway, cars parked on sidewalk under elevated infrastructure.

Who Is Involved?

NYCEDC

Grant Program

U.S. Department of Transportation (DOT) Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grants (FY22)

Anticipated Total Project Cost

\$21,500,000

Award Amount

\$17,200,000

Arthur Kill Lift Bridge Rehabilitation

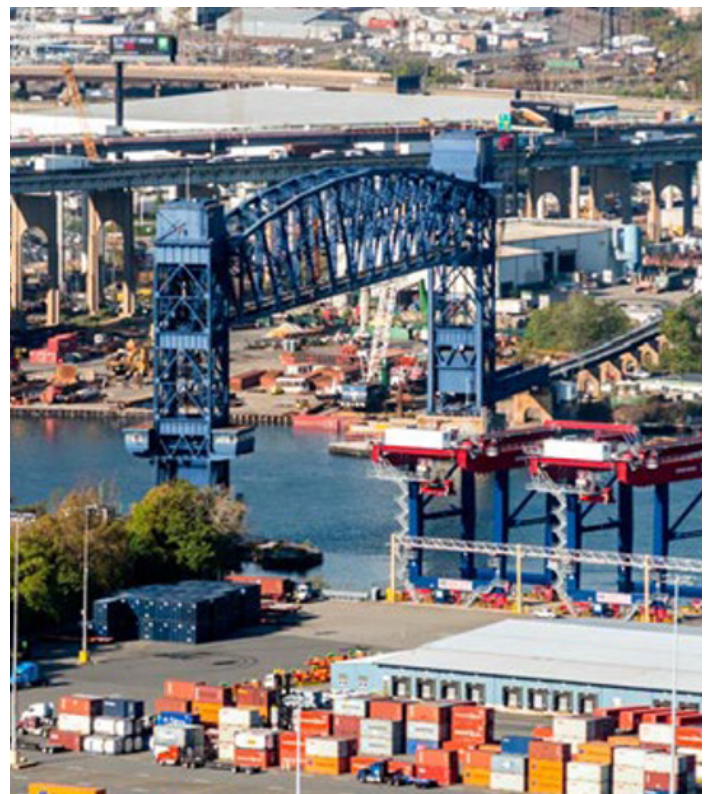
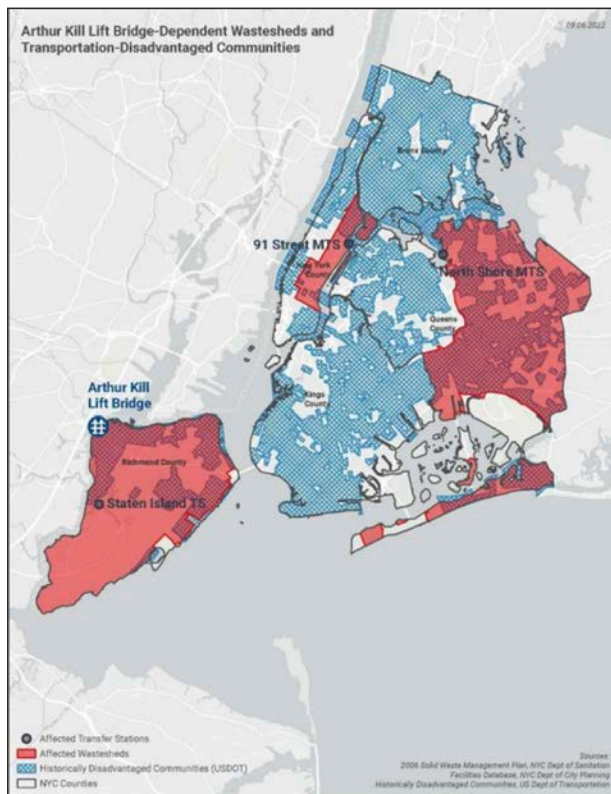
Location: Staten Island

Project Description

The Arthur Kill Lift Bridge (AKLB) is a vital rail link along the Staten Island Railroad. It supports the transportation of approximately one-third of New York City’s annual municipal solid waste, supports New York State’s largest container terminal, and serves as a crucial hub of connectivity of rail and marine supply chains. The bridge’s electrical and mechanical components are 60 years old and reaching the end of their useful life, making rehabilitation of this critical infrastructure necessary. If the bridge were to become unreliable or be out of commission, the efficient and sustainable flow of waste transport in New York City and its greater metropolitan area would be severely disrupted. In addition, municipal solid waste shipping containers that are currently loaded onto rail at the Howland Hook Marine Terminal would be forced onto various truck routes and routed to alternative locations across the East Coast for temporary storage, which would add thousands of annual truck trips, increase carbon emissions, and endanger hundreds of jobs. With this grant funding, NYCEDC will oversee the bridge’s rehabilitation that will result in benefits for the regional transportation and freight network.

Anticipated Timeline

This project is anticipated to be completed by November 2027.



Who Is Involved?

NYCEDC

Grant Program

U.S. Department of
Transportation (DOT)
Maritime Administration
United States Marine
Highway Program
(USMHP) (FY22)

**Anticipated Total
Project Cost**

\$6,450,000 minimum

Award Amount

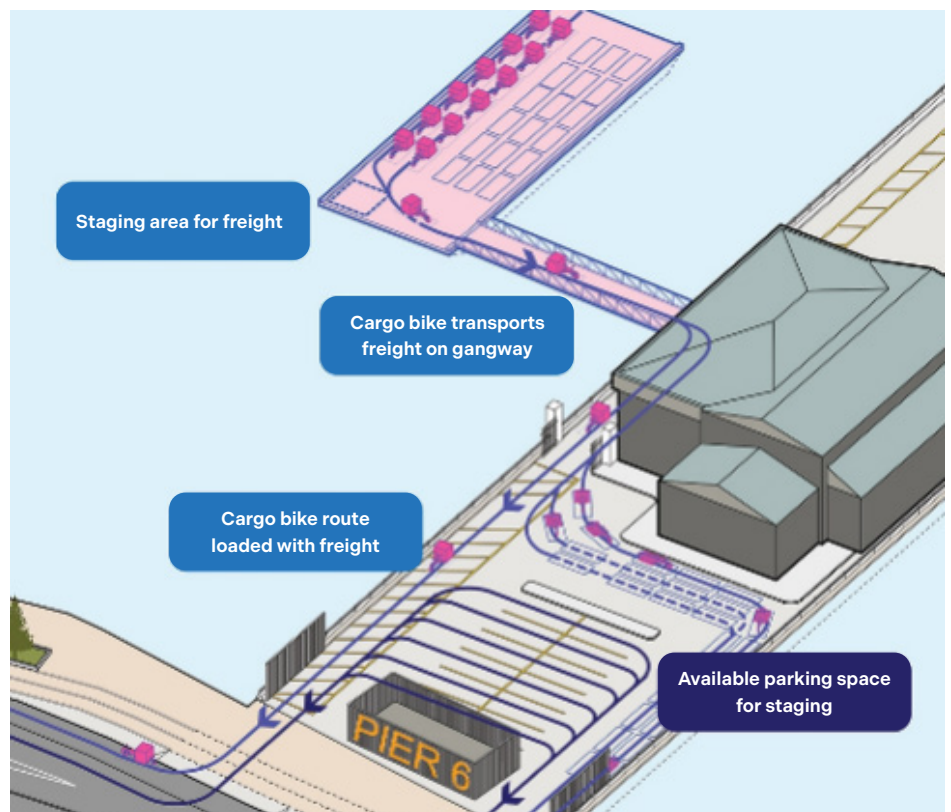
\$5,160,000

**Upgrades/Activation of 6 NYC Harbor Sites/
Landings for Maritime Freight****Location:** Bronx, Manhattan, and Brooklyn**Project Description**

NYCEDC will use funding to upgrade six landing sites in New York harbor—Stuyvesant Cove, Downtown Manhattan Heliport, and Pier 36 in Manhattan; Oak Point in the Bronx; and 29th Street Pier and 23rd Street Pier in Brooklyn—to enable these sites to accommodate freight by water. These project sites are part of an emerging marine highway network that will connect distribution areas to consumption areas within New York City (NYC). This project would install floating platforms (like ferry landings) with appropriate hardware to successfully secure vessels and enable them to be unloaded via crane, hand truck, electric cargo bike, or motorized vehicle. It will facilitate the efficient movement of cargo across the City, as well as to neighboring states, and reduce NYC's heavy reliance on trucking, which contributes to congestion and burdens carriers and shippers with delay and unreliable travel time for everyday items such as food and beverages, construction materials, and other consumer goods. The total project cost is expected to change.

Anticipated Timeline

The timeline is currently under review.



Who Is Involved?

NYCEDC, MOCEJ, DEP

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$840,000

Award Amount

\$640,000

Resilient South Street Stormwater Corridor

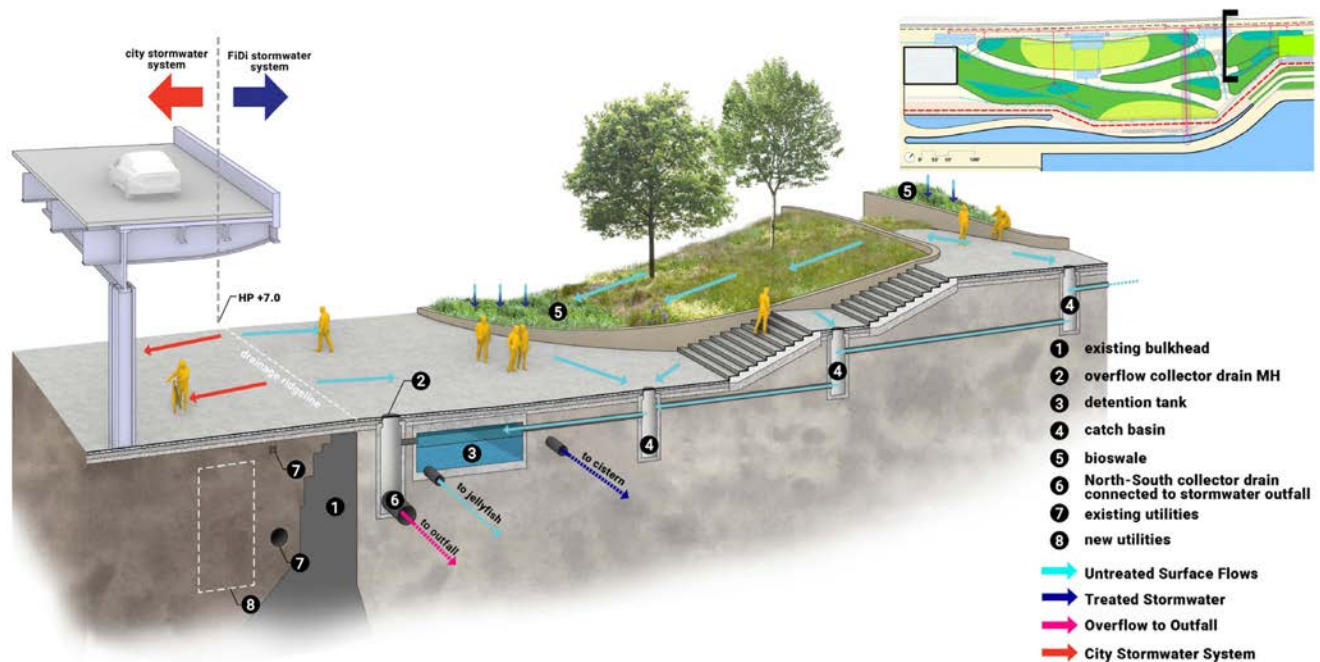
Location: Manhattan, Congressional District 10

Project Description

New York City’s South Street Corridor, a particularly flood-prone area in Lower Manhattan, faces heightened risks due to severe rainfall events like those caused by Tropical Storm Ida. Its low elevation and aging stormwater infrastructure make it especially vulnerable to flooding during extreme weather. To address this, NYCEDC is undertaking a project to improve stormwater management in the area, focusing on both green and gray infrastructure solutions. These solutions will help absorb and redirect stormwater, aiming to prevent damage to homes, businesses, and critical infrastructure. This scoping work is essential to identifying the most effective stormwater management strategies for the South Street Corridor. By proactively addressing the area’s vulnerabilities, NYCEDC aims to reduce future flood risks and protect critical infrastructure. The project will not only mitigate immediate hazards but also promote long-term environmental sustainability and resilience, ensuring the area remains livable and functional.

Anticipated Timeline

The anticipated completion date for the project is February 2026







New York City Housing Authority

NYCHA was created in 1935 to provide decent, affordable housing for low- and moderate-income New Yorkers. As the largest public housing authority in North America, NYCHA is home to 1 in 17 New Yorkers, providing affordable housing to over half a million residents through public housing, Permanent Affordability Commitment Together (PACT) programs, and Section 8 housing. Across the five boroughs, NYCHA has 177,569 apartments in 2,411 buildings across 335 conventional public housing and PACT developments. In addition, NYCHA connects residents to critical programs and services from external and internal partners, with a focus on economic opportunity, youth, seniors, and social services.



Who Is Involved?

NYCHA, New York
City Department of
Transportation (NYC DOT)

Grant Program

U.S. Department of
Transportation (DOT)
Rebuilding American
Infrastructure with
Sustainability and Equity
(RAISE) (FY23)

**Anticipated Total
Project Cost**

\$32,814,243

Award Amount

\$25,000,000

**Safe Access for Electric Micromobility
(SAFEMicromobility)**

Location: NYCHA campuses in all five boroughs

Project Description

Throughout New York City, NYCHA has experienced numerous fires caused by improper handling of lithium-ion batteries, commonly found in e-bikes or e-scooters. This project aims to reduce fire risks by providing safe and affordable micromobility storage and charging infrastructure at designated NYCHA properties. With micromobility being an increasingly important component to urban transportation systems and low-income New Yorkers, this project helps address concerns about micromobility on-set fire hazards, while supporting alternative transportation solutions. Serving a population of 169,131 residents, or 50% of the population under NYCHA's conventional public housing program, this funding will support the design, construction and procurement of materials and equipment necessary to successfully install outdoor micromobility equipment at fire-protected locations. A total of 173 micromobility and charging stations will be installed at 53 NYCHA developments for a total of 2,076 mobility devices stored. The charging devices and storage stations will adhere to safety and usage standards for each site, including power capacity requirements, standards to protect against extreme temperatures, best practices to preserve useful life, and maintenance requirements.

Anticipated Timeline

This project will be implemented in partnership with NYC DOT. Construction is expected to end in June 2028.



Who Is Involved?

NYCHA, NYCEM, New York City Department of Environmental Protection (NYC DEP)

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$33,843,139

Award Amount

\$21,454,719

Breukelen Houses Stormwater Protection

Location: NYCHA Breukelen Houses in Canarsie, Brooklyn

Project Description

Climate change is intensifying flooding and extreme heat in New York City, posing significant risks to residents, especially those living in public housing. NYCHA's Breukelen Houses, located near Fresh Creek within Jamaica Bay, are particularly vulnerable due to frequent heavy rainfall and flooding. This project aims to enhance community resilience through an innovative design solution incorporating green infrastructure, resilient plantings, and the creation of new community spaces to manage rainwater runoff and provide relief from extreme heat for Breukelen Houses residents.

Anticipated Timeline

The project began an 18-month site analysis and design phase in Q3 2024.

Who Is Involved?

NYCHA, Electric Power Research Institute (EPRI)

Grant Program

U.S. Department of Energy (DOE) Community Geothermal Heating and Cooling Design and Deployment (FY22)

Anticipated Total Project Cost

\$738,000 (Phase I)

Award Amount

\$738,000

COGIHTO: Comprehensive Geothermal Integrated HVAC Retrofits in Disadvantaged Communities

Location: NYCHA Stapleton Houses in Staten Island

Project Description

Affordable housing communities often struggle with unreliable heating and cooling and poor indoor air quality. NYCHA's reliance on fossil fuels for heating exacerbates these problems, contributing to greenhouse gas emissions and uneven temperatures in homes. Geothermal heating and cooling offer a sustainable solution by reducing energy costs, cutting greenhouse gas emissions, providing stable indoor temperatures, and improving indoor air quality. This project will result in a plan and design for NYCHA to install and deploy a geothermal system, engage the local community, and launch workforce development efforts related to the initiative.

Anticipated Timeline

This project Phase I (feasibility/design) will span 12 months with completion expected in 2024 after which EPRI and NYCHA will determine next steps.

Who Is Involved?

NYCHA, NYCEM

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$356,796

Award Amount

\$271,840

Scoping Flood Protections for Highly Vulnerable Properties

Location: NYCHA campuses in Brooklyn and Manhattan

Project Description

Following the devastation of Hurricane Sandy in 2012, NYCHA repaired over 200 public housing buildings in flood-prone areas. While NYCHA made significant progress, some buildings remain vulnerable to coastal surges and heavy rainfall. To enhance the resilience of four major NYCHA campuses—Wagner Houses, Polo Grounds Towers, Sheepshead Bay, and Nostrand Houses—this project will develop and analyze conceptual flood protection designs. The designs will consider various mitigation strategies to safeguard these communities from future flooding and include a detailed cost-benefit analysis for each proposed strategy. This will ensure that NYCHA selects the most well-defined, feasible, and cost-effective solutions to achieve long-term flood resiliency for these communities.

Anticipated Timeline

This project was completed and a subsequent FEMA BRIC grant for coastal storm protection at Polo Grounds, developed via this study is under development.

Who Is Involved?

NYCHA, New York City Emergency Management (NYCEM), New York City Department of Health and Mental Hygiene (NYC DOHMH), New York City Mayor’s Office of Climate and Environmental Justice (MOCEJ)

Grant Program

Federal Emergency Management Agency (FEMA) Building Resilient Infrastructure and Communities (BRIC) (FY22)

Anticipated Total Project Cost

\$336,000

Award Amount

\$256,000

Scoping Resilience Hubs to Mitigate Impacts of Climate-Related Stressors and Shocks

Location: Citywide

Project Description

NYCHA residents face a growing threat from extreme heat, with low-income seniors and children particularly vulnerable. New York City is experiencing more frequent and intense heat waves, and this trend is expected to worsen. This is especially concerning for NYCHA residents, as over 90% of households are headed by Black, indigenous, or People of Color (BIPOC) residents, many of whom are over the age of 62. To address these concerns, NYCHA is launching this project to identify potential sites for resilience hubs – community spaces designed to withstand floods and offer essential resources during emergencies. These hubs will provide backup power, heating, cooling, charging stations, and medical storage, while minimizing environmental impact. By empowering residents and building stronger community partnerships, NYCHA aims to increase resilience and well-being.

Anticipated Timeline

This project period is approximately three years with completion expected by Fall 2025.



Photo Credit: NYC DOT



New York City Housing Preservation and Development

HPD's mission is to promote quality and affordability in the city's housing, and diversity and strength in the city's neighborhoods. We do this by maintaining building and resident safety and health, creating opportunities for New Yorkers through housing affordability, and engaging residents to build and sustain neighborhood strength and diversity. We believe that every New Yorker deserves a safe, affordable place to live in a neighborhood they love.



Who Is Involved?

New York City Department of Housing Preservation and Development (HPD); New York State Research and Development Authority (NYSERDA)

Grant Program

U.S. Environmental Protection Agency (EPA) Greenhouse Gas Reduction Fund Solar for All (FY23)

Anticipated Total Project Cost

\$21,900,000

Award Amount

\$21,900,000
(exact funding amount pending)

Solar Where Feasible

Location: Citywide

Project Description

Since 2019, HPD and NYSERDA have partnered on a Solar Where Feasible program requiring all multifamily affordable housing projects receiving HPD financing to be assessed and install solar where it is feasible. The program provides building owners with free technical assistance to evaluate proposals and procure solar from qualified companies. To expand solar access statewide, HPD will use Solar for All funding to support a wider range of affordable housing. The City is working in conjunction with NYSERDA and EPA so there may be adjustments to total funding allocated to these programs as the program administration continues.

Moreover, partnering with NYSERDA and New York State Homes and Community Renewal (HCR), the program will focus on properties facing barriers to solar adoption, such as financial constraints or building conditions. These often-underserved communities, including those in disadvantaged areas, will benefit most from increased access to solar energy.

Anticipated Timeline

Solar projects funded through this grant are expected to be completed 2030.



Who Is Involved?

HPD, New York City
Emergency Management
(NYCEM)

Grant Program

Federal Emergency
Management Agency
(FEMA) Hazard Mitigation
Grant Program (HMGP)
(FY22)

**Anticipated Total
Project Cost**

\$772,800

Award Amount

\$669,200

**Scoping Flood Protection Designs for
Vulnerable Affordable Multi-Family Housing
Developments**

Location: Seven Mitchell-Lama Affordable
Housing Developments

Project Description

Many of New York City's Mitchell-Lama affordable housing developments are at high risk of flooding, as demonstrated by the severe damage caused by Hurricanes Sandy and Ida. Each development is privately owned by a cooperative tenant corporation and is overseen by HPD. To protect the approximately 14,800 residents living in seven developments, HPD, in partnership with the New York City Mayor's Office of Climate and Environmental Justice (MOCEJ) and NYCEM, will create schematic designs for flood damage mitigation measures to improve building resiliency and resident life safety. HPD will also prepare sub-applications to apply for federal funding to support the mitigation projects.

Anticipated Timeline

The project is scheduled for completion by Spring 2026.

Who Is Involved?

HPD

Grant Program

Federal Emergency
Management Agency
(FEMA) Flood Mitigation
Assistance (FMA) (FY21)

**Anticipated Total
Project Cost**

\$800,000

Award Amount

\$600,000

Esplanade Gardens Flood Resiliency Study

Location: East Harlem, Manhattan

Project Description

The study will identify the best design for hardening the Esplanade Garden housing development's 1094-foot-long seawall to protect the development and its residents with an adaptive flood protection system that reduces future flood damages. The federal funding will support resident engagement, engineering site analysis, cost estimation and development of schematic designs for an alignment that meet the long-term needs of Esplanade Gardens' residents while integrating waterfront access into the seawall design.

Anticipated Timeline

The project is scheduled for completion by December 2026.



Photo Credit: NYC HPD



New York City Department of Buildings

Construction and real estate are the backbone of New York City, a built environment unlike any other. As the primary regulator of these vital industries, the NYC Department of Buildings (DOB) helps provide housing and commercial space for our growing City, while promoting safety on construction sites and in the City's nearly 1.1 million buildings. Our goal is to strike the right balance between safety and development.



Who Is Involved?

New York City Department of Buildings (DOB), Urban Green Council, New York University Marron Institute of Urban Management

Grant Program

Inflation Reduction Act of 2022 (IRA) Assistance for the Adoption of the Latest and Zero Building Energy Codes

Anticipated Total Project Cost

\$19,994,930

Award Amount

\$19,994,930

LL97 Capacity Building

Location: Citywide

Project Description

New York City's [Local Law 97 \(LL97\)](#), a building performance standard (BPS), is one of the most ambitious plans for reducing greenhouse gas (GHG) emissions in the nation. The provisions charge NYC DOB with the implementation and enforcement of an emissions limit for buildings, which are currently responsible for 68% of NYC's GHG emissions. The federal funding will aid DOB in overcoming two challenges to the successful implementation of LL97: the lagging pace of achieving compliance identified in multifamily buildings in NYS-designated disadvantaged communities (DACs), and DOB's capacity to monitor and support compliance with LL97. The project will result in the creation of targeted guidance on decarbonization strategies, information sessions, and training and recruitment of a skilled workforce to implement and support building decarbonization work in DACs. A newly developed database will track and model compliance, expand public-facing visualization tools with LL97-specific data and include an AI-enabled automated audit tool to assist owners in assessing their emissions, understanding compliance pathways, and selecting suitable decarbonization strategies for their buildings. Lastly, new DOB staff will work directly with multifamily buildings in DACs to understand compliance hurdles and identify pathways to achieving compliance.

Anticipated Timeline

This anticipated timeline is January 2025 through 2030.





Fire Department of the City of New York

The Fire Department of the City of New York (FDNY) is the largest Fire Department in the United States. FDNY's main goal is to provide fire protection, emergency medical care, and other critical public safety services to residents and visitors in the five boroughs. The Department not only responds to more than a million emergencies every year, but its personnel also strive to prevent them by continually educating the public in fire, life safety and disaster preparedness, along with enforcing public safety codes.



Who Is Involved?

FDNY

Grant Program

Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP) (FY23)

Anticipated Total Project Cost

\$5,308,567
(includes local match)

Award Amount

\$3,981,425

FDNY Port Security Grant Program

Location: Citywide

Project Description

The FDNY is utilizing 2023 PSGP funds to purchase equipment, train crew members, perform boat maintenance and install cybersecurity measures. The FDNY has used prior-year PSGP funds to train members of the crew to operate these systems and to coordinate, monitor, and manage complex emergencies. 2023 funds support ongoing training and risk management activities by protecting information systems that the crew relies upon, and by overseeing the maintenance work on the fleet. Boat maintenance funds will be used to protect federal investment in emergency response boats and maintain operational readiness. Installing cybersecurity measures will protect the electronic systems on emergency response boats and other critical electronic systems.

Anticipated Timeline

The project timeline is September 2023 through August 2026.

Who Is Involved?

FDNY

Grant Program

Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP) (FY24)

Anticipated Total Project Cost

\$5,261,108

Award Amount

\$3,945,831

FDNY Port Security FY24

Location: Citywide

Project Description

FDNY used previous PGSP funds to purchase rapid response boats for emergency response in the Port of New York. To protect this federal investment and maintain operational readiness, the FDNY will utilize PSGP funds to support a Service Life Extension Program. Through this program, the FDNY will work with the manufacturer of the boats to refit them, inspecting and recertifying parts, and replacing critical items on the boats, including hardware, mechanical systems, electronics, and lighting.

FDNY will also use the PSGP funding for training and awareness activities.

Anticipated Timeline

The project timeline is September 2024 through August 2027.

Who Is Involved?

FDNY

Grant Program

Federal Emergency Management Agency (FEMA) Port Security Grant Program (PSGP) (FY22)

Anticipated Total Project Cost

\$1,792,719
(Includes local match)

Award Amount

\$1,344,539

FDNY Port Security Grant Program

Location: Citywide

Project Description

The FDNY is using 2022 PSGP funds to purchase marine electronics and navigation systems for grant-funded boats to enhance domain awareness, and portable radios to support operational coordination capabilities. The FDNY has used prior PSGP funds to train crew members to operate these systems and to coordinate, monitor, and manage complex emergencies. The grant supports a comprehensive program of ongoing training to provide the crew with tools and knowledge regarding onboard ship scenarios, HazMat/WMD event response, and search and rescue operations. The grant also supports risk management activities by protecting information systems and supporting maintenance work on the fleet.

Anticipated Timeline

The project timeline is September 2022 through August 2025.





New York City Police Department

The NYPD, a critical component of New York City's infrastructure, plays a vital role in ensuring public safety and maintaining a high quality of life for residents and visitors. Its officers patrol the streets, investigate crimes, and provide emergency services, contributing to the city's overall well-being. The NYPD's infrastructure, including police stations, equipment, and communication systems, is essential for its effective operation and must be maintained and updated to meet the evolving needs of the city.



Who Is Involved?

NYPD

Grant Program

Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP) (FY22)

Anticipated Total Project Cost

\$534,207

Award Amount

\$480,786

NYPD Precincts Cloudburst Mitigation**Location:** Bronx, NY and Queens, NY**Project Description**

This project will develop and analyze conceptual flood protection designs. The designs will consider various mitigation strategies to safeguard for retrofitting three of the most flood-impacted NYPD precincts (43rd, 50th, and 110th). The findings will be compiled into a study and include a detailed cost-benefit analysis for each proposed strategy. Specifically, the study will look at on-site storm water retention to handle cloudburst scenarios and to ensure these critical facilities remain operational during storm events

Anticipated Timeline

This project period is approximately three years with completion expected by Fall 2025.



New York City Department of Health and Mental Hygiene

Every day, NYC DOHMH protects and promotes the health of 8 million New Yorkers. With an annual budget of \$1.6 billion and more than 7,000 employees throughout the five boroughs, it is one of the largest public health agencies in the world. We are also one of the nation's oldest public health agencies, with more than 200 years of leadership in the field. Our work is broad ranging, overseeing the inspection grades of dining establishments, the licenses dogs wear, the low- to no-cost health clinics in your neighborhood and birth certificates for the youngest New Yorkers.



Who Is Involved?

NYC DOHMH, New York City Mayor's Office of Climate and Environmental Justice (MOCEJ), New York City Housing Authority (NYCHA), New York City Department of Sanitation (DSNY), Big Reuse, Fund for Public Housing

Grant Program

U.S. Environmental Protection Agency (EPA) Environmental Justice Government-to-Government Program (EJG2G) (FY23)

Anticipated Total Project Cost

\$1,000,000

Award Amount

\$1,000,000

The New York City Air Conditioner Recovery Program

Location: Citywide

Project Description

Hot weather is already the deadliest form of extreme weather in NYC, and because of climate change, heat waves are becoming more frequent and intense. Air conditioning (AC) units are essential for protecting the health of vulnerable individuals and preventing adverse health impacts during heat waves. Because heat risk is not evenly distributed, access to residential cooling is an environmental justice and health equity issue. In some Environmental Justice (EJ) communities, access to residential AC is as low as 76% compared to the citywide average of 91%.

To prevent the worst impacts of climate change, including hotter weather, NYC aims to become carbon neutral by 2050 and to decarbonize large buildings by 2030. To achieve this goal, and comply with regulatory requirements, NYCHA's "Clean Heat for All" (CH4A) program will install 30,000 energy-efficient heat pumps to replace fossil fuel heating while meeting heating and cooling needs in at least 7,500 public housing units. This collaborative AC Recovery Program will recover the thousands of window air conditioners made redundant through CH4A and distribute them for reuse by New Yorkers at risk of heat-related health impacts or recycle them after reclaiming refrigerant. The program is specifically designed to benefit low-income heat-vulnerable communities based on the Heat Vulnerability Index (HVI), in Upper Manhattan, the Bronx, southeast Queens and central Brooklyn. The program is estimated to provide AC units to 2,000 members of these communities. The AC Recovery Program will include workforce development and training in AC recovery skills, including assessment and preparation for reuse, expanding job opportunities for residents of EJ communities.

Anticipated Timeline

The Recovery Program will recover AC units from 2025 to 2027.



New York City Department of Youth & Community Development

NYC DYCD invests in a network of community-based organizations and programs to alleviate the effects of poverty and to provide opportunities for New Yorkers and communities to flourish. DYCD supports New York City youth and their families by funding a wide range of supportive youth and community development programs including afterschool and youth workforce development. Our guiding principles include Opportunities for All, Stewardship, Integrity, Inclusiveness, and Community Voice.



Who Is Involved?

NYC DYCD, City University of New York (CUNY), Metropolitan Transit Authority (MTA), Consortium for Worker Education (CWE)

Grant Program

U.S. Department of Labor (DOL) Building Pathways to Infrastructure Jobs Grant Program (FY23)

Anticipated Total Project Cost

\$1,790,293

Award Amount

\$1,790,293

MTA Electrical Training Program

Location: Queens

Project Description

This project will create an electrical pre-apprenticeship type workforce development program for 50 out-of-school young adults to receive training qualifying them for direct recruitment to employment with the MTA as Transit Electrical Helpers. Training will initially focus on work readiness and soft skills with an individualized support services strategy through case management to offer participants wraparound supports and social services needed to stay engaged with the program. Advanced training will be directly aligned to the skills and competencies needed for the Transit Electrical Helper title through training delivered in accordance with the National Center for Construction Education and Research (NCCER) Construction Core and Electrical Level 1-4 curricula. Further training will include driver's license obtainment as a prerequisite for the title for those participants who do not possess one. The program will serve unemployed and underemployed young adults, with a focus on out-of-school youth who have barriers to employment recruited from underserved neighborhoods across the Bronx, Brooklyn, and Queens, including those that have high rates of out-of-school youth.

Anticipated Timeline

Recruitment will occur in late 2024 with the program beginning in Winter 2025. The program will take place over one year with participants receiving 600 hours of training and at least three months of follow up services.



New York City Public Schools

Our Mission at NYCPS is to ensure that each student graduates on a pathway to a rewarding career and long-term economic security, equipped to be a positive force for change. We are committed to building trust in our schools, creating and supporting learning environments that reflect New York City's diversity, protecting and supporting kids in the classroom, and embracing diversity as a source of knowledge.



Who Is Involved?

NYCPS, New York City Mayor's Office of Climate & Environmental Justice (MOCEJ); Vendors: NYCSBUS, Jofaz, Logan Bus Company, and GVC

Grant Program

U.S. Environmental Protection Agency (EPA) Clean School Bus Rebate and Grant Programs (FY22 and FY23)

Award Amount

\$127,400,000

- \$55.5 million for 188 buses for City-Affiliated Bronx-based New York City School Bus Umbrella Services (NYCSBUS)
- \$41.6 million for 105 buses for Consolidated Bus Transit
- \$15 million for 50 Buses for Logan Bus Company
- \$8.5 million for 25 Buses for Pioneer Transportation
- \$6.2 million for 25 Buses for GVC
- \$500,000 for 1 bus for Jofaz (Round 1, for Community Partnership Charter, Brooklyn)

Clean School Bus Program – Electric and Zero Emission School Buses

Location: Citywide

Project Description

School buses in New York City currently run on heavily polluting diesel fuel, which exposes students, particularly in communities of color, to dangerous levels of air pollution. This has led to harmful health impacts, including asthma, with New York City recording one of the highest asthma rates among children and young adults in the country. To address this, the City is committed to replacing all diesel school buses with all-electric, zero-emission buses by September 1, 2035. The New York City Pupil Transportation System (NYCPS) is unique in that it operates entirely through an externally contracted fleet consisting of multiple vendors, adding complexity to this transition.

Despite these challenges, NYCPS and its vendors, with support from the New York State Public Service Commission (NYSPC), have successfully pursued and secured over \$125 million in federal funding to replace these heavy-polluting diesel vehicles with clean, electric school buses. This funding, secured through nine awards across three rounds, will benefit students throughout the city by improving air quality and reducing the incidence of asthma and other pollution-related health issues. Vendors will also continue to work with Con-Edison to build charging stations capable of supporting electrification targets. Currently, seven vendors are working towards infrastructure upgrades at 17 bus depots. The transition to electric buses and charging stations is not just an environmental imperative but a public health necessity, especially in disadvantaged communities that are disproportionately affected by diesel emissions..

Anticipated Timeline

Round 1 buses are anticipated to be operational throughout the 2024 – 2025 school year. Thereafter, Round 2 buses are anticipated to be operational between May 2025 – May 2026.





**Department of
Social Services**

Human Resources
Administration

Department of
Homeless Services

New York City Department of Social Services

The NYC Department of Social Services (DSS) provides essential services to vulnerable populations, including those experiencing poverty, homelessness, and other challenges. DSS operates programs such as food assistance, housing support, and childcare subsidies, which are vital for ensuring the well-being of residents and promoting social equity. The department's infrastructure, including offices, staff, and technology, is essential for its effective delivery of services and must be maintained and updated to meet the changing needs of the community.



Who Is Involved?

NYC DHS (within NYC DSS)

Grant Program

Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program (HMGP)

Anticipated Total Project Cost

\$4,885,865

Award Amount

\$4,420,545

Borden Avenue Veterans Residence Flood Mitigation Project

Location: Long Island City, Queens

Project Description

The NYC Department of Homeless Services (DHS) is implementing FEMA funding to protect the Borden Avenue Veterans Residence's building from flooding. The Borden Avenue Veterans Residence is a 243-bed short-term housing facility for male and female veterans. It is one of only two veteran specific transitional housing facilities. The project includes the construction of a Sheet Steel Pile system, similar to a sea wall, built on the rear and sides of the building that will reach 12' in NAVD88 (approximately 6' above Finished Floor Elevation (FFE)). The system would hold out the water and divert the water flow around the structure protecting the building and its occupants from damages and flood risk. The entrances in the front of the building would also be raised approximately 7'-0" above the current FFE.

Anticipated Timeline

The project is scheduled for completion by March 2026.

Acknowledgements

The Federal Infrastructure Funding Task Force includes as many as 200 members on its distribution list with members from more than 15 agencies who participate in a variety of ways, including weekly Task Force wide meetings, regular check-in meetings, grant writing sprints, and annual workshops, technical analyses including benefit cost analysis, and do the hard work of writing and developing policies and programs that advance the infrastructure and climate goals of the city and the country.

The funding would also not be possible without partnership from collaborators across other governmental offices.

The New York City comptroller's office has been uniquely supportive of clean energy policy and programs.

New York State agencies and entities including NYSDOT, EFC, NYSERDA, New York State Department of Environmental Conservation, New York State Division of Homeland Security and Emergency Services, NYMTC, and others are strong collaborators on applications and funding.

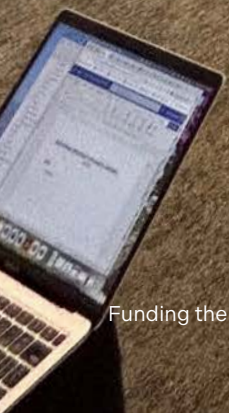
The New York City congressional delegation, including senators and representatives, have been engaged and active partners, both to pass this historical bipartisan legislation and to advocate for New York City to receive funds.

A network of nonprofits and other nongovernmental organizations have also been strong advocates for the funding, for specific projects, and for communities across the five boroughs whose partnership has been critical to this holistic approach.



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