



Final Mitigation Plan for Place-Based Mitigation

Congestion Relief Zone Tolling Program

June 2026



Final Mitigation Plan for Place-Based Mitigation

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Abbreviations, Acronyms, and Commonly Used Terms

This plan frequently uses shortenings, abbreviations, and names that differ from legal names when referring to programs, organizations, projects, and place names.

Abbreviations and Acronyms

Abbreviation	Acronym
ACMP	Asthma Case Management Program
BEV	battery electric vehicle
CRZ	Congestion Relief Zone
CPI	Community Parks Initiative
EA	Environmental Assessment
EJ	environmental justice
EJCG	Environmental Justice Community Group
EJTAG	Environmental Justice Technical Advisory Group
EVCI	Electric Vehicle Charger Incentive
FHWA	Federal Highway Administration
FMP	Final Mitigation Plan
FONSI	Finding of No Significant Impact
HEPA purifier	High Efficiency Particulate Air purifier
HPPM	Hunts Point Produce Market
HVAC system	Heating, Ventilation, and Air-Conditioning system
IBZ	Industrial Business Zone
TBTA	Triborough Bridge and Tunnel Authority
TRU	transport refrigeration units
MERV	Minimum Efficiency Report Values
MTA	Metropolitan Transportation Authority
NYCEDC	New York City Economic Development Corporation
NYC DOT	New York City Department of Transportation
NYC Health	New York City Health
NYMTC	New York Metropolitan Transportation Council
NYCPS	New York City Public Schools
NYC Parks	New York City Parks
NYS DOT	New York State Department of Transportation
OD	origin-destination
UHF	United Hospital Fund
NO _x	nitrogen oxide
PM _{2.5}	particulate matter ≤ 2.5 micrometers in diameter
SLT	School Leadership Team
VPPP	Value Pricing Pilot Program

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Commonly Used Terms

Bronx Asthma Program

Formerly referred to as the “Bronx Asthma Center” in the Final Environmental Assessment (EA) and the June 2024 Reevaluation (Reevaluation 1), the Bronx Asthma Program was renamed to better reflect its operational structure as a comprehensive public health program rather than a physical walk-in facility. Instead of serving the communities with programming from a single hub, the program is designed to be delivered where the community members live through home visits, partnerships with schools and healthcare facilities, and contracts with community organizations. The program is designed to improve pediatric asthma outcomes in the Bronx through a decentralized, coordinated, comprehensive, population-level approach that expands the delivery of evidence-based quality improvement, case management, home environmental mitigation, and public health education interventions.

Congestion Relief Zone (CRZ) Tolling

A term for the Central Business District (CBD) Tolling Program, which charges vehicles for entering the Congestion Relief Zone (CRZ), or CBD. The Central Business District Tolling Program is the term used to describe this program in the environmental review. CRZ Tolling is also commonly referred to as “congestion pricing.”

Congestion Relief Zone (CRZ)

The area where, upon entering, vehicles are charged under CRZ tolling. This area consists of Manhattan streets and avenues at or below 60th Street but does not include the Franklin D. Roosevelt (FDR) Drive and the West Side Highway/Route 9A, including the Battery Park Underpass and any surface roadway portion of the Hugh L. Carey Tunnel that connects to West Street (the West Side Highway/Route 9A). The CRZ is the same as the central business district (“CBD”), as defined in the Traffic Mobility Act, Vehicle and Traffic Law § 1704(2). The CRZ is also the same area referred to as the Manhattan CBD in the Final EA, Finding of No Significant Impact (FONSI), and reevaluations for CRZ tolling.

Congestion Relief Zone Tolling First Evaluation Report

The report published one year after the commencement of CRZ Tolling operations, and which will be published every two years thereafter, that fulfills several reporting requirements outlined in the enabling legislation, the Value Pricing Pilot Program Agreement, the Final EA, FONSI, and reevaluations. The report covers the following topics: traffic and congestion, taxis and for-hire vehicles, transit, air quality and emissions, revenue and expenses, and mitigation and monitoring.

Draft Mitigation Plan

The Draft Mitigation Plan is a draft plan for the proposed allocation of \$100 million in place-based mitigation measures for certain environmental justice (EJ) communities that was committed to in the environmental review for CRZ Tolling. The plan was presented to implementing agencies, local officials, the Environmental Justice Community Group (EJCG), and other community stakeholders during a series of nine engagement sessions held between February 17, 2026, and March 3, 2026.

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Environmental Review

The Federal process conducted to evaluate the potential environmental impacts of CRZ Tolling. This process includes the Final EA, the FONSI, and subsequent Reevaluations 1 and 2. The full suite of environmental review documents is available for public access on the [MTA website](#).

Environmental Review Process Requirements

The framework for choosing and implementing place-based mitigation measures as outlined in the environmental review. The requirements define the six types of mitigation measures and the total funding allocations designated for each. These requirements also identify the 13 specific communities eligible for place-based mitigation and dictate the distribution of the \$100 million commitment, which is allocated to each community in direct proportion to the population of its potentially affected census tracts as compared to the total population of identified census tracts.

Place-Based Mitigation Communities

The 13 geographically defined areas identified during the environmental review as eligible for place-based mitigation measures (see below). These communities were selected because they contain EJ census tracts (defined according to criteria set forth in the Final EA) that also meet two specific technical criteria – 1) the population experiences at least one pre-existing pollutant burden and at least one pre-existing chronic disease burden at or above the 90th percentile nationally; and 2) modeling indicated that truck traffic proximity (a measure of exposure to truck traffic) could increase in the area as a result of CRZ Tolling.

Place-Based Mitigation Measures

A suite of six specific categories of place-based projects and programs established during the environmental review that address potential project-related impacts on highly burdened EJ communities, as predicted in the environmental review. These measures include the replacement of transport refrigeration units (TRUs) at the Hunts Point Produce Market (HPPM), expansion of the Asthma Case Management Program (ACMP) and implementation of a Bronx Asthma Program, installation of electric truck charging infrastructure, installation of air filtration units in schools, renovation of parks and greenspace, and the installation of roadside vegetation.

Project Sponsors

Triborough Bridge and Tunnel Authority (TBTA), New York City Department of Transportation (NYC DOT) and New York State Department of Transportation (NYSDOT) collectively are the Project Sponsors for CRZ Tolling and those presenting the Final Mitigation Plan. On behalf of the Project Sponsors, TBTA leads project management and the overall development of mitigation measures for New York and New Jersey. NYC DOT coordinates with New York City agencies such as NYC Parks and manages certain place-based and regional mitigation measures. NYSDOT is lead for implementing electric truck charging infrastructure and coordinates with TBTA on roadside vegetation along New York highways.

Final Mitigation Plan

The Final Mitigation Plan (FMP) integrates updated information and stakeholder feedback into the framework of the Draft Mitigation Plan. It reflects consideration of the feedback received on the Draft Mitigation Plan and will serve as the official roadmap for finalizing funding agreements between the Project Sponsors and other agencies implementing the mitigation projects. Once funding is in place, project implementation will begin in accordance with the FMP.

Acknowledgements

The preparation of this plan required coordination among multiple agencies. In addition to TBTA, information and support were provided by the following:

Project Sponsors

- New York City Department of Transportation
- New York State Department of Transportation

Project Partners

- Borough of Fort Lee
- Brooklyn Navy Yard Development Corporation
- City of East Orange
- City of Newark
- City of Orange Township
- Newark Board of Education
- New York City Economic Development Corporation
- New York City Department of Health and Mental Hygiene
- New York City Department of Parks and Recreation
- New York City Public Schools
- Orange Public Schools

The Project Sponsors would like to acknowledge the members of the Environmental Justice Community Group and the Small Business Working Group for their dedicated participation and insights throughout the work leading to the development of this Final Mitigation Plan.

The Project Sponsors would also like to express appreciation for the many other stakeholders who participated in the Draft Mitigation Plan presentations and local stakeholder meetings in New Jersey, and submitted written comments during the comment period. Stakeholders represented the organizations and elected officials listed below.

Asian American Federation
Bergen County Complete Streets
Bodega and Small Business Group
Branch Brook Park Alliance
Bronx Borough President Vanessa Gibson
Bronx CB 2
Bronx CB 5
Bronx CB 7
Bronx Health REACH
Bronx is Breathing
Brooklyn CB 16
Brooklyn CB 2
Brooklyn CB 3
C40 Cities
Center for Family Services (East Orange)
Con Edison
Congestion Pricing Now Coalition

Dr. E. Alma Flagg School
Environmental Defense Fund
El Puente
Empire Clean Cities
Essex County Transportation Advocates
Forest Hill Community Association
Fort Lee Business District Alliance
Fort Lee City Councilmember Ila Kasofsky
Fort Lee Dog Walking
Fort Lee Mayor's Active Transportation Committee
Fort Lee Youth Softball League
Four Oranges
Franklin Plaza Apartments
Friends of Metcalf Park (East Orange)
Greenwich Village Society for Historic Preservation
Harlem Block Association

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High Bridge Green School
Housing and Neighborhood Development Services (Orange)
LAAL NYC
Manhattan Borough President Brad Hoylman-Siegel
Manhattan CB 11
McKinley Elementary School
Mediterranean North & South Coop Board
Mercer County Community College
Morris Park Business Improvement District (BID)
Mott Haven Port Morris Community Land Stewards
Natural Resources Defense Council
New Jersey Bike and Walk Coalition
New Jersey Environmental Justice Alliance
New York City Environmental Justice Alliance
New York Lawyers for Public Interest
Newark City Councilmember Dupre L. Kelly
Newark Environmental Commission
Newark Green Team/Tree Committee
NJ State Senator Majority Leader Maria Teresa Ruiz
NY State Assemblymember Amanda Septimo
NY State Assemblymember Emily Gallagher
NY State Assemblymember Jo Anne Simon
NY State Assemblymember Karines Reyes
NY State Assemblymember Landon Dais
NY State Assemblymember M Maritza Davila
NY State Assemblymember Yudelka Tapia
NY State Senator Andrew Gounardes
NY State Senator Jamaal Bailey
NY State Senator Jose Serrano
NY State Senator Julia Salazar
NY State Senator Luis Sepulveda
NY State Senator Nathalia Fernandez
NYC Councilmember Althea Stevens
NYC Councilmember Elsie Encarnacion
NYC Councilmember Justin Sanchez
NYC Councilmember Kevin Riley
NYC Councilmember Lincoln Restler
NYC Councilmember Oswald Feliz
NYC Councilmember Pierina Sanchez
NYC Councilmember Shirley Aldebol
NYC League of Conservation Voters
Operation Grow Inc. (East Orange)
Orange Township City Councilmember Jamie Summers-Johnson
Permanent Citizens Advisory Committee
Reinvent Albany
Riders Alliance
Regional Planning Association
South Bronx Unite
Southern Boulevard BID
Staten Island Urban Center
Sussex Elementary School (Newark)
The Bronx is Breathing
The Point Community Development Corporation
Third Avenue Business Improvement District
Thirdspace pARTners
Three Parks Democratic Club
Tri-State Transportation Campaign
Trucking Association of New York
United Jewish Organizations of Williamsburg and North Brooklyn
UPROSE
Uptown Grand Central (For East Harlem BID)
US Representative Adriano Espiallat
US Representative Alexandra Ocasio Cortez
US Representative Dan Goldman
US Representative Hakeem Jeffries
US Representative Jerry Nadler
US Representative Nydia Velazquez
US Representative Ritchie Torres
US Senator Cory Booker
US Senator Kirsten Gillibrand
WE ACT for Environmental Justice
Youth Council of Fort Lee

Message from the Chair and CEO



Dear New York,

MTA's hard work to successfully implement congestion pricing didn't end with a flip of a switch on January 5, 2025. Over the last 18 months, we've been fine-tuning mitigation plans to make sure that our historic program benefits New Yorkers living outside the central business district – and even some New Jerseyans.

The Final Mitigation Plan (FMP) is the last step of the federal environmental review process that we've been following to the letter for years. It outlines \$105 million worth of new investments – funded by tolling revenues – that will help address clean air concerns and deliver significant benefits to communities surrounding the Congestion Relief Zone. And these investments will be made even if – as the data to date suggests – the potential increased traffic fails to materialize.

Projects are already underway, including a \$15 million initiative to install new low- or zero-emission transport refrigeration units at the Hunts Point Produce Market in the Bronx. Thirty have been introduced so far. Replacing just one of these units avoids the particulate matter emissions of 330 truck trips per day on the Cross Bronx Expressway. Times 30, the emissions avoided equate to removing almost 10,000 trucks per day.

And as this report will explain, there's a lot more to come. Most of the FMP investments – approximately 70% – target the Bronx, with investments also being made in four New Jersey communities and Brooklyn and Manhattan. Think new asthma programs, more electric truck charging infrastructure, upgraded air filtration in schools, and renovating parks and green spaces in potentially impacted communities. All were informed by close consultation with advocates and community members, who've been part of this process from the start.

The result is an innovative proposal that brings the needs of New Yorkers to the forefront – making congestion pricing not only a policy win for the MTA, but for the people, too.

Janno Lieber
Chair and CEO

Executive Summary

On January 5, 2025, the Triborough Bridge and Tunnel Authority (TBTA) commenced tolling operations for vehicles entering the Congestion Relief Zone (CRZ). Established under the New York State Traffic Mobility Act and authorized by the Federal Highway Administration (FHWA) under the Value Pricing Pilot Program (VPPP), CRZ Tolling is intended to reduce traffic congestion in Manhattan's central business district while generating essential revenue for transit capital improvements. With revenue generated by the CRZ toll, millions of daily transit riders will benefit from more accessible stations, modern signal systems, new electric buses, and other critical improvements that keep the transit system in good working condition and make taking mass transit more comfortable.

Based on the modeling of truck traffic diversions away from the CRZ, the mitigation commitments in the environmental review process were designed to address the potential for adverse effects on air quality due to modeled truck traffic increases in communities with high pre-existing pollution and/or health burdens. One year into implementation, a comprehensive first evaluation report confirmed CRZ Tolling is meeting its core objectives and the preliminary data do not indicate adverse impacts attributable to CRZ tolling¹. The evaluation report includes preliminary data showing that with CRZ tolling in place, there are slight air quality improvements in the CRZ and no statistically significant changes in air quality around the city. Traffic within the CRZ declined by 11 percent while traffic at crossings outside the zone was consistent with year-over-year changes experienced in pre-CRZ years. The mitigation communities identified in the environmental review process will receive the place-based mitigation funds even though no adverse effects occurred and regardless of whether there is an increase in truck traffic near them.

The Roadmap to Implementation: The Final Mitigation Plan

The Final Mitigation Plan (FMP) is the final stage in the Project Sponsors' planning process for the place-based mitigation measures contemplated under the environmental review process. This FMP represents the culmination of a rigorous regulatory and technical process to develop mitigation projects and programs. The FMP includes a set of mitigation measures across 13 communities in New York and New Jersey through \$105 million in new investments.

These investments include replacement of high-emission diesel transport refrigeration units (TRUs) at the Hunts Point Produce Market (HPPM), a new community- and school-based Bronx asthma program, upgrades to air filtration units in 28 school buildings, installation of electric truck charging infrastructure to support the transition to cleaner vehicles, expanded street tree planting and roadside vegetation to improve local air quality, and enhancements to parks and greenspaces to improve community health and well-being.

For additional information about CRZ Tolling, including the First Evaluation Report, capital projects funded by CRZ tolls, discounts and exemptions, and other studies, please visit the MTA website at:
<https://www.mta.info/agency/bridges-and-tunnels/congestion-relief-zone>

¹[Congestion Relief Zone Tolling First Evaluation Report](#) (January 2026)

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Implementation is already underway, with \$15 million supporting the installation of more than 30 new low- or no-emission TRUs at the HPPM, with additional units on the way.

Project Sponsors TBTA, the New York State Department of Transportation (NYSDOT), and the New York City Department of Transportation (NYC DOT) are also responsible for delivering on a variety of other monitoring and mitigation commitments made during CRZ Tolling’s environmental review. This FMP addresses only place-based mitigation measures identified in Appendix 17D of the Final EA. The status of monitoring and mitigation for other effects is described in the First Evaluation Report.

The process for CRZ Tolling’s environmental review and the development of place-based mitigation plans is outlined below:

- **Final Environmental Assessment (EA) | May 2023:** Identified potential traffic diversions and established mitigation commitments, including defined funding for place-based mitigation measures for communities that meet certain criteria
- **Finding of No Significant Impact (FONSI) | June 2023:** Issued by FHWA, confirming that CRZ tolling, with identified mitigation commitments, including place-based mitigation measures, will not have significant environmental impacts or disproportionately high and adverse effects on EJ communities
- **Reevaluation 1 | June 2024:** Confirmed that mitigation measures identified in FONSI remain effective for the toll structure approved by the TBTA Board
- **Reevaluation 2 | November 2024:** Confirmed that mitigation measures identified in the FONSI remain effective for the phased implementation of the tolling structure
- **Start of Tolling | January 5, 2025:** Tolling operations commenced
- **Draft Mitigation Plan | February 2026:** Presented proposed place-based mitigation plan, developed with government partners, to implementing agencies, elected officials, the Environmental Justice Community Group (EJCG), and community stakeholders for review and comment
- **Final Mitigation Plan | June 2026:** Builds on comments received on the Draft Mitigation Plan and identifies specific projects and locations in designated place-based mitigation communities

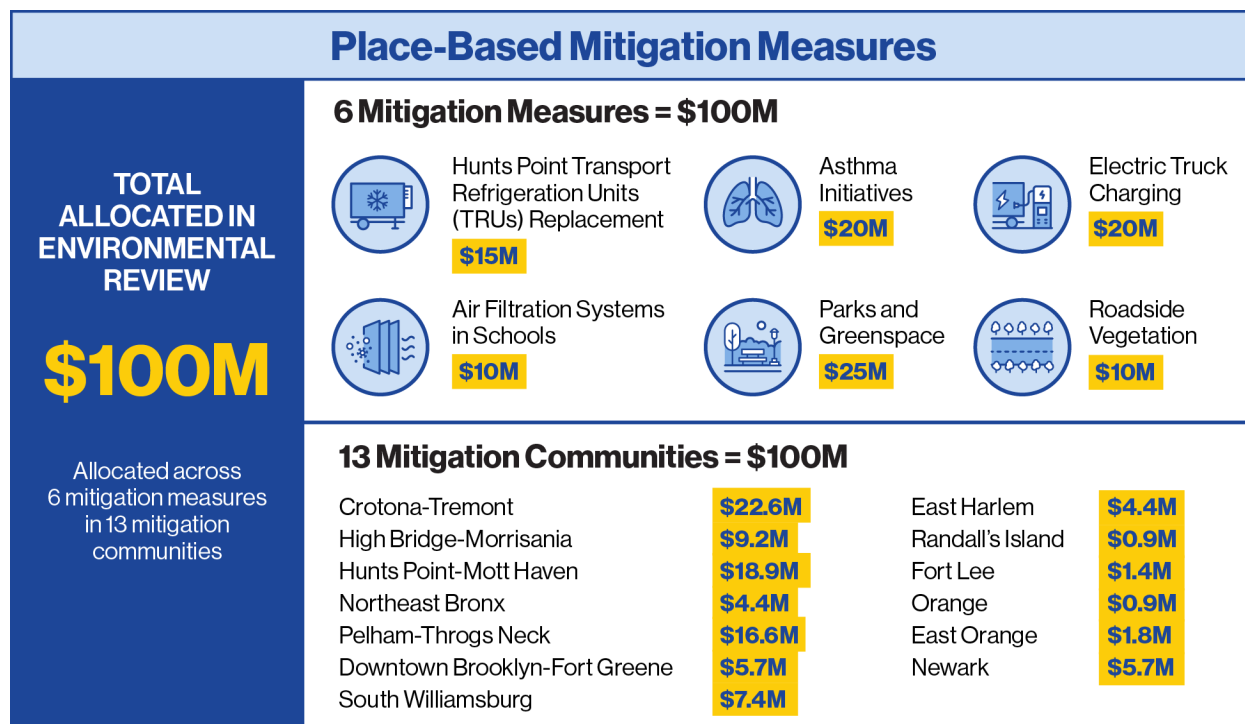
Place-Based Mitigation and Funding Framework

As a part of the suite of mitigation measures outlined in the environmental review, the Project Sponsors are implementing targeted “place-based mitigation measures” designed for communities with census tracts that meet the definition of an EJ census tract and have two specific technical criteria:

1. **High Burden:** The population experiences at least one pre-existing pollutant burden and at least one pre-existing chronic disease burden at or above the 90th percentile nationally
2. **Project Impact:** Modeling indicated that truck traffic proximity (a measure of exposure to truck traffic) could increase in the area as a result of the diversion of trucks away from the CRZ

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In the environmental review, \$100 million² in funding is allocated across six specific categories and 13 eligible communities³ in New York and New Jersey. This funding was distributed in direct proportion to the population of the mitigation census tracts within each community, as illustrated below.



Each of the six mitigation measures (listed along with funding allocations) was developed to address concerns raised during the public comment period on the EA and discussions with the EJTAG, a group of community leaders and advocacy groups with knowledge of and experience with local community concerns.

- Replacement of Transport Refrigeration Units (TRUs) at the Hunts Point Produce Market (\$15M):** This program targets the replacement of diesel-powered TRUs at the HPPM with all-electric, diesel-electric, or clean-diesel units. These units operate 24/7 as stationary storage, representing a significant “point source” of local emissions.
- Bronx Asthma Initiatives (\$20M):** This public health investment is divided into two components. The first component is the \$8.9 million Bronx Asthma Program, which will expand critical asthma-related services and education to the community. The second element, the Asthma Case Management Program (ACMP), is an \$11.1 million program that provides intensive, school-based support to improve asthma control for students.
- Electric Truck Charging Infrastructure (\$20M):** Aimed at encouraging the transition to electric trucks and reducing diesel exhaust along major transportation corridors, this

² As described in Section 4. Final Mitigation Plan, an additional \$5 million is directed to the Hunts Point-Mott Haven community, raising the overall program funding from the \$100 million outlined in the environmental review to \$105 million.

³ Eligible census tracts were organized by United Hospital Fund neighborhoods (“communities”) to align with the primary geographic framework used by the NYC Environmental Health Data portal. See *Final Environmental Assessment* for additional information.

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measure invests in expanding truck electrification. The program focuses on three primary projects: the installation of electric truck charging infrastructure at the HPPM, infrastructure at the Brooklyn Navy Yard, and the development of a Charger Incentive Program in three Bronx mitigation communities.

- **Upgrades to Air Filtration Systems in Schools (\$10M):** To reduce indoor air pollutants, this measure upgrades air filtration systems in schools located within 300 meters of highways in mitigation census tracts where truck traffic was projected to increase.
- **Renovation of Parks and Greenspace (\$25M):** This measure funds the expansion and upgrade of parks, including tree planting and stormwater management features, to help improve community well-being.
- **Installation of Roadside Vegetation (\$10M):** This measure focuses on the strategic planting of trees and shrubs along roadways to facilitate pollutant capture.

Strategic Project Selection

To reach the site selection stage, the Project Sponsors conducted extensive technical pre-work and coordination with local implementing agencies to identify viable projects and suitable project sites. During this phase, the site selection process was grounded in collaboration with implementing agencies that have been working closely with their respective communities on priorities and needs. The implementing agencies conducted engagement using their normal channels to align the technical and budget vetting process with local needs and operational conditions.

This strategic site selection process led to a combination of unfunded projects that were already in the agencies' planning pipeline, adding funding to projects for unfunded elements that were desired, and new projects. At the local level, the implementing agencies and municipalities leveraged their existing community relationships and outreach channels to incorporate ongoing community and stakeholder engagement, prior community feedback, and new outreach. The agencies applied the level of engagement that was appropriate for each proposed project. The site selection process was also featured in the quarterly meetings with the EJCG. This local engagement was a critical pillar in the development of the Draft Mitigation Plan.

The presentation of the Draft Mitigation Plan in late February to early March 2026 initiated a formal comment period, providing an opportunity for implementing agencies, elected officials, the EJCG, and other stakeholders to provide comments and feedback. To facilitate this process, an online feedback form was utilized that requested participants' contact information and organizational affiliation. This platform allowed respondents to provide targeted input by selecting the specific communities and mitigation measures relevant to their comments, while also offering a "general feedback" option for broader insights. The feedback received during this period provided a critical final check on the proposed projects and programs.

By vetting potential sites against the requirements of the environmental review and criteria including efficacy, schedule, feasibility, and partner readiness, the Project Sponsors have prepared a robust set of mitigation projects and programs. The FMP is a culmination of these efforts that presents the distribution of the six place-based mitigation measures across the 13 eligible communities. Table 1 summarizes the delivery of \$105 million in funding, meeting both the minimum allotment for each mitigation measure and the total financial commitment for each eligible community.

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Table 1. Place-Based Mitigation Measures, Communities, and Allocated Funds

	Mitigation Measures (\$ Millions)							TOTAL
	Allocation (\$ Millions)	Replacement of Transport Refrigeration Units \$15M	Asthma Initiatives \$20M	Electric Truck Charging \$20M	Air Filtration Systems \$10M	Parks and Greenspace \$25M	Roadside Vegetation \$10M	
Crotona-Tremont	22.6		7.7	4.7	2.8	7.2	0.2	22.6
High Bridge-Morrisania	9.2		2.5	1.4	0.4	3.6	1.3	9.2
Hunts Point-Mott Haven	18.9	15.0	4.0	3.2	1.8	-	-	24.0
Northeast Bronx	4.4		2.5	1.9	0.1	-	-	4.5
Pelham-Throgs Neck	16.6		3.3	5.5	0.5	4.5	2.8	16.6
Downtown Brooklyn-Fort Greene	5.7			1.6	1.3	2.0	0.8	5.7
South Williamsburg	7.4			1.4	-	6.0	-	7.4
East Harlem	4.4			0.3	0.7	3.5	-	4.5
Randall's Island	0.9			0.0*	-	0.9	-	0.9
Fort Lee	1.4				-	1.4	-	1.4
Orange	0.9				-	0.9	-	0.9
East Orange	1.8				-	-	1.8	1.8
Newark	5.7				2.4	-	3.3	5.7
TOTAL		15.0	20.0	20.0	10.0	30.0	10.2	105.2

NOTE: Certain mitigation measures were targeted to specific communities or geographic areas in the environmental review. Cells shaded in gray indicate a community that was not eligible for a specific mitigation measure based on this targeted approach.

* Figures in this table are rounded to the nearest tenth of a million (\$0.1M). The \$0.0 million value for this category represents an actual allocation of \$10,000, which falls below the rounding threshold.

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The following tables provide further detail on specific projects included in the CRZ Tolling place-based mitigation program. These tables provide an overview of the initiatives discussed throughout the FMP, including the allocation of the Bronx Asthma Program and the participating schools for the ACMP (Table 2), the specific locations and allocations of the electric truck charging projects (Table 3), the schools slated to receive air filtration upgrades (Table 4), the individual park sites selected for enhancements (Table 5), and those communities receiving roadside vegetation (Table 6).

Table 2. Bronx Asthma Initiatives Funding Allocation and Schools Participating in the Asthma Case Management Program

Mitigation Community	Funding Amount (\$ Millions)
Crotona-Tremont	7.7
<u>Bronx Asthma Program Shared Allocation*</u>	1.8
<u>ACMP Allocation</u> P.S. 006 West Farms P.S. 070 Max Schoenfeld P.S. 044 David C. Farragut Fairmont Neighborhood School Samara Community School P.S. 204 Morris Heights P.S. 211 IS X 318 Math, Science and Technology	5.9
High Bridge-Morrisania	2.5
<u>Bronx Asthma Program Shared Allocation*</u>	1.8
<u>ACMP Allocation</u> P.S. 073 Bronx	0.7
Hunts Point-Mott Haven	4.0
<u>Bronx Asthma Program Shared Allocation*</u>	1.8
<u>ACMP Allocation</u> P.S. 062 Inocensio Casanova PS 5 Port Morris P.S. 75 School of Research and Discovery	2.2
Northeast Bronx	2.5
<u>Bronx Asthma Program Shared Allocation*</u>	1.8
<u>ACMP Allocation</u> Cornerstone Academy for Social Action	0.7
Pelham-Throgs Neck	3.3
<u>Bronx Asthma Program Shared Allocation*</u>	1.8
<u>ACMP Allocation</u> P.S. 093 Albert G. Oliver P.S. 100 Isaac Clason	1.5
TOTAL	20.0

*Shared allocations are utilized for projects that generate shared benefits across a broader geographic area. See Direct and Shared Allocations for additional information.

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Table 3. Electric Truck Charging Projects and Allocations

Project/Community	Funding Amount (\$ Millions)
Hunts Point Produce Market Shared Allocation*	10.0
Crotona Tremont	2.7
High Bridge-Morrisania	1.4
Hunts Point-Mott Haven	3.2
Northeast Bronx	0.2
Pelham-Throgs Neck	2.3
East Harlem	0.3
Randall's Island**	0.0
Brooklyn Navy Yard Shared Allocation*	3.0
Downtown Brooklyn-Fort Greene	1.6
South Williamsburg	1.4
Electric Vehicle Charger Incentive Program	7.0
Crotona Tremont	2.0
Northeast Bronx	1.7
Pelham-Throgs Neck	3.3
TOTAL	20.0

*Shared allocations are utilized for projects that generate shared benefits across a broader geographic area. See Direct and Shared Allocations for additional information

** Figures in this table are rounded to the nearest tenth of a million (\$0.1M). The \$0.0 million value for this category represents an actual allocation of \$10,000, which falls below the rounding threshold.

Table 4. Schools Receiving Air Filtration Upgrades

Mitigation Community	Funding Amount (\$ Millions)
Crotona-Tremont	2.8
P.S. 006 West Farms/Vida Bogart School for All Children P.S. 066 School of Higher Expectations/Fannie Lou Hamer MS/HS P.S. 070 Max Schoenfeld Icahn Charter School 6/PSMS 004 Crotona Park West Bronx Leadership Academy High School P.S. 044 David C. Farragut Children's Aid College Prep Charter School/PS211/ISX318 MST through Arts	
High Bridge-Morrisania	0.4
P.S. 199X - The Shakespeare School Mount Eden Children's Academy/Comprehensive Model School Project MS 327 P.S. 170	
Hunts Point-Mott Haven	1.8
P.S. 043 Jonas Bronck P.S. 154 Jonathan D. Hyatt/South Bronx Classical Charter School II P.S. 062 Inocensio Casanova Bronx Studio School for Writers and Artists P.S. 75 School of Research and Discovery	

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Mitigation Community	Funding Amount (\$ Millions)
Northeast Bronx	0.1
Cornerstone Academy for Social Action P.S. 723	
Pelham-Throgs Neck	0.5
P.S. 583 The Dr. Emmett W. Bassett School P.S. 093 Albert G. Oliver/Bronx Arena High School/Ichan Charter School 7 P.S. 047 John Randolph	
Downtown Brooklyn-Fort Greene	1.3
P.S. 307 Daniel Hale Williams P.S. 067 Charles A. Dorsey/Community Roots Charter School	
East Harlem	0.7
P.S. 206 Jose Celso Barbosa P.S. 112 Jose Celso Barbosa	
Newark	2.4
Dr. E. Alma Flagg Elementary School Sussex Avenue Elementary School McKinley Elementary School	
TOTAL	10.0

Table 5. Communities Receiving Parks Renovations

Mitigation Community	Funding Amount (\$ Millions)
Crotona-Tremont	7.2
Crotona Park (Hill & Dale Playground)	
High Bridge-Morrisania	3.6
Merriam Upper Playground	
Pelham-Throgs Neck	4.5
Space Time Playground	
Downtown Brooklyn-Fort Greene	2.0
Bridge Park	
South Williamsburg	6.0
Roebing Playground	
East Harlem	3.5
Marcus Garvey Park	
Randall's Island	0.9
Scylla Picnic Area	
Fort Lee	1.4
Constitution Park	
Orange	0.9
Oakwood Elementary Playground & Community Garden Colgate Park	
TOTAL	30.0

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Table 6. Communities Receiving Roadside Vegetation

Mitigation Community	Funding Amount (\$ Millions)
Crotona-Tremont	0.2
High Bridge-Morrisania	1.3
Pelham-Throgs Neck	2.8
Downtown Brooklyn-Fort Greene	0.8
East Orange	1.8
Newark	3.3
TOTAL	10.2

Next Steps and Implementation

The transition from planning to execution is already underway for the TRU program. The program is live and providing immediate emissions reductions from stationary, diesel TRUs. NYC Health is actively implementing the Bronx Asthma Program by onboarding leadership staff and providing targeted integrated pest management services to mitigation community families with children managing asthma.

For all other place-based mitigation measures, the Project Sponsors are moving forward with formal agreements to finalize partnerships with the respective local implementing agencies and New Jersey municipalities. These agreements will govern the implementation of the projects and programs identified in this plan and the distribution of funding.

1. Introduction

Congestion Relief Zone Tolling Program

On January 5, 2025, the Triborough Bridge and Tunnel Authority (TBTA) commenced tolling operations for vehicles entering the Congestion Relief Zone (CRZ). CRZ Tolling charges vehicles entering the zone, defined as the Manhattan streets and avenues at or below 60th Street, excluding the Franklin D. Roosevelt (FDR) Drive and the West Side Highway/Route 9A, including the Battery Park Underpass and any surface roadway portion of the Hugh L. Carey Tunnel connecting to West Street (the West Side Highway/Route 9A).

Established under the New York State Traffic Mobility Act and authorized by the Federal Highway Administration (FHWA) under the Value Pricing Pilot Program (VPPP), CRZ Tolling is designed to reduce traffic congestion while generating revenue to support capital improvements to the transit system. CRZ Tolling revenues are used to fund transit infrastructure, funding vital station accessibility upgrades, cleaner electric bus fleets, and advanced signaling to create a more dependable and comfortable transit system for millions of daily commuters⁴. CRZ Tolling is meeting its core objectives. Data confirm that tolling vehicles entering Manhattan at or below 60th Street is working as intended. Twenty-seven million fewer vehicles entered the CRZ in calendar year 2025, an indication that traveler behavior is changing. The analysis in the first evaluation report presented a wide array of information indicating trends going in the right direction⁵. On the economic front, Broadway theaters were up 1 percent in gross revenues for the 2025-2026 season and the Manhattan office vacancy rate continued to drop, from 18.1 percent in the fourth quarter of 2024 to 15 percent in the first quarter of 2026^{6,7}.

CRZ Tolling Environmental Review

Prior to implementation, CRZ Tolling underwent a rigorous, multi-year environmental review and regulatory process conducted by FHWA and the Project Sponsors: TBTA, the New York City Department of Transportation (NYC DOT), and the New York State Department of Transportation (NYSDOT).

Final Environmental Assessment

Following the original Environmental Assessment (EA) issued in August 2022, a Final EA was issued in May 2023. In June 2023, based on the findings and the comprehensive suite of monitoring and mitigation commitments outlined in the Final EA, FHWA issued a Finding of No Significant Impact (FONSI).

⁴ CRZ Tolling provides funding for the MTA's 2020-2024 Capital Plan, unlocking projects to rebuild, improve, and expand the transit system. The projects include \$3 billion for Second Avenue Subway Phase 2, \$3 billion for signal upgrades along select lines, \$2 billion for accessibility improvements to 23+ stations, \$2 billion for new railcars and buses, and \$5 billion for state-of-good-repair projects.

⁵ [Congestion Relief Zone Tolling First Evaluation Report](#) (January 2026)

⁶ <https://www.broadwayleague.com/press/press-releases/broadways-20252026-season-wraps-with-146-million-attendances-and-grosses-of-191-billion/>

⁷ <https://edc.nyc/sites/default/files/2026-05/NYCEDC-NYC-Economic-Snapshot-May-2026-Part-2.pdf>

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In the Final EA, the Project Sponsors committed to monitoring a variety of potential adverse effects and implementing mitigating measures as needed. As described in the [Congestion Relief Zone Tolling First Evaluation Report](#), the Project Sponsors committed to monitoring pedestrian volumes at select stairs and escalators at five transit stations, pedestrian circulation at crosswalks and sidewalks near Herald Square/Penn Station, vehicle delays and queuing along three highway corridors, and traffic volumes at four intersections. Although no adverse effects on air quality were predicted, the Project Sponsors also committed to monitoring air quality and enhancing the coverage of air quality monitoring in certain locations. The First Evaluation Report summarizes the monitoring conducted in accordance with environmental review commitments and identifies mitigation measures to be implemented based on those findings.⁸

The Final EA also assessed the potential for CRZ Tolling to result in disproportionately high and adverse effects in environmental justice (EJ) communities, in accordance with federal policy at the time the Final EA was issued. As detailed in Appendix 17D, “Technical Memorandum,” the analysis focused on potential increases in truck traffic and non-truck traffic resulting from diversion patterns, particularly in EJ communities already highly burdened by pre-existing air pollution and chronic diseases. The analysis found that such diversions could increase pollutant burdens and contribute to chronic disease burdens, representing a potential adverse effect for these vulnerable populations. In response, the Final EA established a package of mitigation measures developed through public comment and engagement with the Environmental Justice Technical Advisory Group (EJTAG)⁹.

These mitigation measures include both regional measures, designed to reduce truck diversions and associated emissions, and place-based measures aimed at improving air quality and health outcomes in the most vulnerable communities. For communities with either pollutant or chronic disease burdens at or above the 90th percentile nationally, the Final EA identified regional mitigation measures. Communities experiencing both pollutant and chronic disease burdens above the 90th percentile, compared to the nation, were also deemed eligible for place-based mitigation measures.

The regional and place-based mitigation measures outlined in the Final EA are summarized in *Table 7*. The Final EA evaluated a range of toll structures in defined tolling scenarios. Project Sponsors committed to these measures regardless of the tolling structure eventually adopted.

⁸ [Congestion Relief Zone Tolling First Evaluation Report \(January 2026\), “Mitigation and Monitoring”](#).

⁹ FHWA and the Project Sponsors invited community leaders and advocacy group representatives with knowledge of and experience with EJ populations to participate. Thirty-seven groups were invited, of which 16 groups accepted, and 14 groups participated in one or more of the meetings. EJTAG met three times prior to the publication of the Final EA and, subsequently, four times through January 2023.

Final Mitigation Plan for Place-Based Mitigation

Table 7. Regional and Place-Based Mitigation Measures

Mitigation Measure	Funding Amount (\$ Millions)
Regional Mitigation¹⁰	
Expand NYC Clean Trucks Program	20
Expand NYC DOT Off-Hour Deliveries Program	5
Total Regional Mitigation	25
Place-Based Mitigation	
Replacement of Transport Refrigeration Units at Hunts Point Produce Market	15
Establish Asthma Case Management Program (ACMP) and Bronx Asthma Program	20
Implement Electric Truck Charging Infrastructure	20
Install Air Filtration Units in Schools Near Highways	10
Renovate Parks and Greenspace in Environmental Justice Communities	25
Install Roadside Vegetation to Improve Near-Road Air Quality	10
Total Place-Based Mitigation	100

Source: Central Business District Tolling Program Final Environmental Assessment (April 2023), Pg. 17-65, Table 17-16

The analysis of effects related to traffic diversions on highly burdened EJ communities evaluated whether truck traffic proximity (a measure of exposure to truck traffic) could increase as a result of CRZ Tolling in each census tract within the study area¹¹.

As defined by the U.S. Census Bureau, census tracts are statistical subdivisions of a county or statistically equivalent entity. EJ census tracts were identified using the methodology described in Final EA Chapter 17, Section 17.5.1. The Final EA identified EJ census tracts that met the following criteria as eligible for place-based mitigation measures, if they were predicted to have increased truck traffic proximity with CRZ tolling in place:

- Individuals experience at least one pre-existing pollutant burden or at least one pre-existing chronic disease burden at or above the 90th percentile, nationally, and
- Where truck proximity could increase as a result of CRZ Tolling

¹⁰ Does not include regional mitigation “Further reduced overnight toll,” which was implemented at the time of CRZ Tolling commencement.

¹¹ To evaluate the local effects on EJ populations, the Project Sponsors used a 10-county local study area consisting of New York City and the five adjacent counties where the greatest change in traffic volumes and vehicle-miles traveled were predicted to occur. This local study area is the area where localized effects (such as changes in traffic volumes, air emissions, or noise) could occur as a result of the Project.

Final Mitigation Plan for Place-Based Mitigation

As described in the Final EA, the modeling analysis identified 53 census tracts meeting these criteria. These census tracts were then located by community. The communities are defined as either municipalities (outside New York City) or neighborhoods (within New York City). Within the five New York City counties, these neighborhoods were identified using United Hospital Fund (UHF) neighborhood definitions, a geography designed for health research. For New Jersey, the local municipality was designated as the community¹².

The Final EA identified 13 communities in New York and New Jersey that have at least one census tract that merits place-based mitigation measures¹³, detailed in Table 8. Figure 1 depicts the locations of these communities.

Table 8. Communities Identified for Place-Based Mitigation

County	Community*
Bronx, NY	Crotona-Tremont
	High Bridge-Morrisania
	Hunts Point-Mott Haven
	Northeast Bronx
	Pelham-Throgs Neck
Kings, NY	Downtown-Heights-Slope (Downtown Brooklyn-Fort Greene)**
	Greenpoint (South Williamsburg)***
New York, NY	East Harlem
	Randall's Island†
Bergen, NJ	Fort Lee
Essex, NJ	East Orange
	Orange
	Newark

* The "Community" column identifies municipalities or, in New York City, neighborhoods. The New York City neighborhood names are the UHF names for the area and encompass multiple portions of the City that may be considered separate neighborhoods. Refer to NYC Environment and Health Data Portal for more information on UHF geographies. <https://a816-dohbesp.nyc.gov/IndicatorPublic/beta/data-stories/geographies/>

** Part of the Downtown-Heights-Slope UHF neighborhood, but labeled "Downtown Brooklyn-Fort Greene" to further specify location

*** Part of the Greenpoint UHF neighborhood, but labeled as "South Williamsburg" to further specify location

† Part of the East Harlem UHF neighborhood, but labeled as "Randall's Island" to further specify location

¹² <https://a816-dohbesp.nyc.gov/IndicatorPublic/data-features/find-your-uhf/>

¹³ Central Business District Tolling Program Final Environmental Assessment (April 2023), Section 17.6.1.3 Traffic-Related Effects on Air Quality

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Figure 1 | The 13 Communities Eligible for Place-Based Mitigation



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Reevaluation 1 and Reevaluation 2

Subsequently, after the Traffic Mobility Review Board finalized its recommendations on the specific toll structure and the TBTA Board voted to approve the toll structure, the Project Sponsors prepared a Reevaluation (Reevaluation 1) as a follow-up to the Final EA that ensured the mitigation set forth in the Final EA would be effective for the approved toll structure. Reevaluation 1 was submitted in May 2024, and FHWA approved it on June 14, 2024.

Table 9 lists the communities outlined in the Final EA that were identified for place-based mitigation. Reevaluation 1 confirmed that the adopted toll structure would warrant place-based mitigation in the same 13 communities. With a specific tolling structure now formally approved, the amount of funding for each mitigation measure was allocated to the place-based mitigation communities, in direct proportion with the total population of the place-based mitigation census tract(s), as illustrated in Table 9.

For example, the population of the place-based mitigation census tracts in the Crotona-Tremont community was 51,133. The total population of all place-based mitigation census tracts is 225,951. Therefore, Crotona-Tremont has 22.6% of the total population of all New York and New Jersey census tracts eligible for place-based mitigation. With a \$100 million commitment, 22.6% of the funds is \$22.6 million.

Table 9. Place-Based Mitigation Measures Funding Allocation

County	Community	Total Population in Affected Tracts	Share of Total Population in Affected Tracts	Allocated Funds (\$ Millions)
Bronx, NY	Crotona-Tremont	51,133	22.6%	22.6
	High Bridge-Morrisania	20,884	9.2%	9.2
	Hunts Point-Mott Haven	42,621	18.9%	18.9
	Northeast Bronx	9,912	4.4%	4.4
	Pelham-Throgs Neck	37,608	16.6%	16.6
Kings, NY	Downtown Brooklyn-Fort Greene	12,819	5.7%	5.7
	South Williamsburg	16,807	7.4%	7.4
New York, NY	East Harlem	9,968	4.4%	4.4
	Randall's Island	2,009	0.9%	0.9
Bergen, NJ	Fort Lee	3,159	1.4%	1.4
Essex, NJ	East Orange	4,124	1.8%	1.8
	Orange	1,925	0.9%	0.9
	Newark	12,982	5.7%	5.7
Total		225,951	100%	100

Reevaluation 2 was submitted to FHWA in November 2024 to assess the effects of a phased approach of the tolling structure. On November 21, 2024, FHWA confirmed that the conclusions in the Final EA and FONSI remained valid.







Final Mitigation Plan for Place-Based Mitigation

Throughout this report, the Final EA, FONSI, Reevaluation 1, and Reevaluation 2 are collectively referred to as the environmental review. Place-based mitigation measures established in the environmental review will be executed and/or funded by the Project Sponsors through projects and programs presented in the FMP.

Summary of Core Requirements

The environmental review established the framework for implementing place-based mitigation by defining:

- Six place-based mitigation measures (*Table 7*)
- Total funding allocations for each mitigation measure (*Table 7*)
- Geographic boundaries of 13 eligible communities (*Table 8*)
- Distribution of \$100 million based on census tracts population for each community (*Table 9*)

Place-Based Mitigation Measures			
TOTAL ALLOCATED IN ENVIRONMENTAL REVIEW: \$100M			
6 Mitigation Measures	 Hunts Point Transport Refrigeration Units (TRUs) Replacement	 Asthma Initiatives	 Electric Truck Charging
	 Air Filtration Systems in Schools	 Parks and Greenspace	 Roadside Vegetation
13 Mitigation Communities	<ul style="list-style-type: none"> • Crotona-Tremont • High Bridge-Morrisania • Hunts Point-Mott Haven • Northeast Bronx • Pelham-Throgs Neck 	<ul style="list-style-type: none"> • Downtown Brooklyn-Fort Greene • South Williamsburg • East Harlem • Randall's Island 	<ul style="list-style-type: none"> • Fort Lee • Orange • East Orange • Newark

2. Place-Based Mitigation Site Selection Process

To address potential air pollution, and related health effects associated with truck traffic diversions, the Project Sponsors committed to implement \$100 million in place-based mitigation measures. The funds are allocated to the 13 designated place-based mitigation communities regardless of whether truck traffic increases ultimately occur.

Through the environmental review process, the Project Sponsors established requirements for mitigation site selection, including the mitigation measures, total funding allocations by measure, geographic boundaries of eligible communities, and funding allocations for each community. The site selection process subsequently outlines the steps used to identify projects and locations that meet these requirements.

Three of the six mitigation measures are targeted to specific communities or geographic areas:

- Replacement of TRUs at the HPPM: \$15 million committed in the Hunts Point-Mott Haven community, which is eligible for \$18.9 million in total place-based mitigation funding.
- Implementation of electric charging infrastructure: Partially funded through NYSDOT and therefore limited to locations within New York State
- Expansion of the NYC ACMP and creation of the Bronx Asthma Program¹⁴: Implemented in the Bronx in recognition of the borough's high prevalence of asthma

The remaining three mitigation measures are available to all place-based mitigation communities pending the identification of feasible sites and projects:

- Installation of roadside vegetation
- Renovation of parks and greenspace
- Installation of air filtration units in schools near highways

Identifying projects and programs consistent with the requirements in the environmental review required an integrated analytical approach that considers project types and locations within defined budget parameters simultaneously. This process balances the \$100 million in dedicated funding across 13 communities while aligning investments with the six specialized mitigation measures.

Table 10 outlines these foundational elements, illustrating the multi-layered considerations needed to align funding, geography, and community needs.

¹⁴ Formerly referred to as the “Bronx Asthma Center” in the Draft Mitigation Plan, this program was renamed to better reflect its operational structure as a comprehensive public health program rather than a physical walk-in facility.

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Table 10. Place-Based Mitigation Matrix Before Allocating Funds Across Communities and Measures

Allocations determined through the site selection process	Mitigation Measures (\$ Millions)						
	Allocation (\$ Millions)	Replacement of Transport Refrigeration Units \$15M	Asthma Initiatives \$20M	Electric Truck Charging \$20M	Air Filtration Systems \$10M	Parks and Greenspace \$25M	Roadside Vegetation \$10M
Crotona-Tremont	22.6						
High Bridge-Morrisania	9.2						
Hunts Point-Mott Haven	18.9						
Northeast Bronx	4.4						
Pelham-Throgs Neck	16.6						
Downtown Brooklyn-Fort Greene	5.7						
South Williamsburg	7.4						
East Harlem	4.4						
Randall's Island	0.9						
Fort Lee	1.4						
Orange	0.9						
East Orange	1.8						
Newark	5.7						
TOTAL	100	15	20	20	10	25	10

NOTE: Certain mitigation measures were targeted to specific communities or geographic areas in the environmental review. Cells shaded in gray indicate a community that was not eligible for a specific mitigation measure based on this targeted approach.

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The site selection process for place-based mitigation projects followed a collaborative, data-driven framework established in the environmental review. Project Sponsors worked closely with local implementing agencies to evaluate potential projects and identify locations consistent with these requirements.

This coordinated vetting process was essential to verify that all proposed measures were actionable and aligned with environmental review commitments. By focusing on this coordination during the early stages, the proposed projects met the key criteria for success.

- **Efficacy:** A focus on identifying projects that meet environmental review commitments with positive outcomes in the target community
- **Schedule:** The readiness of a project to get off the ground quickly and launched in a timely manner
- **Feasibility:** The likelihood that the project can produce outcomes within funding allocations
- **Project Partner Readiness:** The ability of a partner or implementing agency capable of executing the project and maintaining its long-term goals

This structured approach leads to projects that are impactful and deliverable, providing meaningful improvements to the place-based mitigation communities. The specific site selection methodology is shown in Figure 2 and described in detail below.

Figure 2 | Site Selection Process



1. Analyze Existing Conditions in Communities and Assess Suitability of Mitigation Measures

The site selection process began with the collection and analysis of geospatial data to assess the suitability of specific mitigation measures within the mitigation communities. This effort incorporated both publicly available datasets and agency-provided information on planned or programmed projects to support coordination. Through this analysis, the Project Sponsors determined which measures were physically viable and technically compatible within each community. For example, schools within mitigation communities were mapped to establish a pool of potential sites for ACMP and air filtration upgrades. Close collaboration with the implementing agencies provided insight into program priorities, planning processes, and project needs.

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2. Engage the Environmental Justice Community Group

The EJCG is comprised of community-based organizations rooted in communities across the five boroughs of New York City, Nassau County, and New Jersey's Bergen, Hudson, Essex, and Union Counties. The EJCG meets quarterly, providing the organizations with meaningful opportunities for engagement and allowing the Project Sponsors to share program updates and data and listen to community concerns. Mitigation measures have been a reoccurring topic at these meetings, with the overall site selection process presented and discussed in September 2025 and subsequent updates provided in advance of the Draft Mitigation Plan. A full list of EJCG members and meetings held since the start of CRZ Tolling is provided in *Section 6: Summary of Stakeholder Engagement*.

3. Engage with Relevant Agencies to Refine Analysis and Identify Specific Potential Sites

The Project Sponsors engaged in multiple meetings with each relevant implementing agency to review the initial suitability analysis and identify additional factors influencing site selection, including implementation approaches, needs assessments, and project delivery constraints. To develop a mitigation plan that is both impactful and actionable, agencies and municipalities evaluated potential projects through the lens of fiscal and operational feasibility. This involved cross-referencing environmental review commitments with potential budgets and site specifics to prioritize projects with the highest need and likelihood of successful completion.

4. Refine Analysis and Mapping of Potential Sites and Ensure an Equitable Distribution of Mitigation Measures

The Project Sponsors worked with agencies to refine the site selection process, incorporating feedback from previous steps. This phase included evaluating specific potential sites, budgets, and funding allotments for each mitigation measure.

5. Develop and Present Draft Mitigation Plan

A Draft Mitigation Plan was developed identifying proposed locations for each mitigation measure, as well as the proposed allocated funds for each location. The Draft Mitigation Plan laid out how place-based mitigation funding is allocated by mitigation measure and by community in accordance with environmental review commitments, and proposed specific projects based on that allocation.

Consistent with the environmental review commitments, the draft plan was presented to stakeholders that included the implementing agencies, the EJCG, local officials, and other community stakeholders for review and comment.¹⁵ Presentations were conducted through nine virtual meetings, and materials were distributed via email to participants and invitees. The specific presentations held regarding the Draft Mitigation Plan are listed in *Section 3: Draft Mitigation Plan*. Stakeholders were invited to submit feedback through an online comment form by the end of the

¹⁵ Central Business District Tolling Program Reevaluation 1 (June 2024), Benefits and Allocation of Funding for Mitigation Measures, Pg. 192

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day March 24, 2026, and more than 150 comments¹⁶ were received. A summary of key themes identified across those comments is provided in Appendix A.

6. Finalize Mitigation Plan

The FMP reflects the feedback received on the Draft Mitigation Plan and serves as the official roadmap for implementation by the Project Sponsors and project partners. As work progresses, if impediments arise that prevent a project from proceeding at a given site, the data and analysis from this selection process will be revisited, and potential alternative sites will be identified using a similar methodology.

¹⁶ Over 150 comments from 64 commentors

3. Draft Mitigation Plan

The Draft Mitigation Plan (presented in Appendix B: Draft Mitigation Plan) was presented to a broad range of stakeholders, including implementing agencies, the EJCG, local officials, and representatives from community-based and advocacy organizations, during a series of nine engagement sessions held between February 17, 2026, and March 3, 2026, summarized in Table 11.

Table 11. Summary of Draft Mitigation Plan Presentations

Presentation Date	Stakeholder Group
2/17/2026	New York City Implementing Agencies
2/19/2026	Environmental Justice Community Group
2/19/2026	Brooklyn Elected Officials*
2/20/2026	Bronx Elected Officials
2/20/2026	Manhattan Elected Officials*
2/24/2026	New York Stakeholders (Non-Elected)
2/25/2026	City of Orange Township and East Orange Elected Officials, Agencies, and Stakeholders
3/3/2026	Fort Lee Elected Officials, Agencies, and Stakeholders
3/3/2026	Newark Elected Officials, Agencies, and Stakeholders

* Included elected officials from place-based mitigation communities

The agenda for these engagement sessions was structured to provide a clear overview of CRZ Tolling's history, the current proposal, and the path forward.

- Congestion Relief Zone Tolling and the Environmental Assessment:** A review of CRZ Tolling's regulatory background and the mitigation commitments established in the environmental review
- Draft Mitigation Plan:** A detailed breakdown of the site selection process and the proposed funding allocations and project locations
- By-Community Place-Based Mitigation Maps:** A visual presentation of specific projects planned for each of the 13 place-based mitigation communities
- Next Steps (Review and Comment):** An outline of the formal process for stakeholder input and the preparation of the FMP

Following these presentations, an online comment form provided a formal channel for feedback through March 24, 2026. This process generated a diverse range of comments on the scope and implementation of the Draft Mitigation Plan. Submissions included recommendations for specific park upgrades and roadside vegetation locations, as well as input on engagement strategies for opt-in programs such as TRU replacements at HPPM and the EVCI Program. Commenters also raised questions regarding the selection criteria for schools included in the ACMP and school-based air filtration upgrades, along with inquiries related to the development and implementation of the Bronx Asthma Program.

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The Project Sponsors thoroughly reviewed of all submissions in close coordination with relevant New York City and New Jersey partner agencies. While some comments addressed issues beyond the scope established in the environmental review, every submission was considered.

Responses to the key themes raised during the comment period are provided in Appendix A. Modifications to the FMP based on stakeholder input are reflected in the mitigation measure descriptions in *Section 4: Final Mitigation Plan*.

Detailed responses to the primary themes identified across Draft Mitigation Plan comments are in **Appendix A: Feedback on Draft Mitigation Plan**.

4. Final Mitigation Plan

The FMP integrates updated information and stakeholder feedback into the framework of the Draft Mitigation Plan. It reflects the feedback received on the Draft Mitigation Plan and will serve as the official roadmap for implementing the mitigation projects.

The FMP was developed to align the primary requirements: the specific funds committed to each type of mitigation measure and the target allocations for each mitigation community. Developing this plan required an iterative and collaborative process with stakeholders. Focusing on unique needs in each area, the Project Sponsors worked in close collaboration with local implementing agencies to allocate mitigation funding among effective projects.

The FMP includes \$105 million in place-based mitigation measures – \$5.1 million more than the \$100 million committed in the environmental review. The additional funding is allocated to the Hunts Point-Mott Haven community, increasing its share from \$18.9 million to \$24 million.

The increase in funding for Hunts Point-Mott Haven was proposed in the Draft Mitigation Plan due to the unique nature of the TRU replacement mitigation measure. In the Final EA, \$15 million in mitigation funding was directed for the replacement of TRUs at the HPPM. It is the only place-based mitigation measure that is limited to one community. In the subsequent Reevaluation 1, mitigation funding was allocated among communities based on the population within the impacted census tracts. Hunts Point-Mott Haven had 42,621 of the population, or 18.9% of the total mitigation population, resulting in an allocation of \$18.9 million from the \$100 million of mitigation funding. However, because \$15 million of that amount was already committed to TRU replacements, less than \$4 million remained available for other mitigation measures in Hunts Point-Mott Haven, despite the community having the second-largest population among the 13 mitigation communities. While the TRU replacements will significantly reduce emissions of pollutants associated with diesel, this also limited funding for other mitigation measures. To address this, the Project Sponsors have added an additional \$5 million to the total sum so that the community can have access to other mitigation programs.

To balance the mitigation measures accordingly, funding was also added to the Parks and Greenspace category due to that measure's high capital capacity. By increasing the ceiling for the Parks and Greenspace category by \$5 million, the Project Sponsors successfully maintained the full allocated funds for all other mitigation measures across the region.

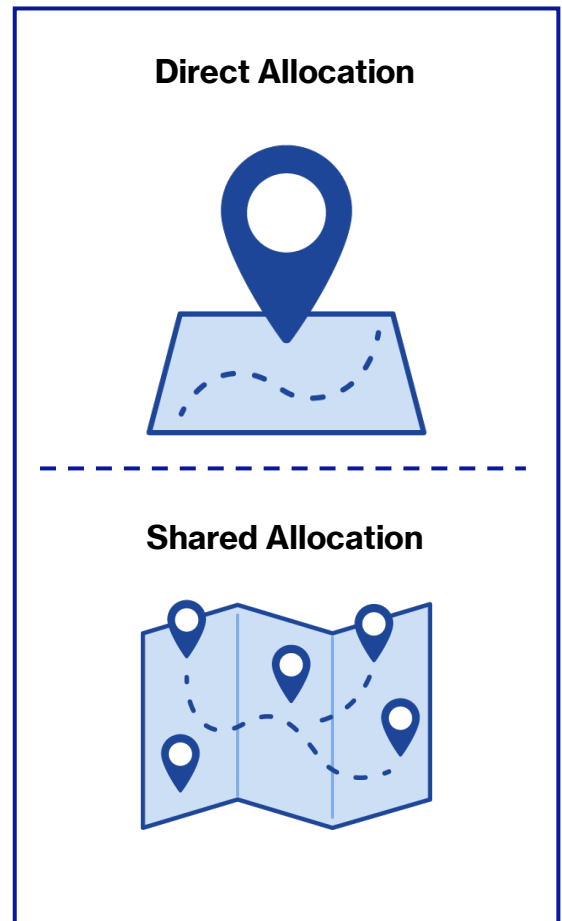
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Direct and Shared Allocations

In the Draft Mitigation Plan and the FMP, the place-based mitigation measures are described as either direct or shared allocations. Both represent funding commitments that adhere to the requirements of the environmental review and improve conditions or expand services in mitigation communities; they differ in how they do it and where the dollars may be spent.

Direct allocation represents investments with highly localized effects such as school air filtration upgrades or park renovations. In these cases, equipment and labor are physically located within a community's borders and address conditions primarily in that specific community.

Shared allocations are utilized for projects that generate improvements or expand services across a broader geographic area of mitigation communities, not tied only to the location of their physical footprint. For example, while electric truck charging infrastructure might be installed in one central location, the trucks using those chargers move through multiple neighborhoods. By facilitating the use of electric trucks and thereby reducing diesel exhaust along these routes, the project creates cleaner air for all adjacent communities. Similarly, the Bronx Asthma Program is a shared distribution because the program and resources are shared among all Bronx mitigation communities. This dual tracking method measures each investment by its beneficial impact across multiple mitigation communities, rather than limited to the immediate vicinity of physical construction.



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Replacement of TRUs at Hunts Point Produce Market

Program Description



This mitigation measure prioritizes the replacement of TRUs at the HPPM. TRUs use diesel engines to power refrigeration of stationary trailers 24 hours a day, seven days a week, to keep food fresh and safe for consumption. These trailers are rarely driven off-site and represent a unique “point source” of emissions in the community. For decades, these diesel-powered units have been a primary environmental concern in the Bronx due to their detrimental impact on local air quality. To provide support for cleaner equipment, the Project Sponsors allocated **\$15 million** to remove and replace existing units to all-electric, diesel-electric, or clean-diesel technology. The program has already begun and is yielding tangible results, with 31 TRUs replaced and over 55 more in the pipeline as of May 12, 2026.

Each TRU replacement effectively **removes nitrogen oxide (NO_x) emissions equivalent to 70 daily truck trips** and the particulate matter (PM_{2.5}) emissions of 330 daily truck trips on the Cross Bronx Expressway.

Replacing 100 units can result in an annual reduction of **21 tons of NO_x** and **2.5 tons of PM_{2.5}**, pollutants linked to chronic respiratory and cardiovascular diseases.

NYC DOT operates the Hunts Point TRU Incentive Program, which is voluntary for HPPM tenants. Qualified applicants are eligible to receive incentive funding toward the purchase of cleaner replacement TRUs. Incentive payments are distributed to TRU dealers upon completion of the replacement process, including installation certification by the vendor, inspection of the installed replacement TRU, and removal and disposal of the old TRU. NYC DOT is conducting a strong tenant outreach and engagement campaign and will continue to engage new program participants.

Site Selection Process

As outlined in the environmental review, TRUs will be replaced at the HPPM located within the Hunts Point-Mott Haven mitigation community in the Bronx. This targeted program is a critical intervention for a community that experiences disproportionately high asthma rates.

Location and Allocated Funds

Because the Project Sponsors designated \$15M specifically for the replacement of TRUs at the HPPM (Table 12), the entirety of that funding is allocated to the Hunts Point-Mott Haven community. Consequently, \$15M of the community’s total \$18.9M allocated is immediately committed to this specific mitigation measure, establishing a substantial baseline for the community’s overall mitigation investment.

Table 12. Replacement of Transport Refrigeration Unit Location and Allocated Funds

Community	Allocated Funds (\$ Millions)
Hunts Point-Mott Haven	15.0

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Asthma Initiatives

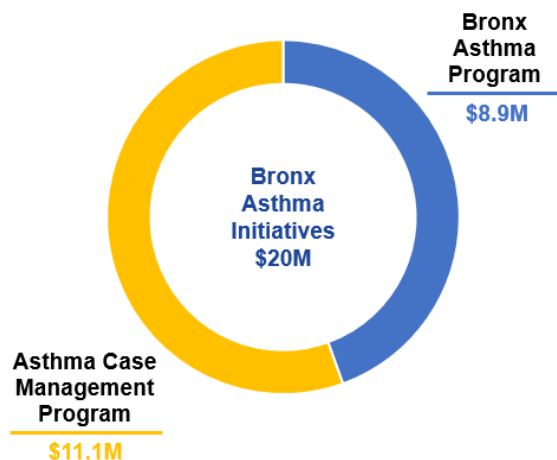
Program Description



The **\$20 million** Bronx Asthma Initiative represents a primary investment in public health divided between two programs designed to reduce hospitalizations, emergency room visits, and missed school days.

Bronx Asthma Program

The first component of this mitigation measure is the \$8.9 million Bronx Asthma Program, which will expand critical asthma-related services and education to the community. Referred to as the Bronx Asthma Center in the environmental review and Draft Mitigation Plan, the program has been renamed in response to comments to more accurately reflect its structure as a comprehensive public health program rather than as a walk-in facility. There is no change to the planned programming to be delivered by the Program which will deliver services where people live. This mitigation is established as a community-oriented service network rather than a single physical destination to maximize service delivery in the community. The Bronx Asthma Program will focus on four primary initiatives:



- **Implement Quality Improvement Project:** A comprehensive framework that engages health systems and community-based partners to integrate sustainable, evidence-based strategies and best practices across clinical settings. The program will support education for both patients and providers within NYC Health’s network and provide tools and trainings that will be shared with patients.
- **Expand asthma home environment trigger reduction:** The Bronx Asthma Program will increase referrals to expand the reach of NYC Health’s Healthy Homes and Integrated Pest Management programs, which address environmental asthma triggers such as pests and mold. These services include enforcement support for tenants diagnosed with moderate or severe persistent asthma. Health care providers, including community health workers, refer patients or clients with diagnosed moderate or severe persistent asthma to the Healthy Homes Program by either completing an online referral through the Citywide Immunization Registry or by faxing a completed referral form to the NYC Health Department. Referrals for the Integrated Pest Management Services are accepted via email or by phone.
- **Provide asthma self-management support:** Through contracts with Bronx-based community-based organizations, the Bronx Asthma Program will provide funding for asthma self-management education and care coordination for children ages 5 to 12 who have experienced repeat asthma-related emergency department visits or hospitalization.
- **Establish a Bronx Asthma Resource Hub:** The Bronx Asthma Program team will serve as a resource hub for community and clinical partners by offering educational workshops, stakeholder training, and public outreach. It will also support the development of tools,

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protocols, and evaluation strategies delivered through multiple channels. The Bronx Asthma Resource Hub will conduct a community needs assessment to inform the development of targeted programs and resources that address identified gaps and prioritize the most urgent needs. Presentations and workshops will likely include parent/child asthma self-management skills building, community-based organization program development, and asthma presentations tailored to parents, interested stakeholders, and community boards to raise awareness around creating healthier environments, navigating care, and understanding asthma management tools.

By delivering services through local community centers, health care partners, and direct participant outreach, the program increases access to asthma self-management education, quality improvement programming, trainings, and workshops. This approach, developed by NYC Health and its EJ coalition members, allows NYC Health to multiply the program's reach and impact and reduce geographic barriers. Residents across the Bronx mitigation communities can utilize the program without traveling to a walk-in facility. All Bronx mitigation communities will have equal access to the programming.

Asthma Case Management Program

The second component of this mitigation measure is the \$11.1 million ACMP, which provides intensive, school-based support for students with poorly controlled asthma and their families. ACMP operates within the Office of School Health, a joint program of NYC Health and New York City Public Schools (NYCPS). This program deploys case managers to work in schools directly with school nurses, school physicians, and community partners to coordinate medical administration, provide self-management education, and manage the distribution of medical supplies and educational materials. The ACMP directly addresses barriers driven by social determinants of health by working with families to identify and mitigate challenges that impact asthma control, including access to care and environmental triggers. By expanding these services to schools in mitigation communities, the initiative aims to significantly improve asthma control and decrease the frequency of symptomatic days and nights for students across the Bronx.

ACMP School Site Selection Process

The selection of schools for the ACMP is guided by eligibility criteria established in the environmental review, which identifies mitigation census tracts as priority areas for programming. Within these tracts in the Bronx, 43 public schools were identified as initial candidates. NYC Health reviewed this list to identify schools best suited for participation, with a target of 15 schools based on the amount of funding allocated to this program in the environmental review.

Selection criteria focused on New York City public schools serving grades kindergarten through 8 with a high concentration of students experiencing poorly controlled asthma. To support effective program implementation, schools were also required to have an NYC Office of School Health school nurse on-site and not already participate in another NYC Health asthma initiative. The Office of School Health will determine case manager school assignments based on programmatic needs and operational considerations.

In collaboration with school leadership within the mitigation communities, this evaluation process resulted in the identification of 15 priority schools. Because selection was informed by site-specific health data and each school's readiness to partner, the number of participating schools varies by

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community. The Office of School Health prioritized schools demonstrating a strong commitment to collaboration to ensure an efficient program rollout.

NYC Health will work closely with school leadership to integrate program staff and resources, while also engaging community stakeholders through parent town halls, PTA meetings, and social media to build awareness and support within each school community.

Location and Allocated Funds

The Bronx Asthma Program is designed to provide equal access to children and families across all Bronx mitigation communities. As such, the total \$8.9 million investment is structured as a shared allocation, reflecting the borough-wide scope of its community-based services, self-management support, and educational programming. Program delivery will remain flexible and demand-driven, with resources deployed based on documented community need and participation levels. Areas with higher asthma burden may receive proportionally greater support. The \$8.9 million investment will fund five years of operation and programming.

The 15 schools slated to receive ACMP programming are listed in Table 13 and illustrated in Figure 3. Funding for the ACMP is also distributed using a shared allocation model. The total CRZ Tolling investment of \$11.1 million is divided across the 15 participating schools, resulting in an approximate allocation value of \$740,000 per school.

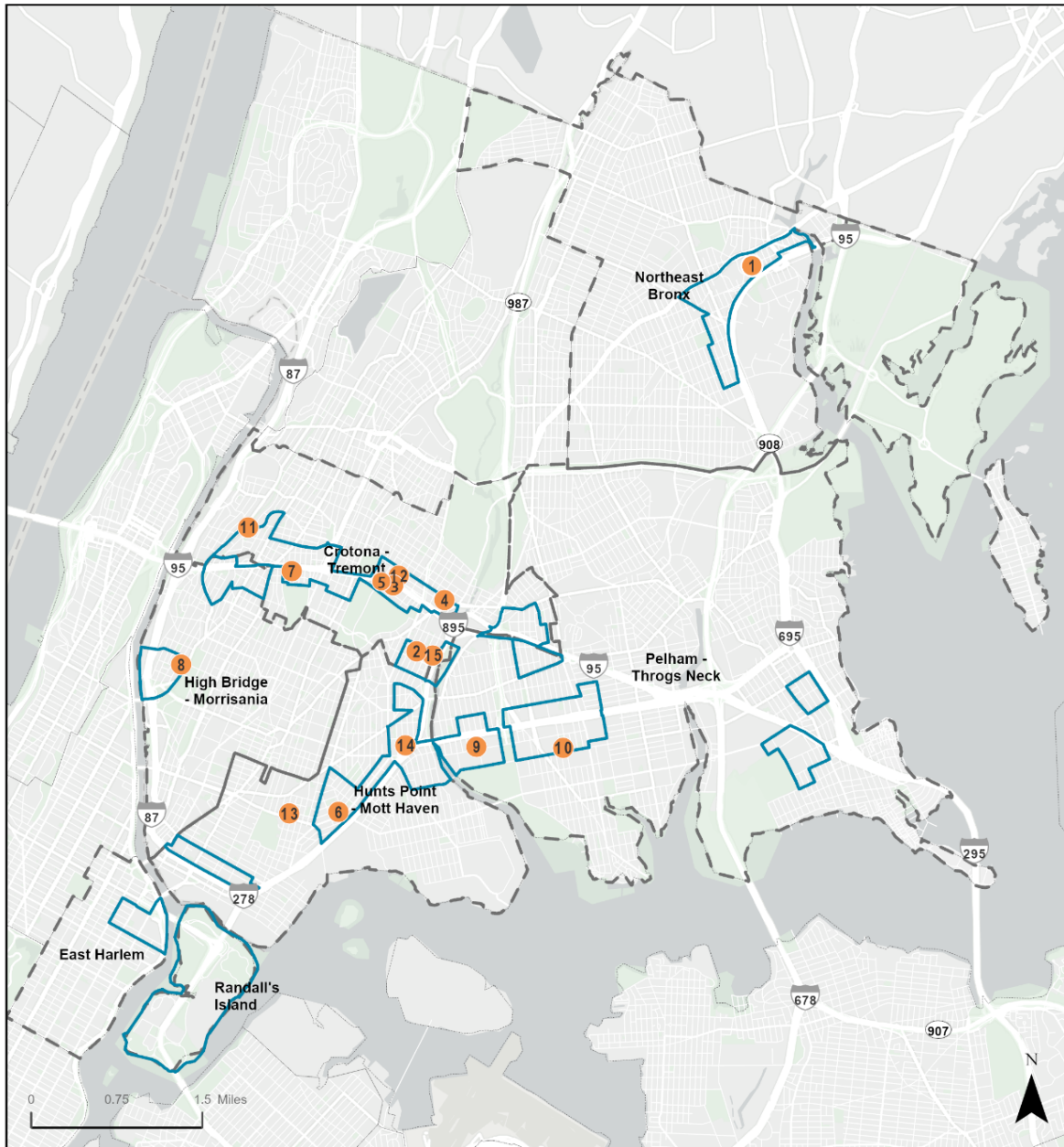
Table 13. Schools in the Asthma Case Management Program

Community	Schools
Crotona-Tremont	P.S. 006 West Farms
	P.S. 070 Max Schoenfeld
	P.S. 044 David C. Farragut
	Fairmont Neighborhood School
	Samara Community School
	P.S. 204 Morris Heights
	P.S. 211
	I.S. X318 Math, Science and Technology Through Arts
High Bridge-Morrisania	P.S. 073 Bronx
Hunts Point-Mott Haven	P.S. 062 Inocencio Casanova
	P.S. 5 Port Morris*
	P.S. 75 School of Research and Discovery
Northeast Bronx	Cornerstone Academy for Social Action Middle School
Pelham-Throgs Neck	P.S. 100 Isaac Clason
	P.S. 093 Albert G. Oliver

*Located outside of mitigation census tract but within broader mitigation community. As a non-zoned school in District 7, P.S. 5 Port Morris prioritizes admission based on district residency; as such, students residing within the District 7 mitigation census tract in Mott Haven are eligible to attend.

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Figure 3 | Locations of Schools in the Asthma Case Management Program



- | | | | | | |
|---|---|----|--|---|--------------------------|
| 1 | Comerstone Academy For Social Action Middle School (CASA) | 9 | P.S. 093 Albert G. Oliver | ● | Schools |
| 2 | Fairmont Neighborhood School | 10 | P.S. 100 Isaac Clason | ▭ | Mitigation Census Tracts |
| 3 | I.S. X318 Math, Science and Technology Through Arts | 11 | P.S. 204 Morris Heights | ▭ | Mitigation Communities |
| 4 | P.S. 006 West Farms | 12 | P.S. 211 | | |
| 5 | P.S. 044 David C. Farragut | 13 | P.S. 5 Port Morris | | |
| 6 | P.S. 062 Inocencio Casanova | 14 | P.S. 75 School of Research and Discovery | | |
| 7 | P.S. 070 Max Schoenfeld | 15 | Samara Community School | | |
| 8 | P.S. 073 Bronx | | | | |

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Table 14 includes the total allocation for the Bronx Asthma Initiatives, which includes both the Bronx Asthma Program allocation and the ACMP allocation.

Table 14. Bronx Asthma Initiatives Allocated Funds

Community	Bronx Asthma Program Allocation (\$ Millions)	ACMP Allocation (\$ Millions)	Total (\$ Millions)
Crotona-Tremont	1.8	5.9	7.7
High Bridge-Morrisania	1.8	0.7	2.5
Hunts Point-Mott Haven	1.8	2.2	4.0
Northeast Bronx	1.8	0.7	2.5
Pelham-Throgs Neck	1.8	1.5	3.3
Total*	8.9	11.1	20

* Total figures represent the full program allocation, while individual community values are rounded to the nearest tenth of a million. Consequently, individual community allocations may not sum exactly to the reported program totals of \$8.9 million and \$11.1 million.

Implement Electric Truck Charging Infrastructure

Program Description



A primary focus of this environmental review commitment is to address truck traffic and associated emissions. The Electric Truck Charging Infrastructure mitigation measure is a **\$20 million** investment aimed at reducing NO_x and PM_{2.5} emissions by expanding truck electrification within the mitigation communities. The funding includes \$10 million from CRZ Tolling revenue and \$10 million from federal funding

administered by NYSDOT.

The initiative will support the installation of new electric truck charging infrastructure serving trucks operating within and traveling through New York City's mitigation communities. While chargers will be located at specific sites, their impact on air quality extends across a broader area by enabling greater adoption of electric trucks using the corridors in which the infrastructure is placed. The transition is expected to deliver air quality improvements by reducing diesel exhaust emissions along key transportation corridors.

Site Selection Process

The site selection process for electric truck charging infrastructure prioritized locations within the mitigation communities that function as established freight corridors. By focusing on sites already used by medium- and heavy-duty trucks, the program aligns new infrastructure with existing commercial traffic patterns and targets locations where electrification can have the greatest impact.

To identify priority locations, the New York Metropolitan Transportation Council (NYMTC) Clean Freight Corridors Study¹⁷ was consulted to identify key regional freight hubs. The study designates

¹⁷ NYMTC Clean Freight Corridors Planning Study Final Report, April 4 2022 (www.nymtc.org)

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Hunts Point as an “Established/Growing” freight cluster along the I-95 and I-278 corridors, and identifies segments of I-278 and NY-27 in Brooklyn as “Established” freight clusters. These designations reflect high freight activity, making them strong candidates for electric charging investment.

To enhance technical feasibility and cost-effectiveness, the Project Sponsors worked collaboratively to identify both public and private sites with experienced owners capable of implementing complex electrification projects. The strategy focused on leveraging sites with planned or ongoing development initiatives to maximize the impact of mitigation funding. Sites requiring new acquisition or developments were not pursued due to cost and schedule uncertainties.

Potential locations were identified by intersecting geographic data, specifically existing truck routes and Industrial Business Zones (IBZs)¹⁸, with market analyses. This methodology prioritized infrastructure siting in locations where the projected demand for medium- and heavy-duty electric truck charging was most concentrated. This process resulted in the identification of three projects:

- Electric Truck Charging at the HPPM
- Electric Truck Charging at the Brooklyn Navy Yard
- Electric Vehicle Charger Incentive (EVCI) Program in three Bronx mitigation communities

Electric Truck Charging at Hunts Point Produce Market

This initiative allocates **\$10 million** to support the installation of approximately 32 truck chargers as an addition to the broader HPPM redevelopment. Led by the New York City Economic Development Corporation (NYC EDC), this more than \$600 million project will transform the aging produce market into a modern food distribution hub. Utilizing the mitigation funds to add electric truck charging leverages a substantial redevelopment project that is already funded and well-advanced in the procurement process, thereby maximizing the impact of the funds. While the baseline project already includes 10 chargers, the additional units will substantially expand charging capacity. Co-locating chargers within the upgraded market supports the transition to electric fleets serving one of the city’s most critical food supply chain facilities.

Electric Truck Charging at Brooklyn Navy Yard

The Brooklyn Navy Yard, a 300-acre industrial waterfront complex operated by the Brooklyn Navy Yard Development Corporation in the Downtown Brooklyn-Fort Greene community, experiences frequent medium- and heavy-duty truck activity from tenant operations and deliveries. This initiative allocates **\$3 million** to incorporate electric truck charging into the Navy Yard’s Transportation Open Space Plan. The Plan will modernize the Brooklyn Navy Yard’s industrial campus and improve the connection to the surrounding community. Funding will support installation of approximately eight truck chargers, supporting cleaner freight operations.

¹⁸ Industrial Business Zones (IBZs) were created in 2006 to support industrial and manufacturing firms. IBZs are comprised entirely of manufacturing-zones land. There are 21 IBZs throughout the City: Brooklyn Navy Yard, East New York, Flatlands/Fairfield, Greenpoint/Williamsburg, North Brooklyn, Southwest Brooklyn, Bathgate, Eastchester, Hunts Point, Port Morris, Zerega, Jamaica, JFK, Long Island City, Maspeth, Ridgewood, Steinway, Woodside, North Shore, West Shore, Rossville

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Charger Incentive Program in Three Bronx Communities

The remaining **\$7 million** will fund a new EVCI Program, designed as an extension of the New York City Clean Trucks Program (NYCCTP). This voluntary, opt-in program provides financial assistance for charging infrastructure to fleets adopting battery electric vehicles (BEVs) through NYCCTP. By helping offset the cost of depot charging, the EVCI Program addresses a major barrier to fleet electrification and enhances the effectiveness of existing vehicle incentives.

Where available, EVCI Program funding will be combined with existing utility incentive programs to create more comprehensive financial packages and improve overall feasibility for participating businesses.

The program will focus on three Bronx mitigation communities: Crotona-Tremont, Pelham-Throgs Neck, and the Northeast Bronx. These communities were selected based on:

- Existing truck routes
- The presence of IBZs that house truck facilities
- Additional viable sites for electric truck charging infrastructure

The Bathgate IBZ is in Crotona-Tremont, the Zerega IBZ is in Pelham-Throgs Neck, and the Eastchester IBZ is in Northeast Bronx. While the IBZs serve as key anchors, eligibility is not limited to businesses within their boundaries.

As an opt-in program, applicant demand will drive the deployment of the \$7 million in funding. The Project Sponsors will continue to evaluate opportunities within the three mitigation communities for demand and appropriate sites to install charging infrastructure. Sites such as warehouses, distribution centers, and fleet depots operating within the mitigation communities will be encouraged to apply.

Location and Allocated Funds

For electric truck charging infrastructure, emissions reductions will be driven primarily by where trucks operate and not only where charging infrastructure is located. Accordingly, funding allocations for the HPPM (\$10 million) and the Brooklyn Navy Yard (\$3 million) are based on a model reflecting the environmental impact of truck traffic. Because trucks serving these facilities travel along routes that pass through multiple mitigation communities, the resulting air quality improvements will be experienced across those communities. For example, although charging infrastructure will physically be installed at the HPPM, emissions reductions will occur in all nearby mitigation communities along truck travel routes to and from the market.

To quantify these corridor-wide improvements, the analysis mapped the movement of medium- and heavy-duty trucks between the HPPM, the Brooklyn Navy Yard, and nearby mitigation communities. Truck flow data were weighted against population exposure to identify where emissions reductions would have the greatest impact. Using StreetLight Data, the analysis developed an origin-destination (OD) flow intensity index to estimate relative truck volumes between key hubs and nearby communities. This approach integrates truck activity with population exposure, so funding allocations reflect both freight intensity and the number of people affected by emissions. A detailed methodology for this approach is provided in Appendix C.

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The remaining \$7 million, designated for the EVCI program in other Bronx communities, is currently categorized as a direct allocation. Because the program relies on voluntary opt-in applications from private fleet operators and depot owners, specific project locations and associated travel routes are not yet known. Funding is therefore allocated directly to each of the three mitigation communities where participating facilities are expected to be located.

Allocations for the electric truck charging programs are listed in Table 15 and illustrated in Figure 4.

Table 15. Electric Truck Charging Infrastructure Location and Allocated Funds

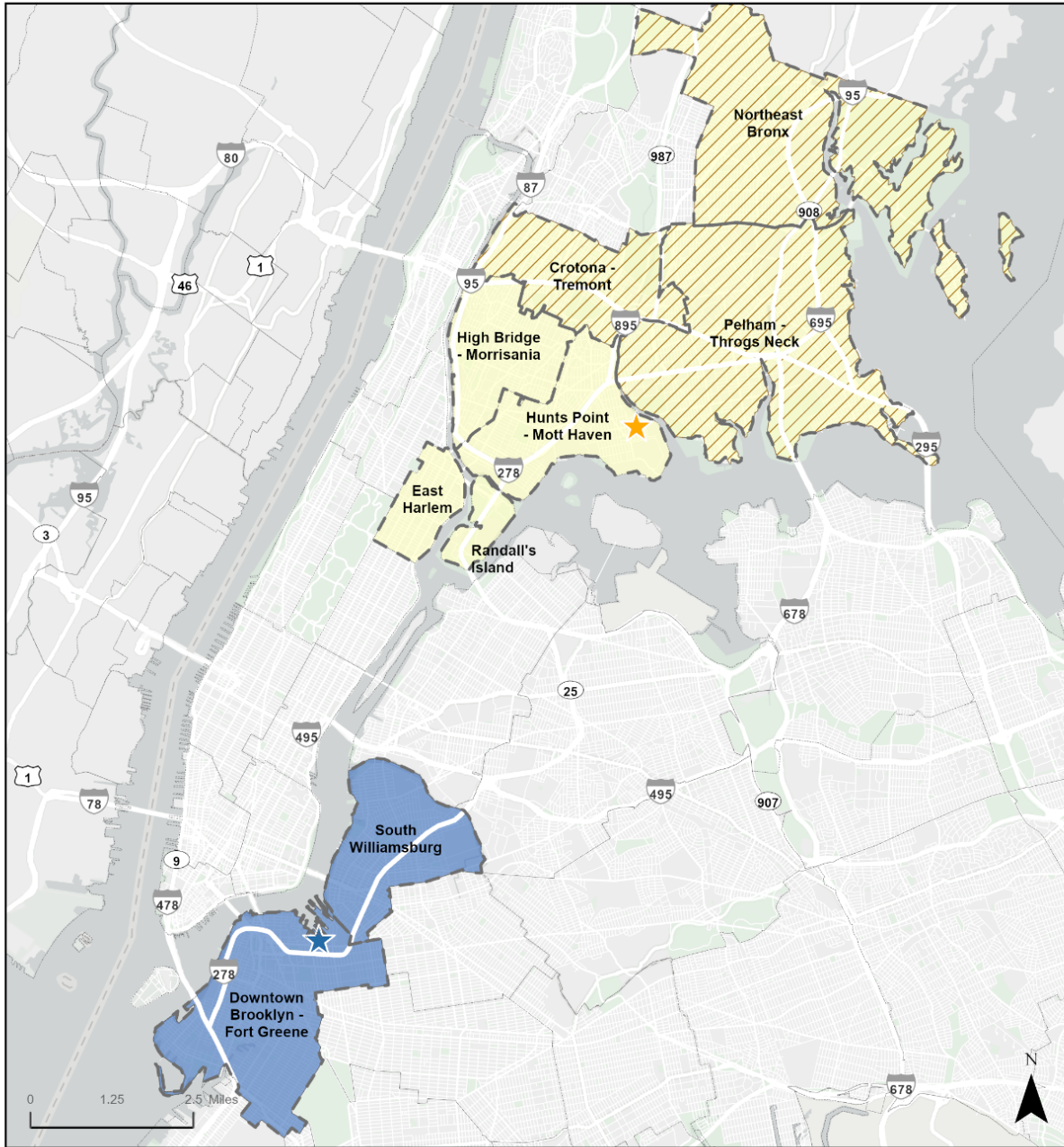
Community	Allocation (\$ Millions)			Total
	Hunts Point Produce Market Shared Allocation	Brooklyn Navy Yard Shared Allocation	Electric Vehicle Charger Incentive Program	
Crotona-Tremont	2.7	-	2.0	4.7
High Bridge-Morrisania	1.4	-	-	1.4
Hunts Point-Mott Haven	3.2	-	-	3.2
Northeast Bronx	0.2	-	1.7	1.9
Pelham-Throgs Neck	2.3	-	3.3	5.5
Downtown Brooklyn-Fort Greene	-	1.6	-	1.6
South Williamsburg	-	1.4	-	1.4
East Harlem	0.3	-	-	0.3
Randall's Island*	0.0	-	-	0.0
Total**	10.0	3.0	7.0	20.0

* Figures in this table are rounded to the nearest tenth of a million (\$0.1M). The \$0.0 million value for this category represents an actual allocation of \$10,000, which falls below the rounding threshold.

** Total figures represent the full program allocation, while individual community values are rounded to the nearest tenth of a million. Consequently, individual community allocations may not sum exactly to the reported program totals of \$10 million, \$3 million and \$7 million.

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Figure 4 | Electric Truck Charging Projects and Allocations



- ★ Hunts Point Produce Market
- ★ Brooklyn Navy Yard
- Brooklyn Navy Yard Shared Allocation
- EV Charger Incentive Program
- Hunts Point Produce Market Shared Allocation
- Mitigation Communities

Upgrade Air Filtration Systems in Schools Near Highways

Program Description



Upgrading or installing air filtration systems in schools located near major roadways reduces the indoor concentration of air pollutants. Supported by a total allocation of **\$10 million**, this program aims to improve air quality for students and staff in areas where outdoor emissions may affect indoor environments. Recognizing that school facilities vary significantly in age, design, and mechanical systems, the program does not apply a uniform hardware solution. Instead, filtration upgrades are tailored to the existing conditions of each building. Communities in both New York and New Jersey are eligible for this mitigation measure. As established in the environmental review, eligible schools must be located in census tracts within 300 meters (approximately 1,000 feet) of highways where increased truck traffic was projected.

New York

School Site Selection Process

The site selection process in New York began with identifying schools located within 300 meters of highways in mitigation census tracts with projected increases in truck traffic¹⁹. Consistent with environmental review commitments, the Project Sponsors coordinated closely with relevant local implementing agencies.

As a result, the Project Sponsors worked directly with NYCPS to identify potentially suitable sites. An initial spatial analysis identified 31 school buildings, several of which house multiple school entities. NYCPS then conducted a screening process to refine the list. Standalone charter schools were excluded because they are not operated or maintained by NYCPS, resulting in a final set of 25 priority buildings.

NYCPS then collaborated with school leadership to conduct technical evaluations of each building. These assessments considered building-specific factors, including the presence or absence of central heating, ventilation, and air conditioning (HVAC) systems and other ventilation configurations. Based on these conditions, tailored upgrade options were developed for each site. NYCPS engaged principals and building administrators to review program goals and gather input on the most appropriate upgrade strategies.

Following this consultation, NYCPS developed a customized scope of work and estimated costs for each building. NYCPS engaged school leadership for each building again to review and finalize these plans, so selected upgrades aligned with operational needs. Where multiple options were available, principals were given the opportunity to choose the most suitable approach for their school.

¹⁹ While the environmental review defined school eligibility as schools in *census tracts* within 300 meters of highways, Project Sponsors refined this requirement during implementation to focus specifically on *schools* located within the 300-meter buffer. The narrowing concentrates funding where environmental burdens from highway truck traffic are most acutely experienced. The 300-meter threshold was documented in the environmental review and is based on EJScreen technical documentation and research from the Urban Institute concluding that roadway-related pollution is most persistent and concentrated within these closer boundaries.

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Stakeholder feedback on the Draft Mitigation Plan identified that P.S. 287 in Downtown Brooklyn-Fort Greene is already fully funded for renovation as part of a development project. As a result, P.S. 307, situated only two blocks away, was proposed as a location for air filtration upgrades for this mitigation community. While P.S. 307 sits just outside the mitigation census tract boundary, it is within 300 meters of the highway, and many residents within the mitigation census tract are zoned to this school. Consequently, funds will be allocated to nearby schools in the area, including P.S. 307 and P.S. 067. P.S. 067, which was identified in the Draft Mitigation Plan as a school receiving upgrades, will receive additional funding with this adjustment, allowing for an expanded scope.

Moving forward, NYCPS will coordinate directly with each selected school to outline project phasing and implementation timelines. Community engagement will be conducted through each school's School Leadership Team (SLT), which typically includes school staff, students, parents, community representatives and the United Federation of Teachers. NYCPS will present details at SLT meetings and address stakeholder feedback and questions.

Location and Allocated Funds

Based on each building's existing ventilation system, one or more of the following upgrades may be implemented:

- Installation of new filter racks on fresh air supply systems to accommodate the highest possible Minimum Efficiency Report Value (MERV) filters and/or carbon filtration
- Increasing MERV rating to the highest level supported by each machine's system specifications to improve capture of fine particles
- Replacement of non-functioning window air-conditioning units to restore filtration and humidity control
- Installation or repair of mini-split or window units in large gathering areas lacking adequate climate control or filtration
- Installation of cooling coils within existing air supply ductwork and conversion from pneumatic controls to Direct Digital Controls for improved system performance

The schools receiving upgrades, along with the allocated funds by community, are listed in *Table 16* and illustrated in Figure 5 and Figure 6.

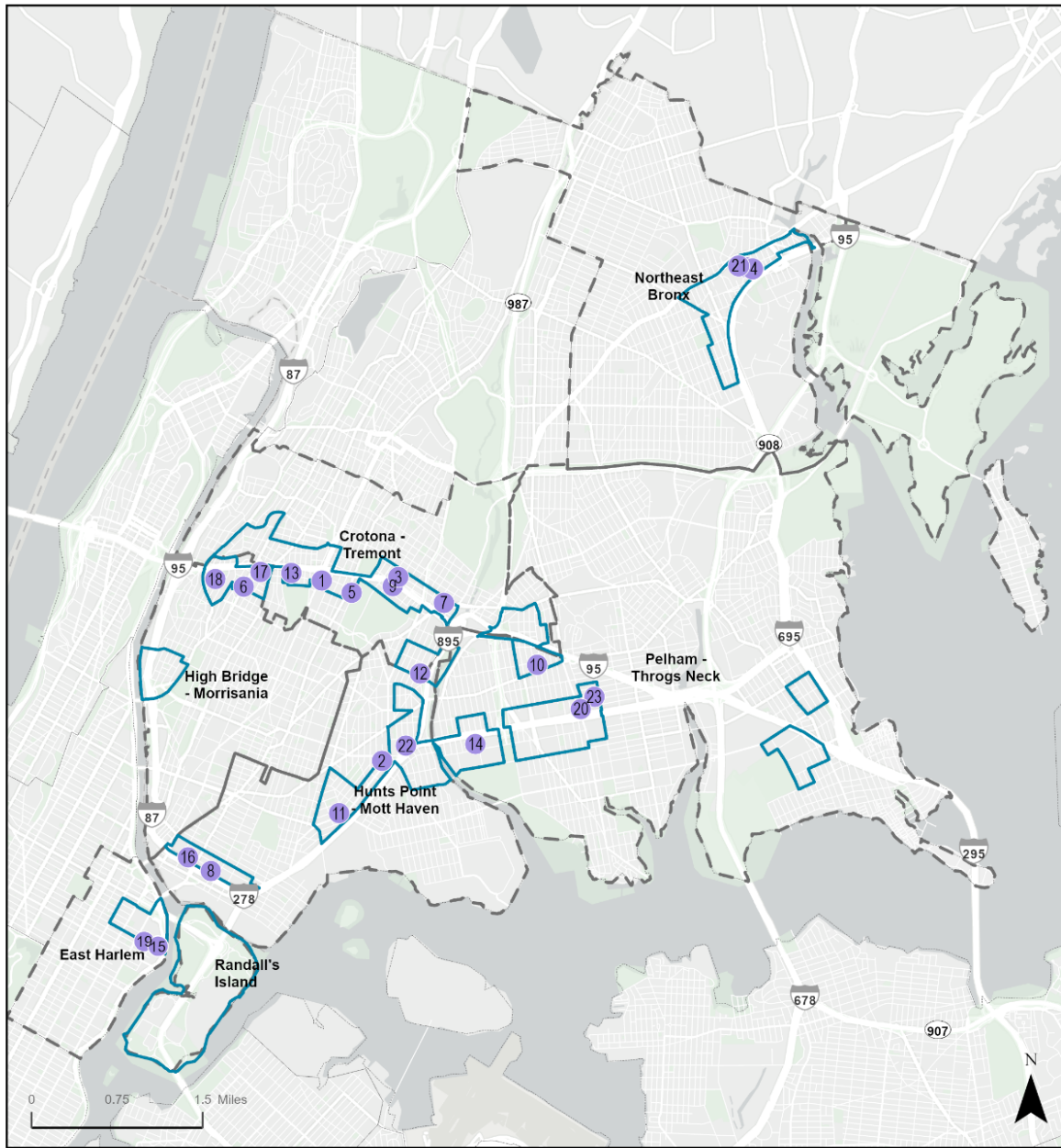
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Table 16. Air Filtration Upgrades in NY Schools Locations and Allocated Funds

School Name	Allocated Funds (\$ Millions)
Crotona-Tremont	2.8
P.S. 006 West Farms/Vida Bogart School for All Children P.S. 066 School of Higher Expectations/Fannie Lou Hamer MS/HS P.S. 070 Max Schoenfeld Icahn Charter School 6/PSMS 004 Crotona Park West Bronx Leadership Academy High School P.S. 044 David C. Farragut Children's Aid College Prep Charter School/PS211/ISX318 MST through Arts	
High Bridge-Morrisania	0.4
P.S. 199X - The Shakespeare School Mount Eden Children's Academy/Comprehensive Model School Project M.S. 327 P.S. 170	
Hunts Point-Mott Haven	1.8
P.S. 043 Jonas Bronck P.S. 154 Jonathan D. Hyatt/South Bronx Classical Charter School II P.S. 062 Inocensio Casanova Bronx Studio School for Writers and Artists P.S. 75 School of Research and Discovery	
Northeast Bronx	0.1
Cornerstone Academy for Social Action P.S. 723	
Pelham Throgs Neck	0.5
P.S. 583 The Dr. Emmett W. Bassett School P.S. 093 Albert G. Oliver/Bronx Arena High School/Icahn Charter School 7 P.S. 047 John Randolph	
Downtown Brooklyn-Fort Greene	1.3
P.S. 307 Daniel Hale Williams P.S. 067 Charles A. Dorsey/Community Roots Charter School	
East Harlem	0.7
P.S. 206 Jose Celso Barbosa P.S. 112 Jose Celso Barbosa	
Total	7.6

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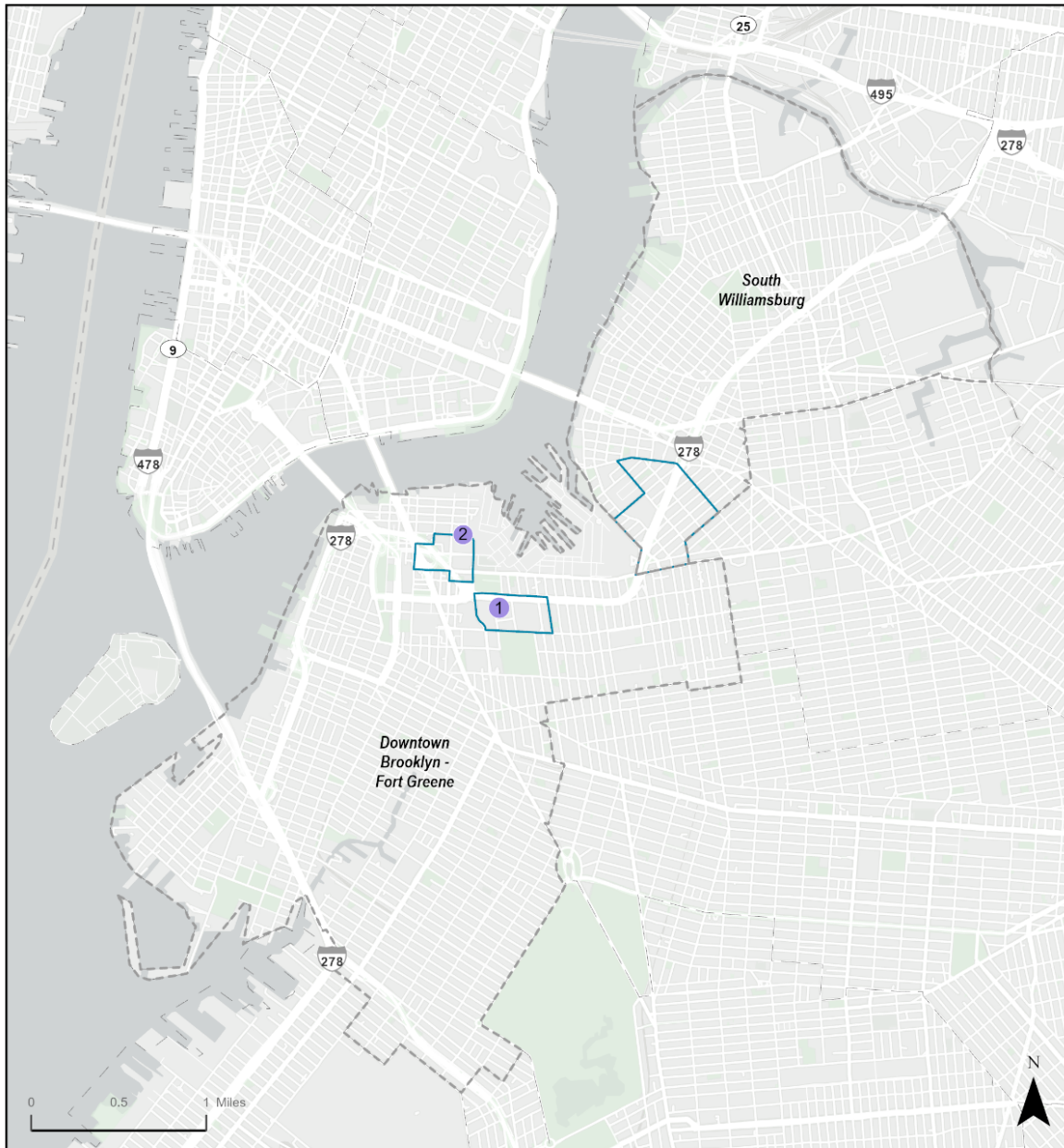
Figure 5 | Locations of Air Filtration Upgrades in NY Schools – Bronx and Manhattan



- | | | | |
|---|---|---|----------------------------|
| 1 Bronx Leadership Academy High School | 8 P.S. 043 Jonas Bronck | 16 P.S. 154 Jonathan D. Hyatt | ● Schools |
| 2 Bronx Studio School for Writers and Artists | 9 P.S. 044 David C. Farragut | 17 P.S. 170 | ▭ Mitigation Census Tracts |
| 3 Children's Aid College Prep Charter School | 10 P.S. 047 John Randolph | 18 P.S. 199X - The Shakespeare School | ▭ Mitigation Communities |
| 4 Cornerstone Academy for Social Action | 11 P.S. 062 Inocencio Casanova | 19 P.S. 206 Jose Celso Barbosa | |
| 5 Icahn Charter School 6 | 12 P.S. 066 School of Higher Expectations | 20 P.S. 583 | |
| 6 Mount Eden Children's Academy | 13 P.S. 070 Max Schoenfeld | 21 P.S. 723 | |
| 7 P.S. 006 West Farms | 14 P.S. 093 Albert G. Oliver | 22 P.S. 75 School of Research and Discovery | |
| | 15 P.S. 112 Jose Celso Barbosa | 23 The Dr. Emmett W. Bassett School | |

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Figure 6 | Locations of Air Filtration Upgrades in NY Schools - Brooklyn



- 1 P.S. 067 Charles A. Dorsey
- 2 P.S. 307 Daniel Hale Williams
- Schools
- Mitigation Census Tracts
- Mitigation Communities

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New Jersey

Site Selection Process

In New Jersey, the site selection process also began by identifying schools within 300 meters of highways in mitigation census tracts where truck traffic was projected to increase²⁰. This initial screening identified five potential schools: four in Newark and one in the City of Orange. TBTA engaged the respective Boards of Education to assess the technical and operational feasibility of implementing air filtration upgrades at each location.

In collaboration with the Newark Board of Education, three elementary schools were ultimately identified as priority sites. Although a fourth eligible school, a county high school constructed in 2018, met the screening criteria, it was not selected due to its relatively newer infrastructure and the need to prioritize facilities with greater upgrade requirements with the available funding.

For the selected elementary schools, the Newark Board of Education prepared draft scopes of work tailored to each building's needs. To solicit feedback, two stakeholder engagement sessions were held on October 7, 2025. Participants were invited by the Newark Board of Education and the City of Newark Office of Sustainability and included local stakeholders and community representatives. These sessions, offered during both daytime and evening hours, provided an opportunity for attendees to learn about proposed upgrades and provide feedback on project scopes.

In the City of Orange, Oakwood Avenue Elementary was the only public school that met the initial screening criterion of being located within 300 meters of a highway in the mitigation census tract. However, a technical evaluation determined that the building's age and structural limitations would make the required upgrades prohibitively expensive, exceeding the allocated mitigation funding. TBTA and the Orange Board of Education determined that pursuing filtration upgrades as a standalone project would not be an efficient use of resources. Consequently, the Orange Board of Education proposed redirecting funding to the Parks and Greenspace mitigation category (see *Renovate Parks and Greenspace* for additional information).

Location and Allocated Funds

Air filtration upgrades in Newark will be implemented at Dr. Alma Flagg Elementary School, Sussex Avenue Elementary School, and McKinley Elementary School. Existing systems that currently utilize standard MERV filters will be replaced with modern equipment designed to support more advanced filters and therefore enhance air filtration. The scope of work also includes replacement of dedicated outdoor air units as well as upgrades to self-contained unit ventilators and large-scale packaged HVAC units. The selected schools and total funding for the Newark community are listed in Table 17 and illustrated in Figure 7.

²⁰ While the environmental review defined school eligibility as schools in *census tracts* within 300 meters of highways, Project Sponsors refined this requirement during implementation to focus specifically on *schools* located within the 300-meter buffer. The narrowing concentrates funding where environmental burdens are most acutely experienced. The 300-meter threshold was documented in the environmental review and is based on EJScreen technical documentation and research from the Urban Institute concluding that roadway-related pollution is most persistent and concentrated within these closer boundaries.

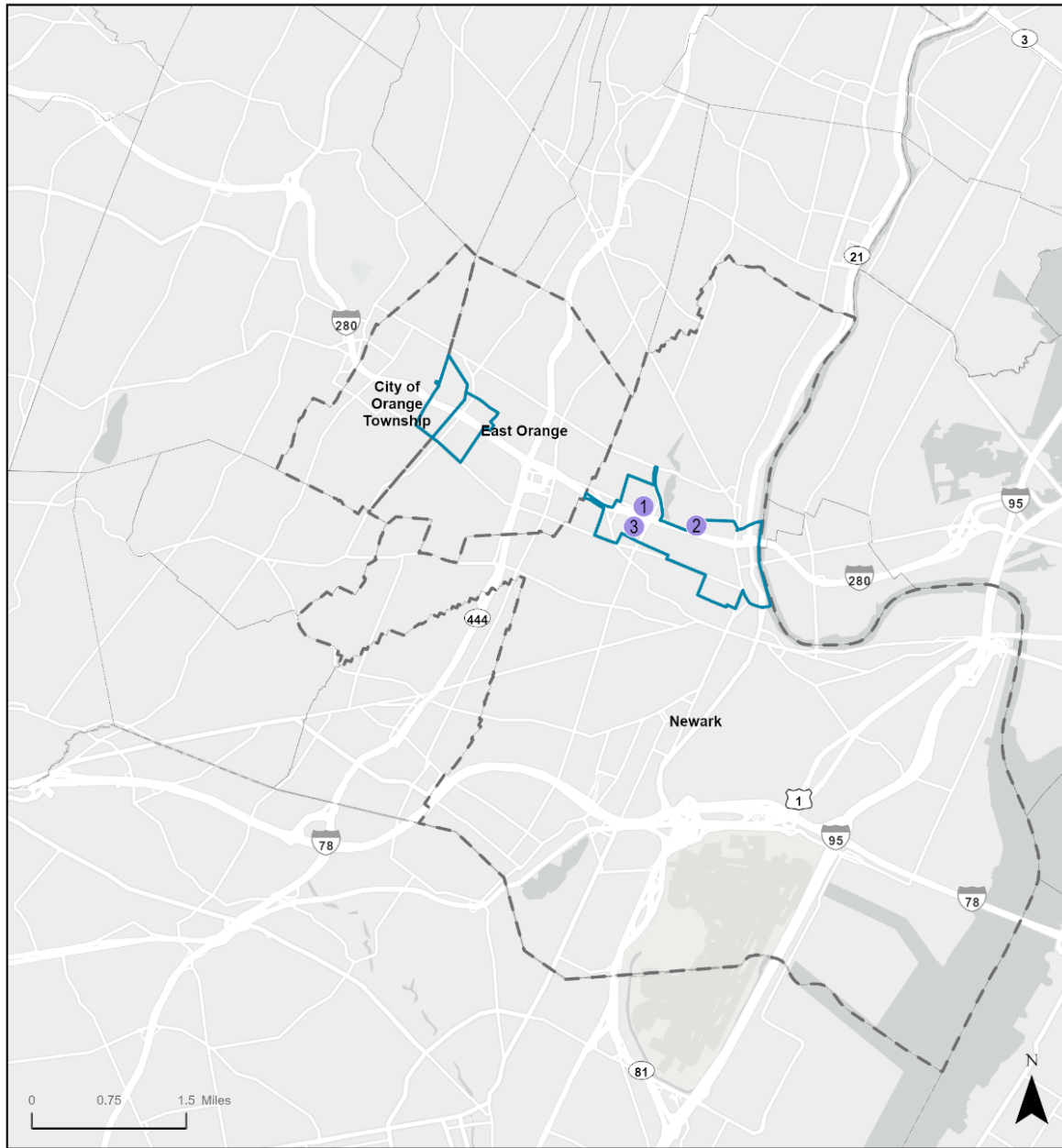
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Table 17. Air Filtration Upgrades in NJ Schools Locations and Allocated Funds

School Name	Allocated Funds (\$ Millions)
Newark	2.4
Dr. Alma Flagg Elementary School Sussex Avenue Elementary School McKinley Elementary School	
Total	2.4

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Figure 7 | Locations of Air Filtration Upgrades in NJ Schools



- 1 Dr. E. Alma Flagg Elementary School
- 2 Mckinley Elementary School
- 3 Sussex Avenue Elementary School
- Schools
- ▭ Mitigation Census Tracts
- ▭ Mitigation Communities

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Renovate Parks and Greenspace

Program Description



The renovation of parks and greenspace mitigation measure has a total baseline allocation of **\$25 million**.²¹ As outlined in the environmental review, these investments are intended to enhance community well-being through the expansion and upgrade of green spaces, including tree planting and park improvements. Depending on the specific improvements implemented, these projects may improve environmental and social conditions such as by reducing local air temperatures, improving air quality, managing stormwater runoff, and supporting opportunities for physical exercise and social interaction. Projects are prioritized for locations within or immediately adjacent to mitigation communities. In some cases, improvements may be located outside the boundary of a mitigation census tract, provided the amenities remain accessible to residents of those communities.

New York

Site Selection Process

The site selection process for New York parks was a collaborative effort between the Project Sponsors and New York City Department of Parks and Recreation (NYC Parks). This partnership identified priority sites by balancing the specific mitigation community allocations with considerations such as site feasibility, implementation timelines, and ongoing community input. Working within the boundaries of the 13 mitigation communities, NYC Parks identified parks and green spaces that needed investment. To maximize the impact of the funding, NYC Parks aligned these mitigation efforts with existing equity-driven initiatives, such as the Community Parks Initiative (CPI), which identifies neighborhoods in greatest need of investment. NYC Parks also sought opportunities to leverage the mitigation funds with other City funding for Parks projects. In some cases, NYC Parks was able to add scope to planned capital projects that were already in process. In other cases, NYC Parks proposed new reconstruction projects. Community input that NYC Parks had previously received was helpful in guiding the project selection process. Because projects were selected based on a combination of factors including budget, schedule, and location, each project is unique.

For most of these renovations, NYC Parks will follow its standard three-phase capital process consisting of design, procurement, and construction. A central component of the design phase is extensive community engagement. For new reconstructions, this includes public outreach to explain project goals, input sessions to gather feedback, and the incorporation of that feedback to inform final design. Engagement continues through multiple checkpoints, including presentations to local Community Board Parks Committees and the Public Design Commission. For projects already in the design phase, where mitigation funding is being used to expand existing scopes, the agency has already conducted community engagement efforts. For many of the parks identified in this section,

²¹ While the baseline allocation for this category is \$25 million, the FMP directs approximately \$30 million toward Parks and Greenspace. This reflects a strategic \$5 million increase to the total program budget to address the geographic funding anomaly in the Hunts Point-Mott Haven community.

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residents will have the opportunity to provide direct input on specific elements and priorities of the work.

Proposed Location and Allocated Funds

The proposed investments in New York parks are significant capital reconstruction projects rather than routine maintenance activities like bench painting or trash collection. NYC Parks has focused this funding on full-scale renovations of existing parks within its current portfolio so these community assets receive necessary upgrades. Across all selected sites, NYC Parks is committed to enhancing greenery by adding trees, shrubs, and other greenery whenever feasible, alongside critical drainage improvements. The scope of work varies by location to address the specific needs of each mitigation community:

- **Bronx Playgrounds (Hill and Dale Playground, Space Time Playground, and Merriam Upper Playground):** These sites will undergo major capital reconstructions of popular playground facilities. This work includes the installation of new playground equipment, seating, safety surfacing, basketball courts, and security lighting, along with improvements to draining, and pathways. Existing trees will be preserved whenever practical and those in poor condition will be replaced with new trees and plantings.
- **Bridge Park:** This project will revitalize an underinvested site immediately adjacent to the Brooklyn-Queens Expressway and focuses on new fencing, basketball courts, seating, and drainage improvements.
- **Roebling Playground:** By leveraging mitigation funds alongside contributions from other funding sources, this project has a budget of over \$19 million and will redesign and reconstruct a critical asset for the South Williamsburg community. The project includes a new multipurpose play area, public restroom building, playground equipment, water features, synthetic turf, and basketball courts.
- **Marcus Garvey Park:** This investment will expand the scope of an existing project that will transform a centrally located public plaza within one of Harlem's flagship neighborhood parks. The additional mitigation funding will enhance the user experience and public safety at the Acropolis plaza, which features a signature historic fire tower and sweeping panoramic views.
- **Scylla Picnic Area on Randall's Island:** This project is adjacent to a large educational farm that is heavily programmed for school groups and the public but has not yet been upgraded to accommodate the current volume of use. The project will include the installation of new concrete pads underneath picnic tables for ADA accessibility, seating upgrades, pathway improvements, and will proceed concurrently with Randall's Island Park Alliance's Urban Pathways Project, which will improve accessibility in the area surrounding the adjacent farm.

The allocated funding for each park project is listed in Table 18 and illustrated in Figure 8 and Figure 9.

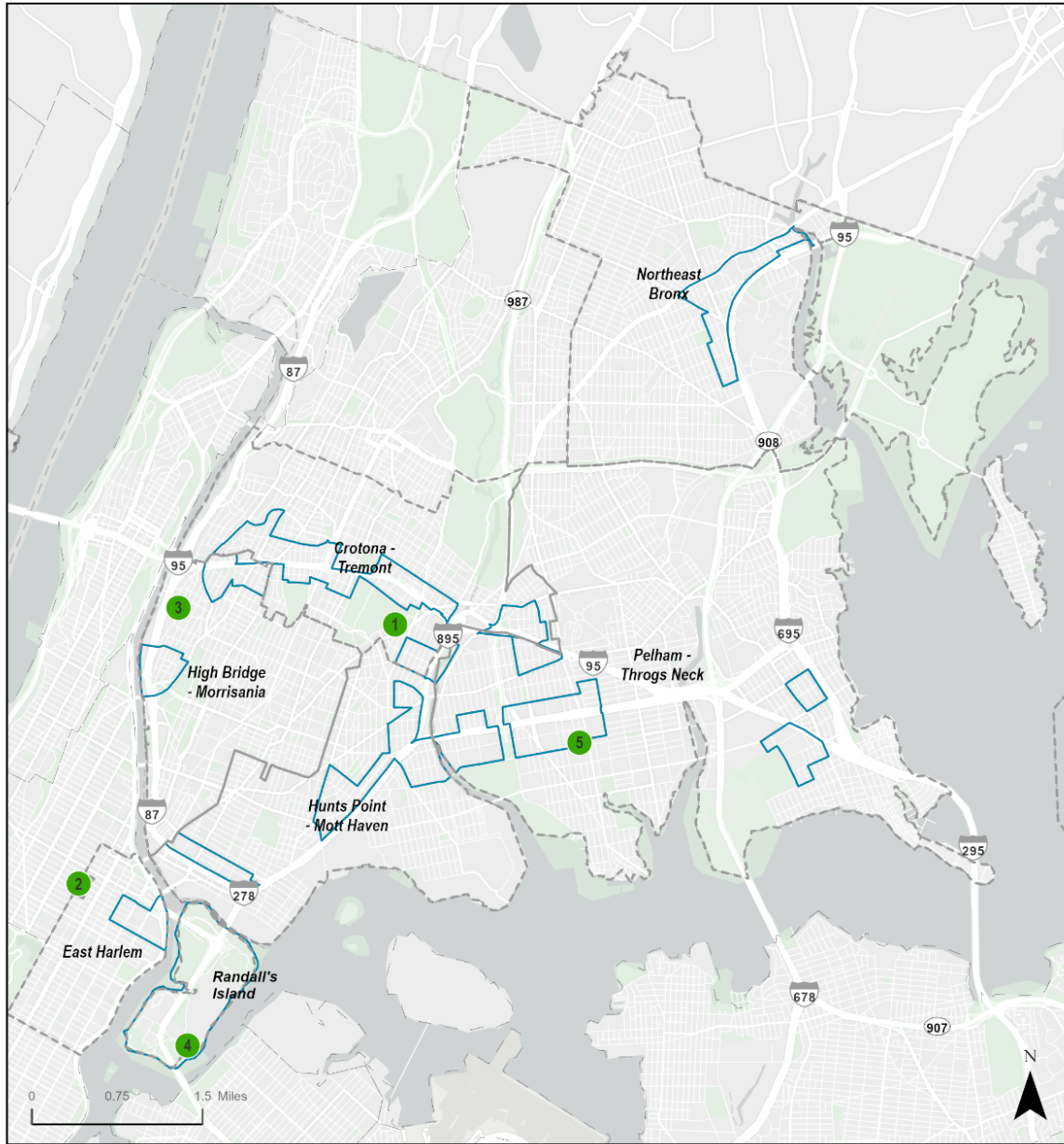
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Table 18. Parks and Greenspace Upgrades in NY Locations and Allocated Funds

Community	Park	Allocated Funds (\$ Millions)
Crotona-Tremont	Hill & Dale Playground (Crotona Park)	7.2
High Bridge-Morrisania	Merriam Upper Playground	3.6
Pelham-Throgs Neck	Space Time Playground	4.5
Downtown Brooklyn-Fort Greene	Bridge Park	2.0
South Williamsburg	Roebing Playground	6.0
East Harlem	Marcus Garvey Park	3.5
Randall's Island	Scylla Picnic Area	0.9
Total		27.7

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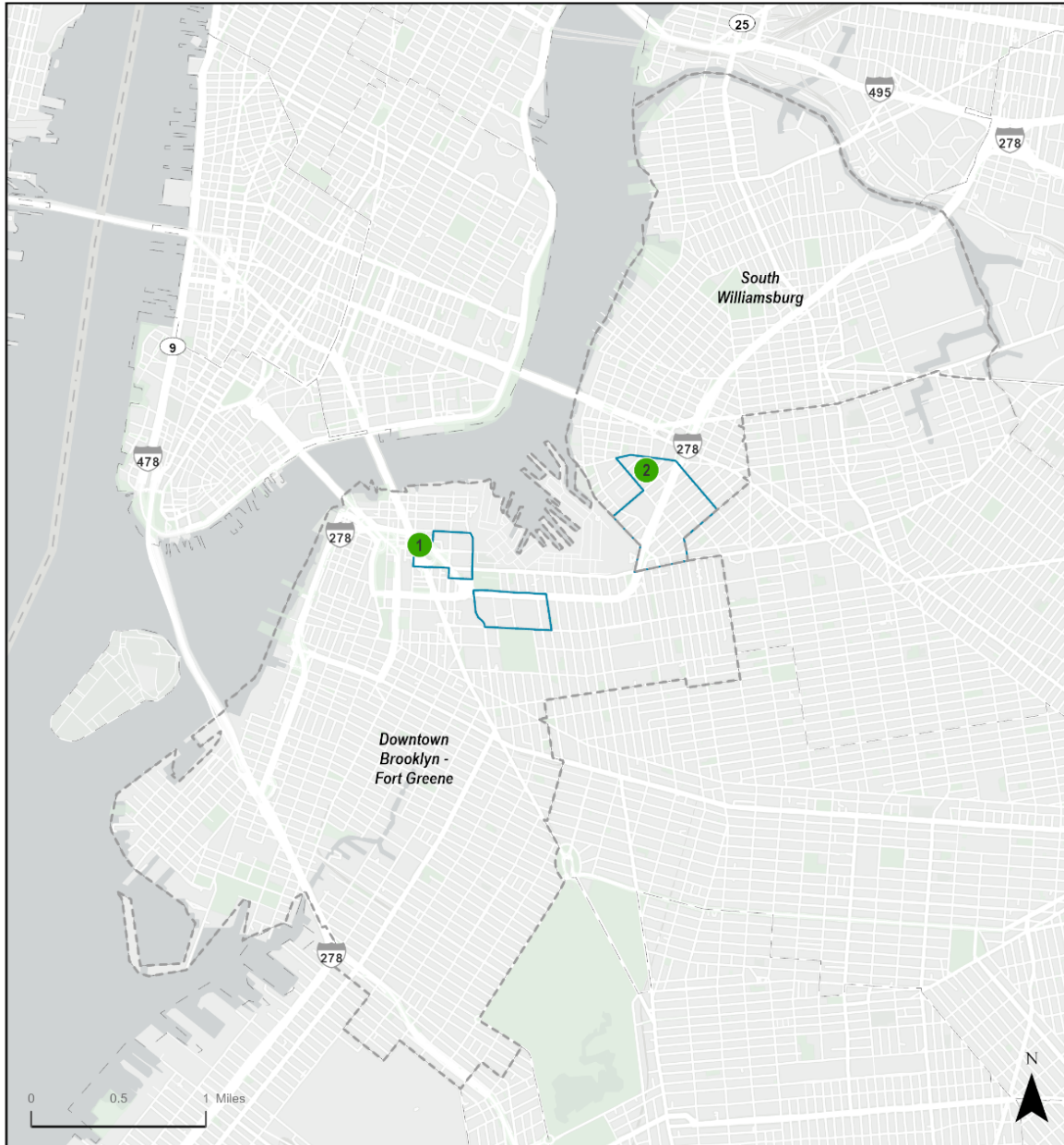
Figure 8 | Location of NY Parks and Greenspace Upgrades – Bronx and Manhattan



- 1 Hill & Dale Playground (Crotona Park)
- 2 Marcus Garvey Park
- 3 Merriam Upper Playground
- 4 Scylla Picnic Area
- 5 Space Time Playground
- Parks
- ▭ Mitigation Census Tracts
- - - Mitigation Communities

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Figure 9 | Location of NY Parks and Greenspace Upgrades - Brooklyn



- 1 Bridge Park
- 2 Roebling Playground
- Parks
- Mitigation Census Tracts
- Mitigation Communities

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New Jersey

Site Selection Process

The site selection process in New Jersey began with coordination with local agencies to identify parks that directly serve the mitigation communities. Through this collaboration, the Borough of Fort Lee and the City of Orange identified sites where park upgrades would provide meaningful improvement to community well-being. Once candidate locations were established, the Borough of Fort Lee and the City of Orange Department of Public Works and Engineering developed preliminary project scopes aligned with their respective mitigation funding allocations.

For the Borough of Fort Lee, Constitution Park was identified as the primary project site due to its central location within the mitigation census tract and its role as a key community hub. The proposed improvements reflect prior community input, including feedback gathered through a borough-wide survey conducted in December 2024 as part of a New Jersey Green Acres grant application. That process identified barriers to park access and highlighted resident priorities for future improvements.

In the City of Orange, funding will support two project sites: Colgate Park and the playground and school community garden at Oakwood Avenue Elementary School. Colgate Park was selected because it is the closest public park serving the mitigation community. The City of Orange has independently sought funding for Colgate Park through the State of New Jersey's Urban Parks Program and Green Acres Park Development Programs. While those applications were part of a separate state-level effort, highlighted by a public hearing on February 4, 2025, the current CRZ Tolling funding allows for an expanded project scope that those programs could not fully cover. By funding elements of the community center and public restrooms, the scope included as part of this effort builds upon the priorities established during those earlier public engagement processes, providing additional resources to realize the community's vision for the park.

The project at Oakwood Avenue Elementary School includes renovation of the school's playground and revitalization of its school community garden. As previously noted, the specific air filtration scope for the school building did not fully align with the funding allocated to this community. The Orange Board of Education identified these outdoor improvements as a high-priority alternative that would improve conditions for students in the mitigation community.

To align the projects with local priorities, stakeholder engagement sessions were conducted in both municipalities. Local agencies led outreach efforts, identifying participants most familiar with and who would most benefit from the proposed mitigation projects. In Fort Lee, a stakeholder meeting held on November 12, 2025, provided an opportunity to review and refine the proposed scope at Constitution Park. A similar engagement session was held in Orange on March 4, 2026 to gather input on the proposed park and school investments.

Location and Allocated Funds

At Constitution Park in Fort Lee, proposed upgrades are directly informed by the 2024 community survey. Planned improvements include comprehensive ADA-compliant upgrades to parking, entrances, and restrooms; restoration of the walking track; and a revitalization of the park's landscaping and perimeter fencing. These elements reflect established community priorities.

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In the City of Orange, the funds will be split between the two projects. The funding for Colgate Park will be additive to the Colgate Park Phase 2B project, funding elements of the community center and public restrooms. At Oakwood Avenue Elementary School, the funding will be used to revitalize the school’s playground and community garden. The scope of work includes the full replacement of the playground’s safety rubber surfacing, the purchase and installation of modern play equipment, and a complete redesign of the garden space to better serve the student community.

The allocated funding for each park project is listed in Table 19 and illustrated in Figure 10.

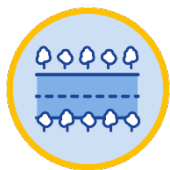
Table 19. Parks and Greenspace Upgrades in NJ Locations and Allocated Funds

Community	Park	Allocated Funds (\$ Millions)
Fort Lee	Constitution Park	1.4
Orange	Colgate Park	0.45
Orange	Oakwood Avenue Elementary School and Community Garden	0.45
Total		2.3

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Roadside Vegetation

Program Description



This mitigation measure involves the installation of roadside vegetation to improve near-road air quality, supported by a dedicated allocation of **\$10 million**. This effort focuses on the strategic planting of trees and shrubs to improve air quality for residents living near major transportation corridors. Beyond air filtration, these green buffers are expected to enhance overall community well-being by reducing local air temperatures and providing aesthetic improvements to the roadside environment.

New York

Site Selection Process

The site selection process in New York City began with a comprehensive assessment of available planting spaces within the mitigation communities. TBTA collaborated with NYSDOT, NYC DOT and NYC Parks to identify existing public spaces and available space adjacent to roadway corridors and within the public right-of-way. While technical and spatial constraints necessitated that many of these sites be located outside of mitigation census tracts, the Projects Sponsors prioritized identifying locations within the mitigation communities as close to those tracts as possible.

The NYSDOT team evaluated potential sites along roadway corridors while the NYC Parks team identified unfunded locations within its neighborhood tree planting program, which plants trees along streets within City-owned public rights-of-way.²² Each prospective site was assessed for technical feasibility to ensure greenery could be effectively planted and maintained. Viability analysis along NYSDOT highway corridors included highway safety factors that pertain to planting such as maintaining clear zones, preserving sight distances, pruning hazardous vegetation and providing ample space for mature growth. This coordinated approach maximizes the number of viable locations across roadway and street corridors, particularly in areas near highways.

Once potential planting spaces were identified, the agencies developed preliminary site plans and cost estimates for each location. These estimates were then aligned with the specific funding allocations established for each mitigation community. The Draft Mitigation Plan included several options for parcels in the communities of Pelham-Throgs Neck and Downtown Brooklyn-Fort Greene with an opportunity for commenters to express preferences.

In Pelham-Throgs Neck, the Draft Mitigation Plan identified nine potential sites and recommended five for planting. As no specific stakeholder feedback was received regarding the prioritization of these locations, the FMP retains the five-parcel strategy, which focuses on locations with large, continuous stretches of land with ample space to accommodate new vegetation.

In Downtown Brooklyn-Fort Greene, the Draft Mitigation Plan identified six potential parcels and recommended four for planting: three in the northern portion of the community in closer proximity to the mitigation census tracts near I-287 and one in the southern portion along NY 27. Based on stakeholder feedback, the Project Sponsors specifically evaluated a request for funding to support

²² <https://www.nycgovparks.org/trees/street-tree-planting>

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Trinity Park on Nassau Street within the Parks and Greenspace category. NYC Parks evaluated the feasibility of the Trinity Park request but did not find any matches for tree planting opportunities at this time. In part, this is because the agency had already resolved to expedite tree planting work within this Community District. Additionally, when NYC Parks most recently surveyed Trinity Park, the existing canopy was well-established, and the agency does not typically plant below established canopies.

Understanding that investment in the vicinity of Trinity Park was a community desire, the Project Sponsors conducted a second review of available space within the Downtown Brooklyn-Fort Greene mitigation community. As a result, the Project Sponsors removed the single southern parcel and one of the small northern parcels from the program and will instead proceed with tree planting efforts in partnership with NYC Parks at parcels closer to the mitigation census tracts in order to more directly serve residents of the impacted areas.

Location and Allocated Funds

The roadside vegetation plan for New York utilizes a combination of NYSDOT roadway corridor parcels and NYC Parks neighborhood tree planting sites. By identifying viable parcels within the mitigation communities, the Project Sponsors were able to align the final selection of sites with the specific allocations to each mitigation community. On the NYSDOT parcels, a combination of large dominant trees and shorter trees are proposed at most locations. For the NYC Parks neighborhood tree planting sites, the NYC Parks forestry team will work with tree growers so the healthiest and most appropriate trees are selected for planting. These parcels have been identified for implementation in four New York communities.

- **Crotona-Tremont:** Based on the community's funding allocation and the evaluation of potential sites, one primary location was selected for implementation. This NYSDOT parcel will be planted with a mix of major and minor trees.
- **High Bridge-Morrisania:** Investments in this community include three parcels. One NYSDOT parcel situated along the Cross Bronx Expressway/Major Deegan Expressway corridor will receive plantings of major and minor trees. Two additional sites, spanning from 149th Street in the south to the Cross Bronx Expressway in the north, will be planted through the NYC Parks neighborhood tree planting program.
- **Pelham-Throgs Neck:** Five sites were selected within this community. Two NYC Parks locations in the Soundview neighborhood, extending from Clason Point Park to the southern end of the Bronx River Park along the western portion of the peninsula, will be planted. In addition, three NYSDOT parcels along the New England Thruway, Bruckner Expressway, and Throgs Neck Expressway will receive major and minor tree plantings.
- **Downtown Brooklyn-Fort Greene:** Three sites were identified near the Brooklyn-Queens Expressway. These include two NYSDOT parcels and one NYC Parks neighborhood tree planting site. The NYC Parks location was selected to concentrate roadside vegetation improvements within close proximity to the mitigation census tracts.

The allocated funds for the planting of these parcels are listed in Table 20 and illustrated in Figure 11 and Figure 12.

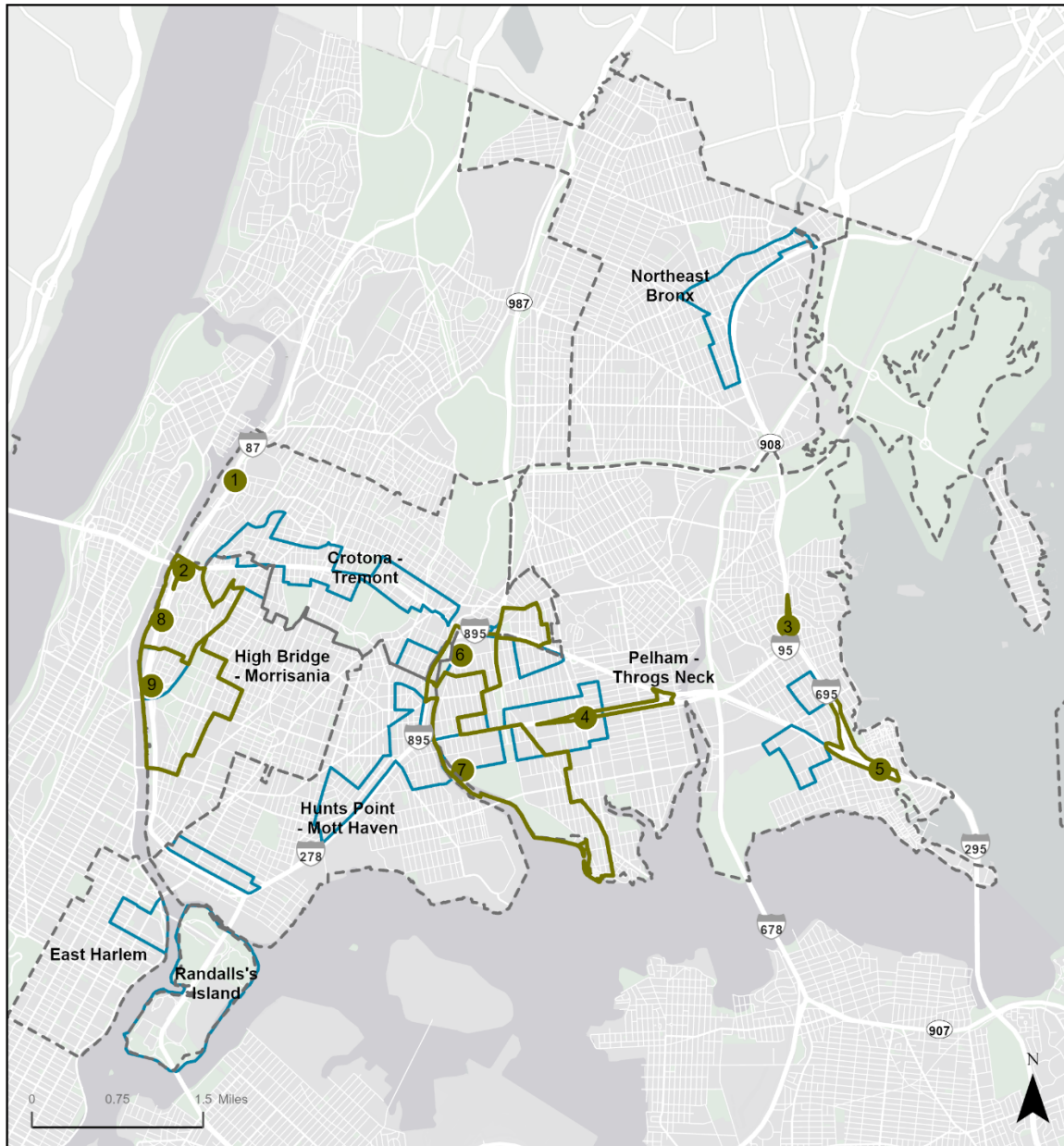
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Table 20. Roadside Vegetation in NY Locations and Allocated Funds

Community	Allocated Funds (\$ Millions)
Crotona-Tremont	0.2
High Bridge-Morrisania	1.3
Pelham-Throgs Neck	2.8
Downtown Brooklyn-Fort Greene	0.8
Total	5.1

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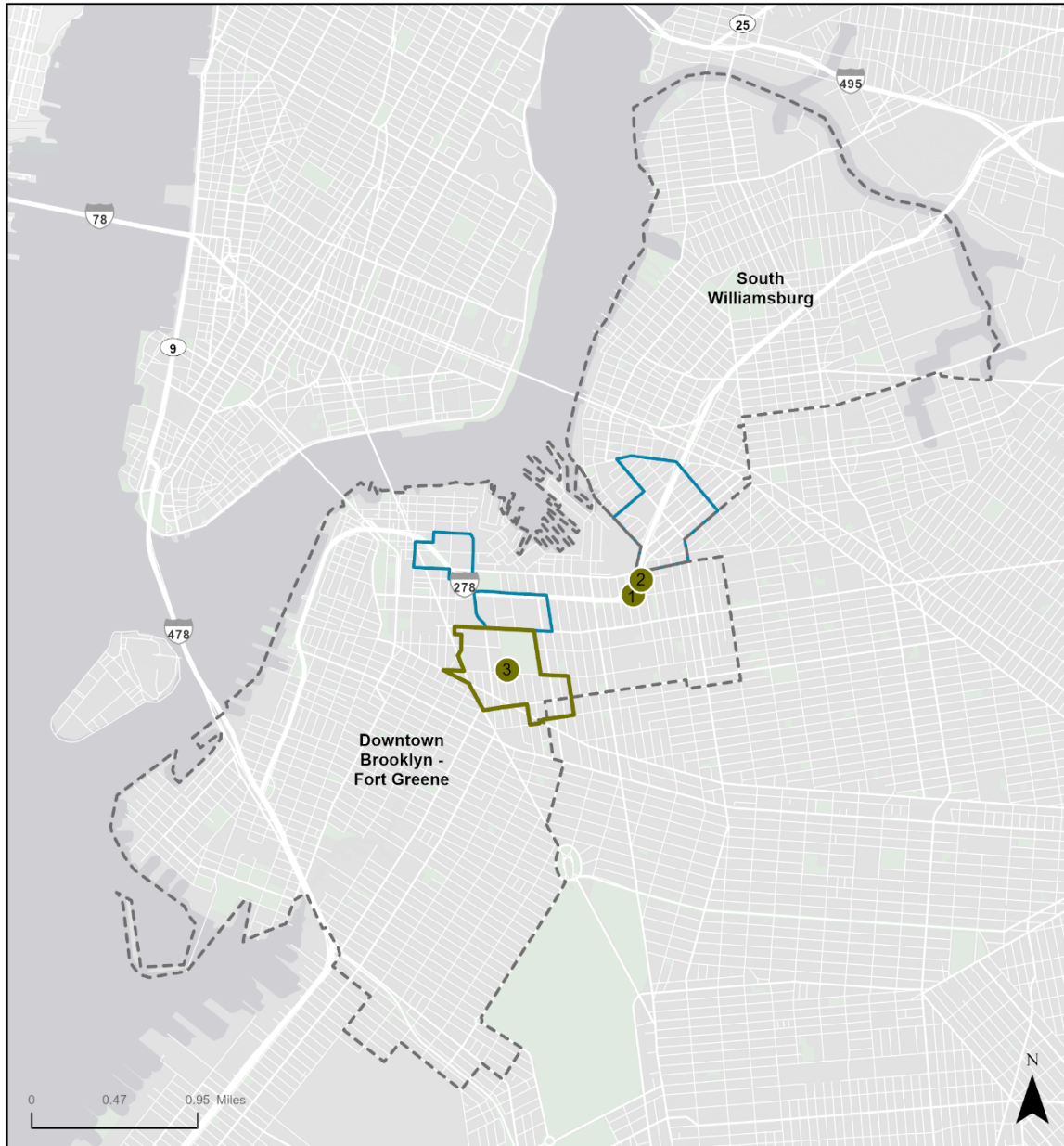
Figure 11 | Locations of NY Roadside Vegetation – Bronx



- | | | | | | |
|---|--------------------------|---|--|---|---------------------------|
| 1 | NYSDOT Roadside Parcel 1 | 6 | NYC Parks Neighborhood Planting Parcel 1 | ● | Roadside Vegetation Site |
| 2 | NYSDOT Roadside Parcel 2 | 7 | NYC Parks Neighborhood Planting Parcel 2 | ■ | Roadside Vegetation Sites |
| 3 | NYSDOT Roadside Parcel 3 | 8 | NYC Parks Neighborhood Planting Parcel 3 | □ | Mitigation Census Tracts |
| 4 | NYSDOT Roadside Parcel 4 | 9 | NYC Parks Neighborhood Planting Parcel 4 | □ | Mitigation Community |
| 5 | NYSDOT Roadside Parcel 5 | | | | |

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Figure 12 | Locations of NY Roadside Vegetation - Brooklyn



- 1 NYSDOT Roadside Parcel 1
- 2 NYSDOT Roadside Parcel 2
- 3 NYC Parks Neighborhood Planting Parcel 1
- Roadside Vegetation
- Roadside Vegetation Sites
- Mitigation Census Tracts
- Mitigation Community

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New Jersey

Site Selection Process

The site selection process for roadside vegetation in New Jersey was a collaborative effort that began with TBTA engaging the local municipalities responsible for regional planting. By working closely with agency partners, the project team identified appropriate areas for planting that maximize the potential for pollutant capture. During the identification phase, Newark and East Orange targeted areas for planting within the mitigation census tracts, specifically focusing on highway-adjacent areas that currently lack substantial greenery. These locations were integrated in the community's funding allocation and subsequently shared with local stakeholders for comment.

As described above in *Upgrade Air Filtration Systems in Schools*, Newark and TBTA held a dual-session meeting on October 7, 2025, for community stakeholders. This meeting was held concurrently with the presentation of the school air filtration upgrades when the City of Newark Office of Sustainability presented a plan to plant 1,000 new street trees. The target area for this planting effort was strategically selected based on its immediate proximity to Route 280.

In East Orange, stakeholder engagement was held with community stakeholders on March 4, 2026. During this meeting, the City of East Orange presented its specific planting plan, which focuses on adding trees along local streets situated within the mitigation census tract.

Location and Allocated Funds

In Newark, the planting of approximately 1,000 new street trees will be targeted to census tracts in the Central, North, and West Wards near I-280. The effort will focus on corridors near bus stops, schools, and homes to provide immediate shade and cooling to these residents.

In East Orange, the proposal includes a mix of large and small deciduous trees and shrubs planted along major residential and transportation corridors including North and South Harrison Street, Evergreen Place, Amherst Street, South Clinton Street, Baldwin Street, and Prospect Street. Additional plantings will occur along Lincoln Street, Ashland Avenue, William Street, Dr. Martin Luther King, Jr. Boulevard/Main Street, and several smaller residential ways like Webster Place, Berwyn Street, and Harvard Street.

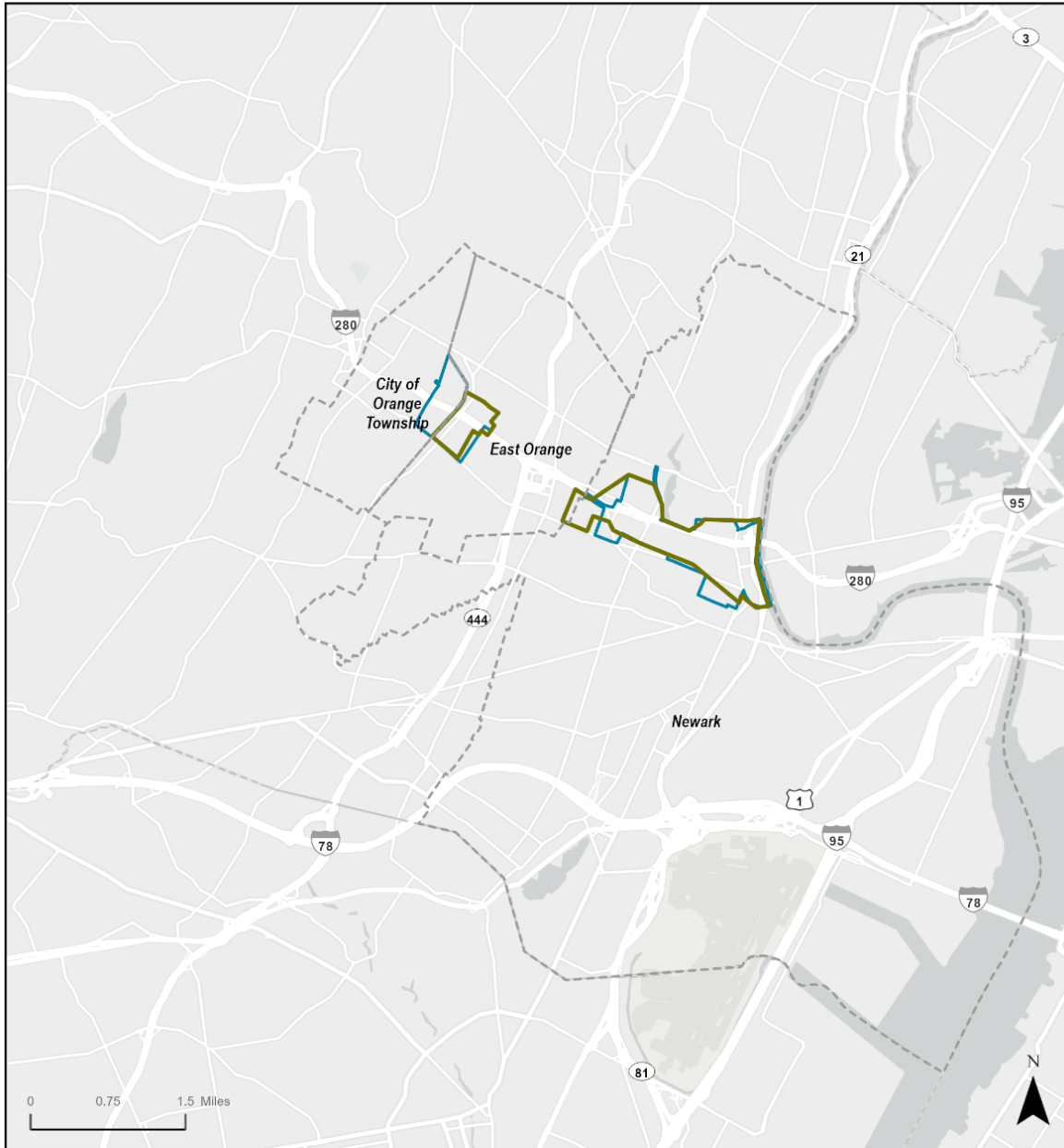
The allocated funds for the planting in the locations are listed in Table 21 and illustrated in Figure 13.




Table 21. Roadside Vegetation in NJ Locations and Allocated Funds

Community	Allocated Funds (\$ Millions)
East Orange	1.8
Newark	3.3
Total	5.1

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Figure 13 | Locations of NJ Roadside Vegetation



-  Roadside Vegetation Locations
-  Mitigation Census Tracts
-  Mitigation Communities

5. Final Locations and Allocated Funds

The FMP – a critical step forward in the implementation of CRZ Tolling’s place-based mitigation – is the result of a comprehensive effort to meet the Project Sponsors’ commitment as part of the environmental review to provide meaningful mitigation to 13 distinct communities using six mitigation measures. By working closely with multiple implementing agencies in New York City and four New Jersey municipalities to identify feasible and high-value projects, the Project Sponsors have established a plan that delivers every community its designated funding allocation as outlined in the environmental review.

The final funding total of \$105 million reflects a \$5 million increase over the original funding total. Because the \$15 million dedicated to the replacement of TRUs at the HPPM utilized much of the population-based funding allocated for the Hunts Point-Mott Haven community, this additional funding was added to allow this community to receive other mitigation measures.

To balance the mitigation measures accordingly, additional funding was also added to the Parks and Greenspace category due to that measure’s high capital capacity. By increasing the ceiling for the Parks and Greenspace category by \$5 million, the Project Sponsors successfully maintained the full allocated funds for all other mitigation measures across the region.

Following the review of the Draft Mitigation Plan, and in consideration of feedback received, the Project Sponsors are proceeding with the total funding commitment of \$105 million, summarized in Table 22. This plan delivers more than \$100 million in funding, meeting both the minimum allotment for each mitigation measure and the total financial commitment for each eligible community.

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Table 22. Summary of Final Locations and Allocated Funds

	Mitigation Measures (\$ Millions)							TOTAL
	Allocation	Replacement of Transport Refrigeration Units \$15M	Asthma Initiatives \$20M	Electric Truck Charging \$20M	Air Filtration Systems \$10M	Parks and Greenspace \$25M	Roadside Vegetation \$10M	
Crotona-Tremont	22.6		7.7	4.7	2.8	7.2	0.2	22.6
High Bridge-Morrisania	9.2		2.5	1.4	0.4	3.6	1.3	9.2
Hunts Point-Mott Haven	18.9	15.0	4.0	3.2	1.8	-	-	24.0
Northeast Bronx	4.4		2.5	1.9	0.1	-	-	4.5
Pelham-Throgs Neck	16.6		3.3	5.5	0.5	4.5	2.8	16.6
Downtown Brooklyn-Fort Greene	5.7			1.6	1.3	2.0	0.8	5.7
South Williamsburg	7.4			1.4	-	6.0	-	7.4
East Harlem	4.4			0.3	0.7	3.5	-	4.5
Randall's Island	0.9			0.0*	-	0.9	-	0.9
Fort Lee	1.4				-	1.4	-	1.4
Orange	0.9				-	0.9	-	0.9
East Orange	1.8				-	-	1.8	1.8
Newark	5.7				2.4	-	3.3	5.7
TOTAL		15.0	20.0	20.0	10.0	30.0	10.2	105.2

NOTE: Certain mitigation measures were targeted to specific communities or geographic areas in the environmental review. Cells shaded in gray indicate a community that was not eligible for a specific mitigation measure based on this targeted approach.

6. Summary of Stakeholder Engagement

Stakeholder engagement has been a critical part of the planning and environmental review for CRZ Tolling. Public comments and feedback from the EJTAG were incorporated in the development of the mitigation measures in the environmental review. The six mitigation measures and the funding allocation for the 13 impacted communities that were established in the environmental review will provide tangible improvements to the identified place-based mitigation EJ communities.

Development of the Draft Mitigation Plan included a multi-tiered stakeholder engagement strategy. Following the direction of the environmental review, the Project Sponsors collaborated closely with the implementing agencies and New Jersey municipalities. In New York, these include NYC Parks, NYC Health, NYCPS, and NYC EDC. The Brooklyn Navy Yard Development Corporation has also been an implementing partner. In New Jersey, TBTA has partnered with the municipalities of Newark, Fort Lee, Orange, and East Orange as well as Boards of Education in Orange and Newark. Other agencies or groups within the implementing agencies were contacted to develop different options.

The Project Sponsors met regularly with the EJCG, established pursuant to the environmental review, at quarterly meetings during which progress on the mitigation measures and the site selection process was discussed.

Communication with these parties led to identification of mitigation projects that are aligned with the specific needs of the EJ communities, technically feasible, and can be completed within budget. This section summarizes the stakeholder engagement referenced throughout this plan and outlines the stakeholder engagement moving forward.

Project Sponsor Collaboration

To ensure alignment with the mitigation program's development, TBTA meets with other Project Sponsors on a weekly basis. These sessions focus on high-level program management and strategic integration of mitigation measures across all mitigation communities.

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Environmental Justice Community Group

The EJCG meets on a quarterly basis at meetings that provide opportunities for engagement related to mitigation measures affecting EJ communities, allowing the Project Sponsors to share updated data and program information, listen to concerns, and gather recommendations and feedback. The EJCG comprises representatives from community-based organizations across the five boroughs of New York City, Nassau County, New York, and New Jersey's Bergen, Hudson, Essex, and Union Counties.

Table 23 describes the meeting dates and topics discussed during each meeting with the EJCG.

Table 23. Meetings Held with the Environmental Justice Community Group

EJCG Meeting Dates	Topics Discussed
02/24/24	Pre-launch overview of the CRZ tolls; exemptions and discounts; monitoring and mitigation; Q&A and member feedback
12/16/24	Pre-launch overview of CRZ, including why CRZ Tolling; transit improvements; how we got here; final toll rates; exemptions and discounts; mitigation and air quality monitoring
03/20/25	Post-launch update, including tolling update; initial traffic results in the CRZ; air quality monitoring; mitigation implementation status
06/25/25	Trends in vehicle entries; updated traffic results; preliminary air quality data; exemption and discount enrollment; and mitigation status updates
09/16/25	Place-based mitigation site selection process; updates on site selection for individual initiatives; vehicle entry reductions and speed trends on river crossings; transit performance; evaluation report preview; capital program dashboard for projects enabled by congestion pricing
12/09/25	Trends in vehicle entries; publicly available data overview; exemption and discount updates; mitigation status; first on-site TRU delivery
1/20/26	First Evaluation Report briefing
02/19/26	Draft Mitigation Plan presentation and comment feedback

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Organizations Invited to EJCG Meetings

- ALIGN
- American Indian Community House
- Asian American Federation
- Chhaya
- Community Voices Heard
- El Puente
- ERASE Racism New York
- GOLES
- Hispanic Federation
- Ironbound Community Corporation
- Make the Road New York
- NAACP- Long Island Region
- NAACP-Metropolitan Council Region NY
- NAACP-NJ State Conference
- National Action Network
- Neighborhood Initiatives Development Corporation
- New Jersey Environmental Justice Alliance
- New York City Environmental Justice Alliance
- New York Urban League
- South Bronx Unite
- South Ward Environmental Alliance
- Staten Island Urban Center
- The Hope Program (formerly Sustainable South Bronx)
- The Point CDC
- United Jewish Organizations of Williamsburg and North Brooklyn
- UPROSE
- Urban Indigenous Collective
- Urban League of Essex County
- Urban League of Hudson County
- Urban League of Union County
- WE ACT for Environmental Justice
- WE STAY/Nos Quedamos
- Youth Ministries for Peace and Justice (YMPJ)

Draft Mitigation Plan Presentations

Following the development phase, the Draft Mitigation Plan was presented at a series of virtual meetings with implementing agencies, local officials, the EJCG, and other relevant community stakeholders. The presentations were designed to inform about the development of place-based mitigation measures and solicit input on the proposed locations and allocations of the place-based mitigation measures. Table 11 lists the dates of meetings held to solicit feedback on the Draft Mitigation Plan.

Implementing Agency Engagement and Local Outreach

Since before the start of CRZ Tolling, the Project Sponsors have met regularly with various implementing agencies. These meetings focused on the identification of mitigation sites, funding allocations, project costs, approval processes, and implementation timelines.

Implementing agencies maintain their own channels for community engagement. As part of the site selection process, they incorporated community input previously gathered through these channels, including projects already in planning pipelines but not yet funded and those with demonstrated community interest. Agency-led outreach is summarized below and will continue as projects move through approvals and implementation.

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NYC Health

The Project Sponsors meet with NYC Health on a regular basis to develop and refine the Bronx Asthma Initiatives. NYC Health has collaborated closely with a wide range of community and clinical partners in developing the Bronx Asthma Program, including AirNYC, the American Lung Association, Healthfirst, South Bronx Rising Together, Urban Health Plan, BronxCare Health System, SOMOS, VIP Services, The Point, Healthy People, Fordham University, and Community Boards 2 and 4. Coalition partners also include the Northwest Bronx Community Clergy Coalition and #Not62 – The Campaign for a Healthier Bronx.

For the ACMP, the Office of School Health has worked directly with school leadership at each participating school to support seamless integration into the school environment.

NYC Public Schools (NYCPS)

The Project Sponsors meet regularly with NYCPS to plan the air filtration program. NYCPS has worked directly with principals and building administrators, who are most familiar with their school communities, facility conditions, and capital investment histories, to identify where air quality improvements would have the greatest impact. NYCPS continued to engage school leadership to review available options and refine specific project for each location.

The primary vehicle for ongoing engagement will be **each school's School Leadership Team (SLT)**. Composed of parents, teachers, students, community-based organizations, and a representative of the United Federation of Teachers, these teams hold regular public meetings. NYCPS will share information about the mitigation program with each SLT and respond directly to comments and questions raised by the school community.

Moving forward, NYC Health will transition into a **community-focused implementation phase**, collaborating with local public health organizations to deliver programming and actively publicize services to Bronx residents. This includes **targeted outreach** through CBO networks, NYC Health programs, quality improvements provider networks, and the South Bronx Asthma Partnership.

For the ACMP program, NYC Health will work closely with school leadership to coordinate the integration of program staff and resources and will simultaneously engage community stakeholders through **Parent Town Halls, PTA meetings, and social media** to build awareness within the school community.

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NYC Parks

The Project Sponsors have met regularly with NYC Parks to coordinate park improvements and roadside vegetation projects through the neighborhood tree planting program. Several projects build on existing community engagement efforts and reflect previously identified priorities, including:

- **Scylla Picnic Area (Randall's Island):** Builds on the Randall's Island Park Master Plans (2007, 2025) and Strategic Plan (2012), all of which have incorporated substantial public engagement
- **Bridge Park (Downtown Brooklyn-Fort Greene):** Addresses recent requests submitted by the local community board for park improvements
- **Roebling Playground (South Williamsburg):** Identified as a FY27 CPI site, which includes a structured community engagement process
- **Marcus Garvey Park (East Harlem):** Already underway, with substantial prior community engagement completed.

Moving forward, the three Bronx playgrounds, Hill & Dale Playground, Merriam Upper Playground, and Space Time Playground, will require further community engagement and will follow the NYC Parks' standard capital process. For these projects, **NYC Parks will host community input meetings** during which residents help determine project priorities and design elements.

Building on these established priorities advances projects that reflect documented community input.

New Jersey Agencies

Public engagement for site selection in New Jersey reflects the state's administrative structure and project distribution. TBTA coordinated directly with municipal leadership in each jurisdiction, which then identified relevant local stakeholders. This approach supported targeted engagement prior to the Draft Mitigation Plan presentation and enabled stakeholders to review and vet project details during the initial selection phase.

Stakeholder engagement sessions included:

- City of Newark: October 7, 2025
- Borough of Fort Lee: November 12, 2025
- City of Orange: January 28, 2026
- City of East Orange: March 4, 2026

While centralized planning and engagement have concluded, individual municipalities may conduct additional public outreach at their discretion during implementation to inform residents and gather further feedback.

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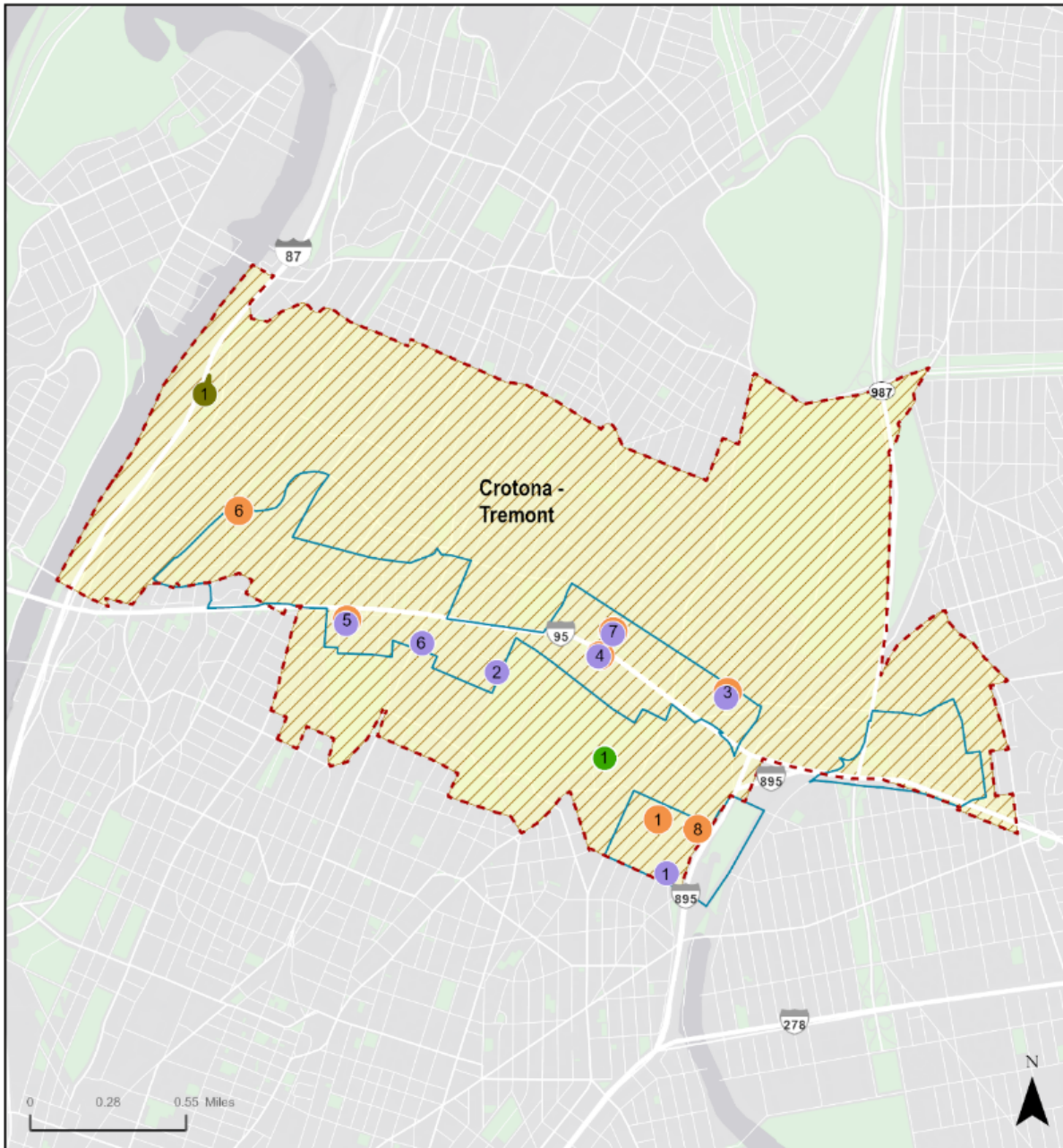
Continuing Stakeholder Engagement

Stakeholder engagement will remain a critical component as implementation of the FMP moves forward. In response to feedback on the Draft Mitigation Plan highlighting the need for continued community engagement, the Project Sponsors will coordinate with the implementing agencies and municipalities to maintain stakeholder engagement and continue to garner input from local communities. The Project Sponsors will continue to meet with the EJCG on a quarterly basis, with a focus on specific projects, addressing stakeholder concerns, and refining the community engagement approach.

The FMP will be made publicly available on the MTA website. Updates on the mitigation program will be posted as they become available.

7. By-Community Maps

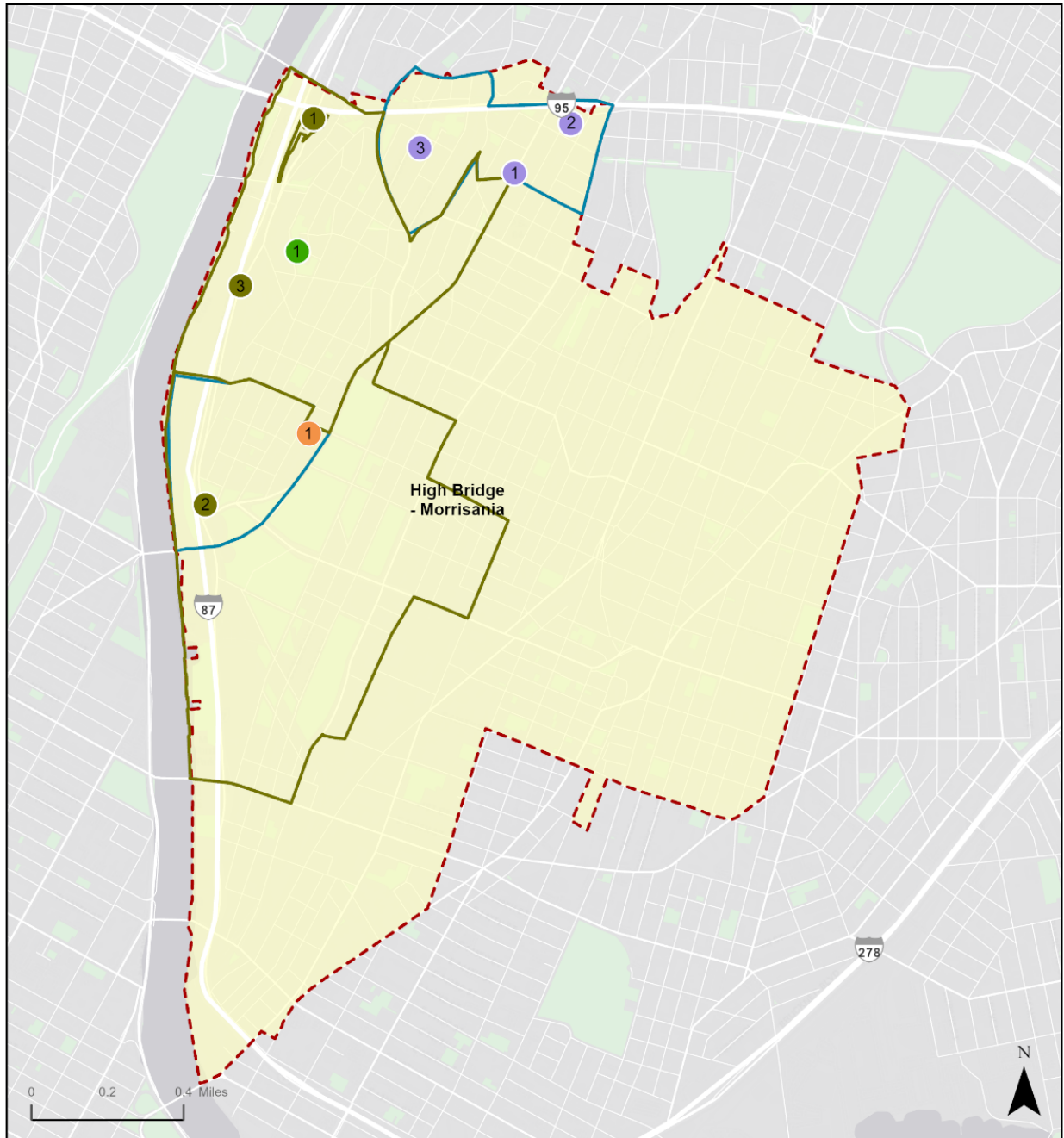
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CROTONA - TREMONT (Allocated Funds \$22.6M)

- | | | |
|---|---|--|
| 1 NYSDOT Roadside Parcel 1 | 1 Fairmont Neighborhood School | ● Bronx ACMP Schools |
| 1 P.S. 066 School of Higher Expectations / Fannie Lou Hamer MS / HS | 2 I.S. X318 Math, Science and Technology through Arts | ● Parks and Greenspace Program |
| 2 Icahn Charter School 6 / PSMS 004 Crotona Park West | 3 P.S. 006 West Farms | ● Air Filtration System in Schools |
| 3 P.S. 006 West Farms / Vida Bogart School for All Children | 4 P.S. 044 David C. Farragut | ● Roadside Vegetation |
| 4 P.S. 044 David C. Farragut | 5 P.S. 070 Max Schoenfeld | ▨ EV Charger Incentive Program |
| 5 P.S. 070 Max Schoenfeld | 6 P.S. 204 Morris Heights | ▨ Hunts Point Truck Charging Shared Allocation |
| 6 Bronx Leadership Academy High School | 7 P.S. 211 | ▨ Roadside Vegetation Sites |
| 7 Children's Aid College Prep Charter School | 8 Samara Community School | ▨ Mitigation Census Tracts |
| | 1 Hill & Dale Playground (Crotona Park) | ▨ Mitigation Community |

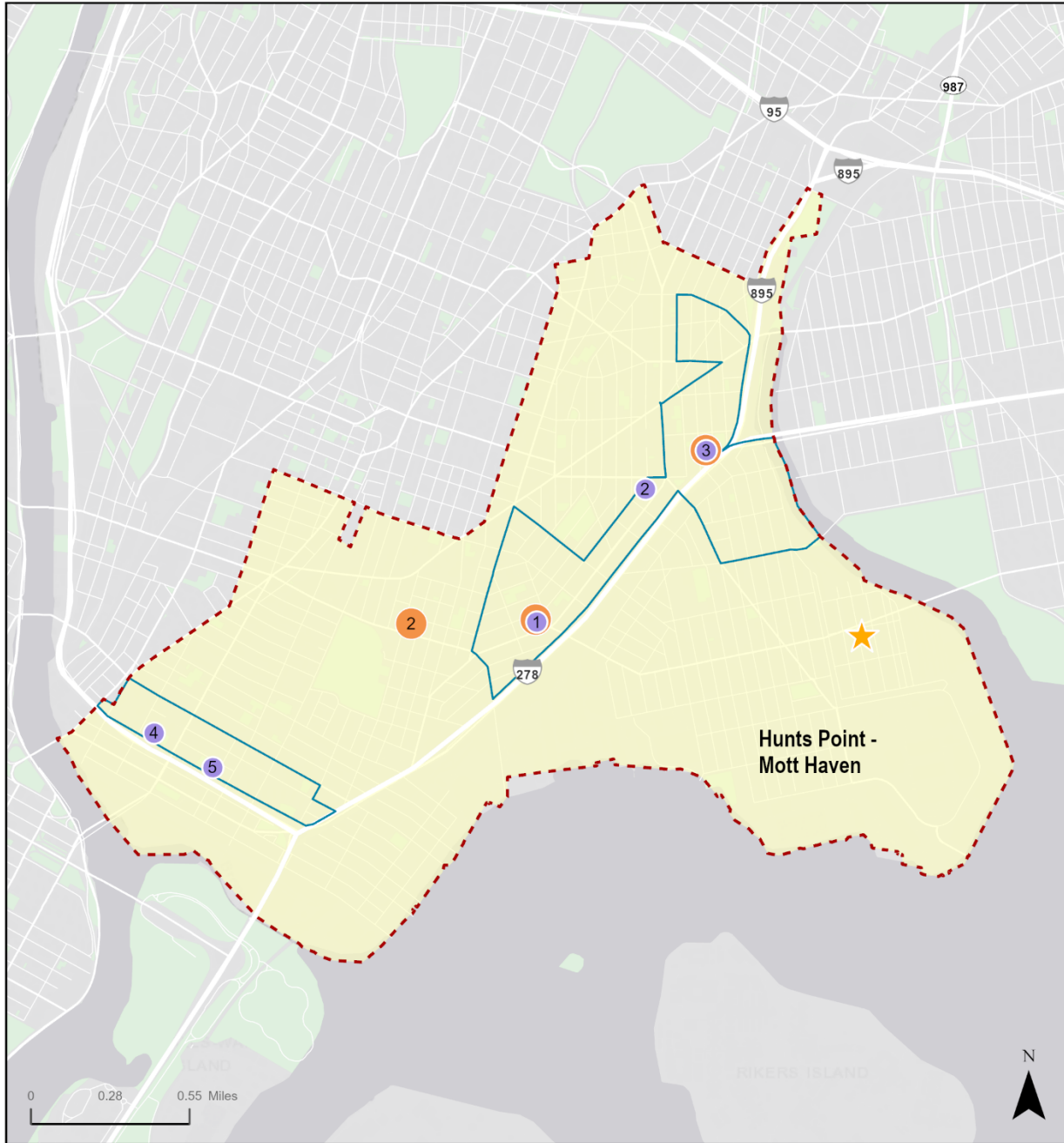
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HIGH BRIDGE - MORRISANIA (Allocated Funds \$9.2M)

- | | | |
|---|--|--|
| 1 P.S. 073 Bronx | 1 NYSDOT Roadside Parcel 1 | 1 Air Filtration System in Schools |
| 1 Merriam Upper Playground | 2 NYC Parks Neighborhood Planting Parcel 1 | 1 Roadside Vegetation Site |
| 1 Mount Eden Children's Academy / Comprehensive Model School Project MS 327 | 3 NYC Parks Neighborhood Planting Parcel 2 | 1 Bronx ACMP Schools |
| 2 P.S. 170 | | 1 Parks and Greenspace Program |
| 3 P.S. 199X - The Shakespeare School | | 1 Hunts Point Truck Charging Shared Allocation |
| | | 1 Roadside Vegetation Sites |
| | | 1 Mitigation Census Tracts |
| | | 1 Mitigation Community |

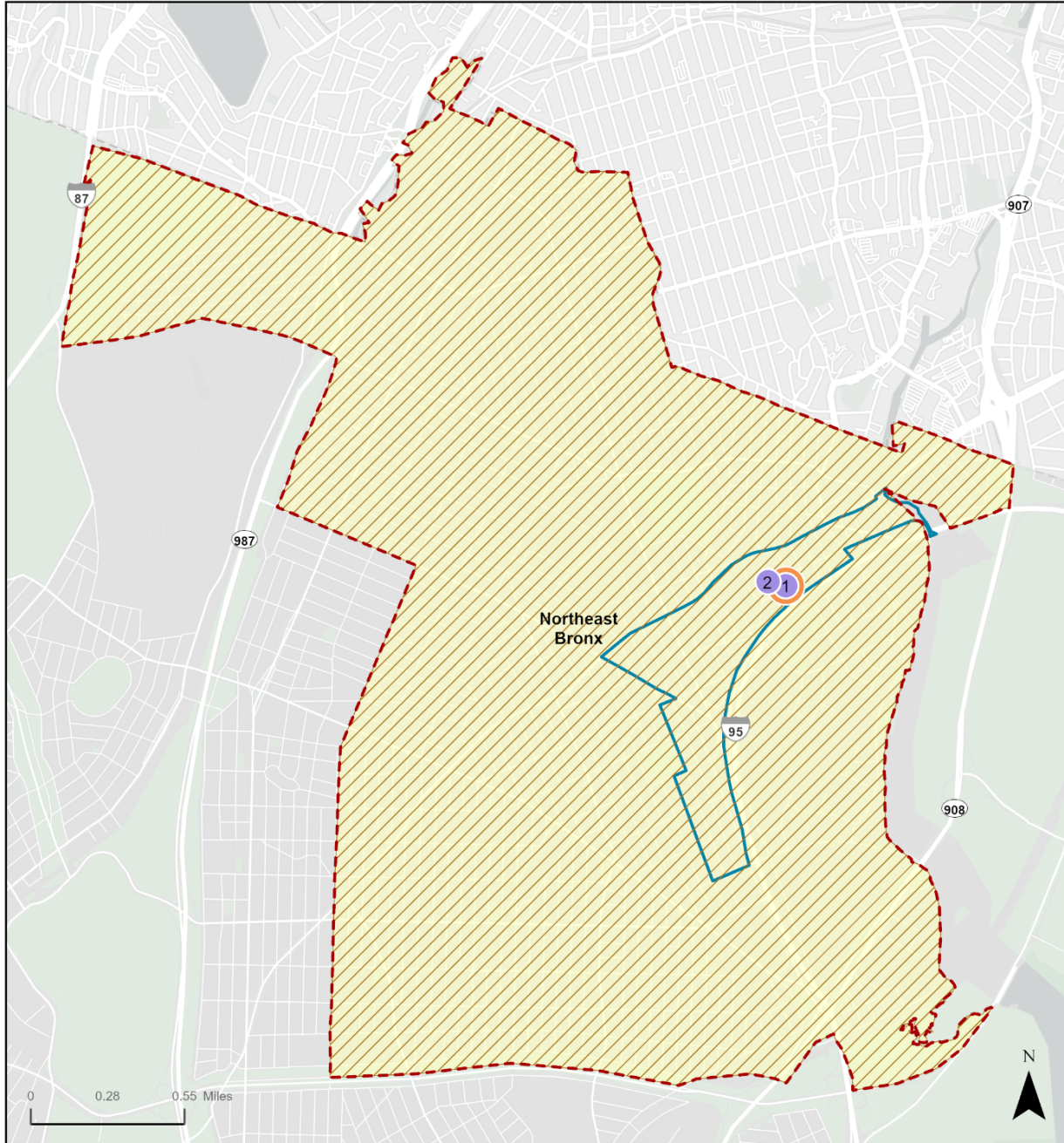
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HUNTS POINT - MOTT HAVEN (Allocated Funds \$24M)

- | | | | |
|---|---|---|--|
| 1 | P.S. 062 Inocencio Casanova | ★ | Hunts Point Produce Market |
| 2 | Bronx Studio School for Writers and Artists | ● | Air Filtration System in Schools |
| 3 | P.S. 75 School of Research and Discovery | ● | Bronx ACMP Schools |
| 4 | P.S. 043 Jonas Bronck | ■ | Hunts Point Truck Charging Shared Allocation |
| 5 | P.S. 154 Jonathan D. Hyatt | ▭ | Mitigation Census Tracts |
| 1 | P.S. 062 Inocencio Casanova | ▭ | Mitigation Community |
| 2 | P.S. 5 Port Morris | | |
| 3 | P.S. 75 School of Research and Discovery | | |

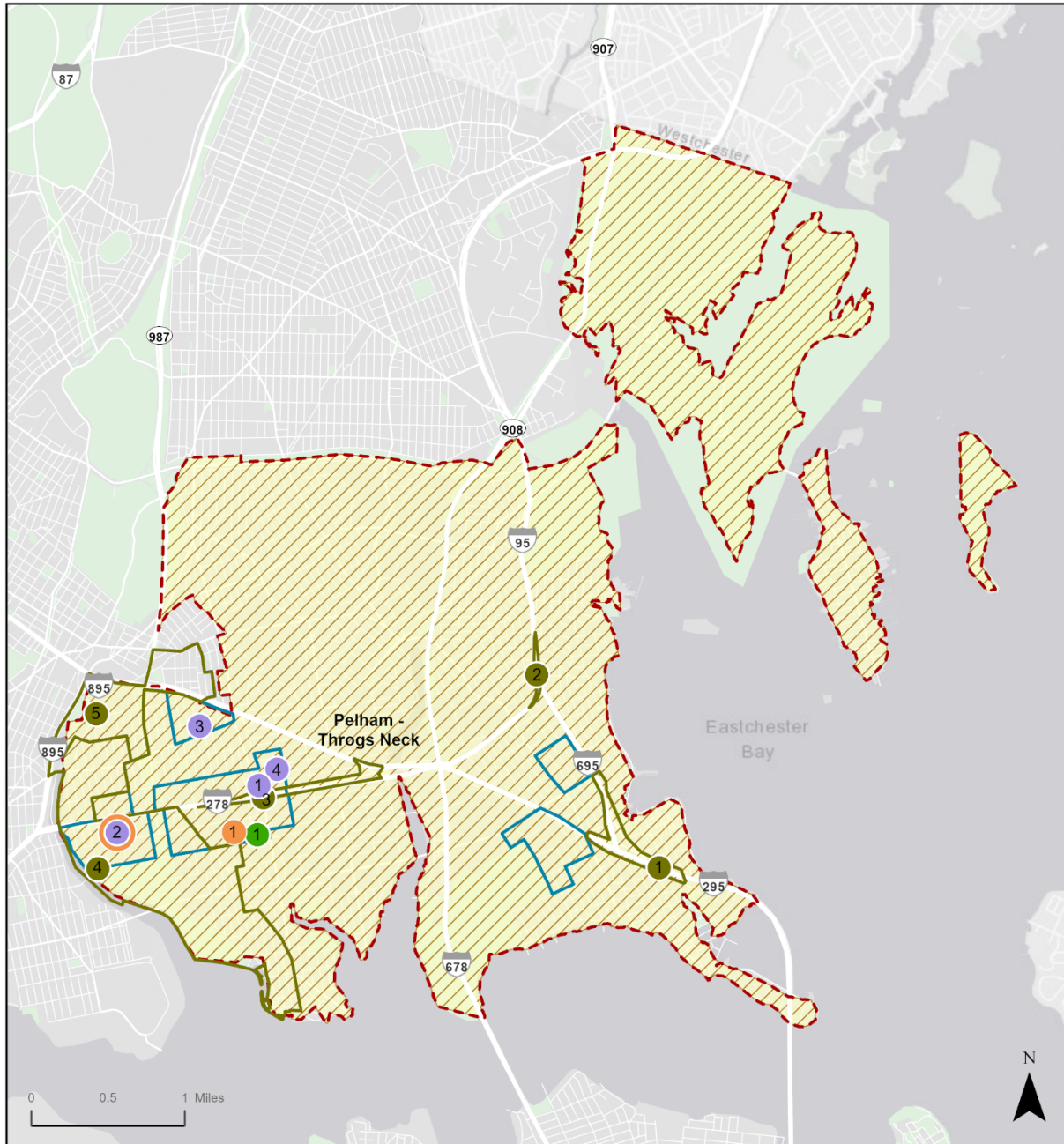
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NORTHEAST BRONX (Allocated Funds \$4.5M)

- 1 Cornerstone Academy for Social Action
- 1 Cornerstone Academy for Social Action
- 2 P.S. 723
- Air Filtration System in Schools
- Bronx ACMP Schools
- Hunts Point Truck Charging Shared Allocation
- EV Charger Incentive Program
- Mitigation Census Tracts
- Mitigation Community

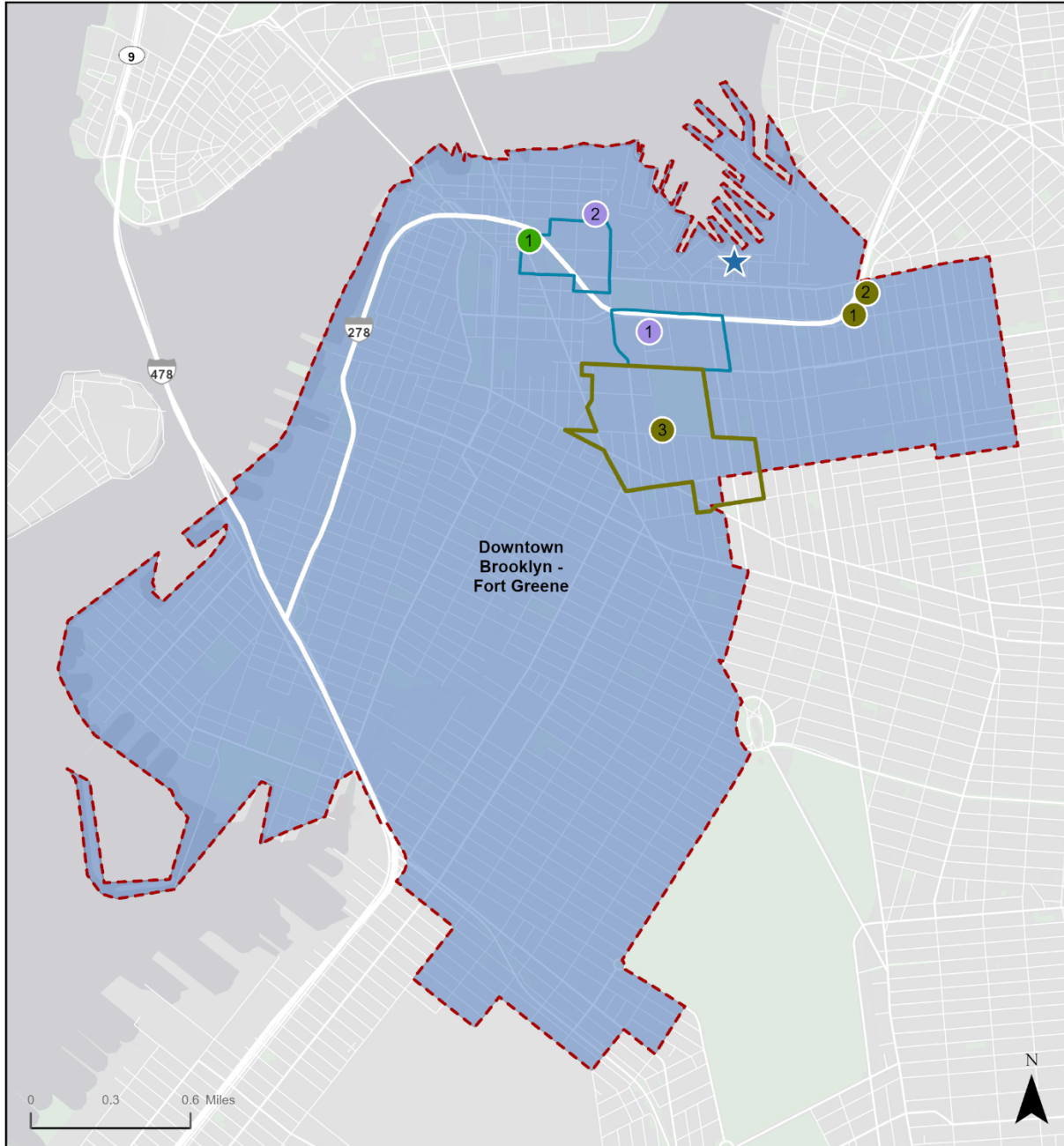
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PELHAM - THROGS NECK (Allocated Funds \$16.6M)

- | | | |
|--|--|---|
| 1 P.S. 100 Isaac Clason | 1 NYSDOT Roadside Parcel 1 | Orange Circle Bronx ACMP Schools |
| 2 P.S. 093 Albert G. Oliver | 2 NYSDOT Roadside Parcel 2 | Green Circle Parks and Greenspace Program |
| 1 Space Time Playground | 3 NYSDOT Roadside Parcel 3 | Purple Circle Air Filtration System in Schools |
| 1 P.S. 583 | 4 NYC Parks Neighborhood Planting Parcel 1 | Green Circle Roadside Vegetation |
| 2 P.S. 093 Albert G. Oliver / Bronx Arena High School / Ichan Charter School 7 | 5 NYC Parks Neighborhood Planting Parcel 2 | Yellow Hatched Box EV Charger Incentive Program |
| 3 P.S. 047 John Randolph | | Yellow Box Hunts Point Truck Charging Shared Allocation |
| 4 The Dr. Emmett W. Bassett School | | Green Box Roadside Vegetation Sites |
| | | Blue Box Mitigation Census Tracts |
| | | Red Dashed Box Mitigation Community |

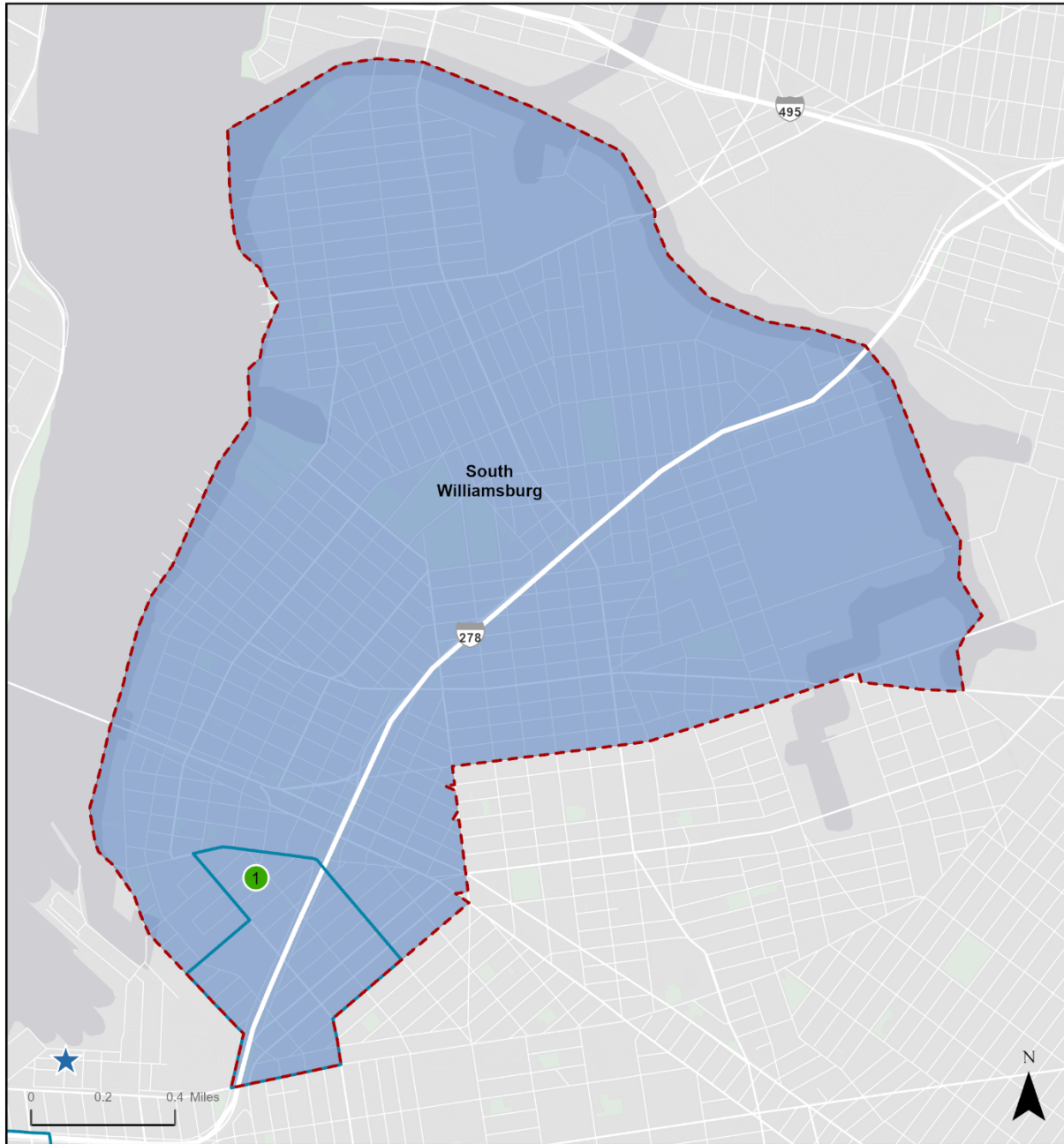
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DOWNTOWN BROOKLYN - FORT GREENE (Allocated Funds \$5.7M)

- | | |
|---|---|
| ● 1 Bridge Park | ★ Brooklyn Navy Yard |
| ● 1 P.S. 067 Charles A. Dorsey | ● Parks and Greenspace Program |
| ● 2 P.S. 307 Daniel Hale Williams | ● Air Filtration System in Schools |
| ● 1 NYSDOT Roadside Parcel 1 | ● Roadside Vegetation |
| ● 2 NYSDOT Roadside Parcel 2 | ■ Brooklyn Navy Yard Truck Charging Shared Allocation |
| ● 3 NYC Parks Neighborhood Planting Parcel 1 | Roadside Vegetation Sites |
| | Mitigation Census Tracts |
| | Mitigation Community |

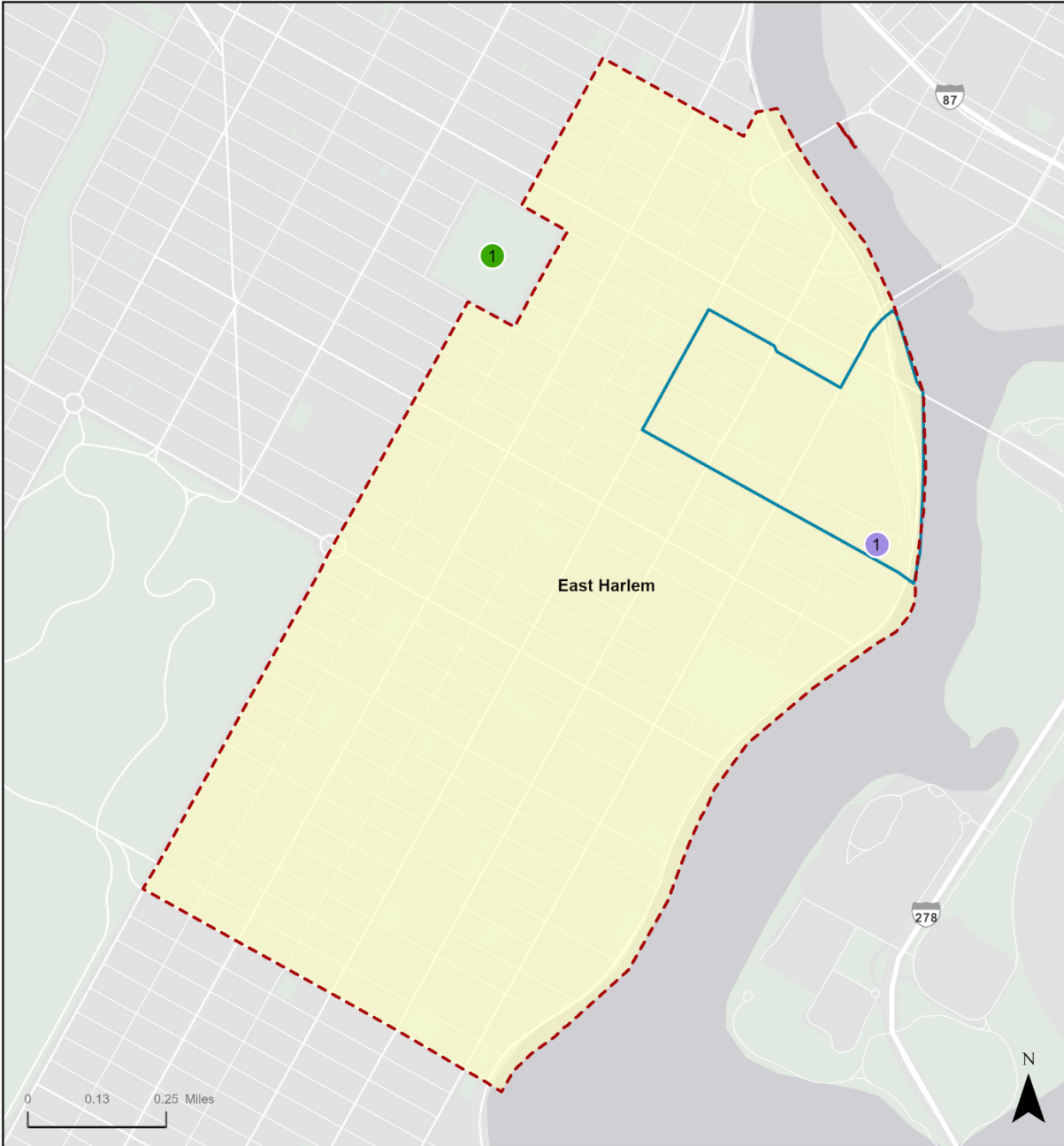
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SOUTH WILLIAMSBURG (Allocated Funds \$7.4M)

- ① Roebing Playground
- Parks and Greenspace Program
- ★ Brooklyn Navy Yard
- Brooklyn Navy Yard Truck Charging Shared Allocation
- ▭ Mitigation Census Tracts
- - - Mitigation Community

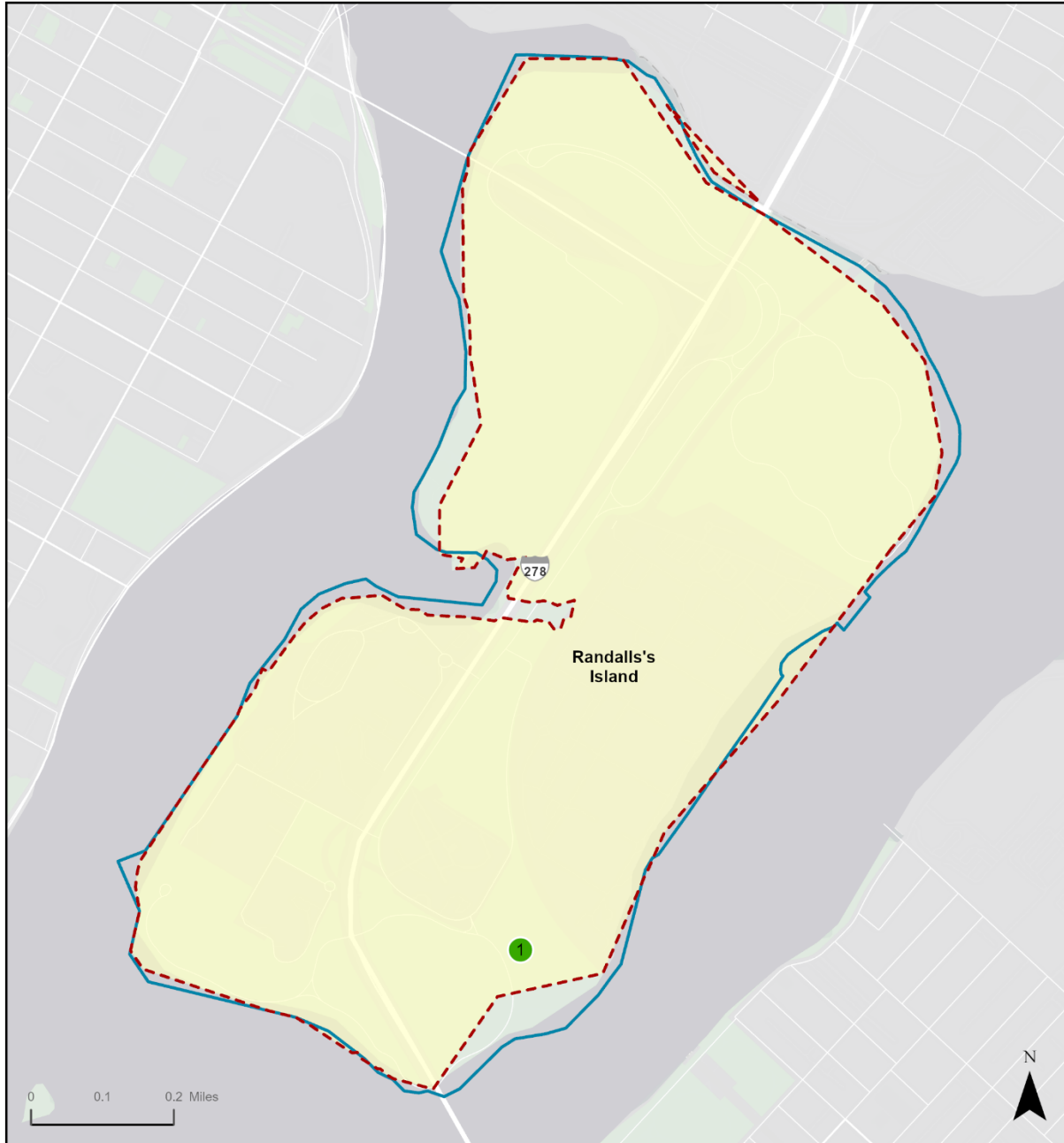
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EAST HARLEM (Allocated Funds \$4.5M)

- 1 Marcus Garvey Park
- 1 P.S. 206 Jose Celso Barbosa
P.S. 112 Jose Celso Barbosa
- Parks and Greenspace Program
- Air Filtration System in Schools
- Hunts Point Truck Charging Shared Allocation
- Mitigation Census Tracts
- Mitigation Community

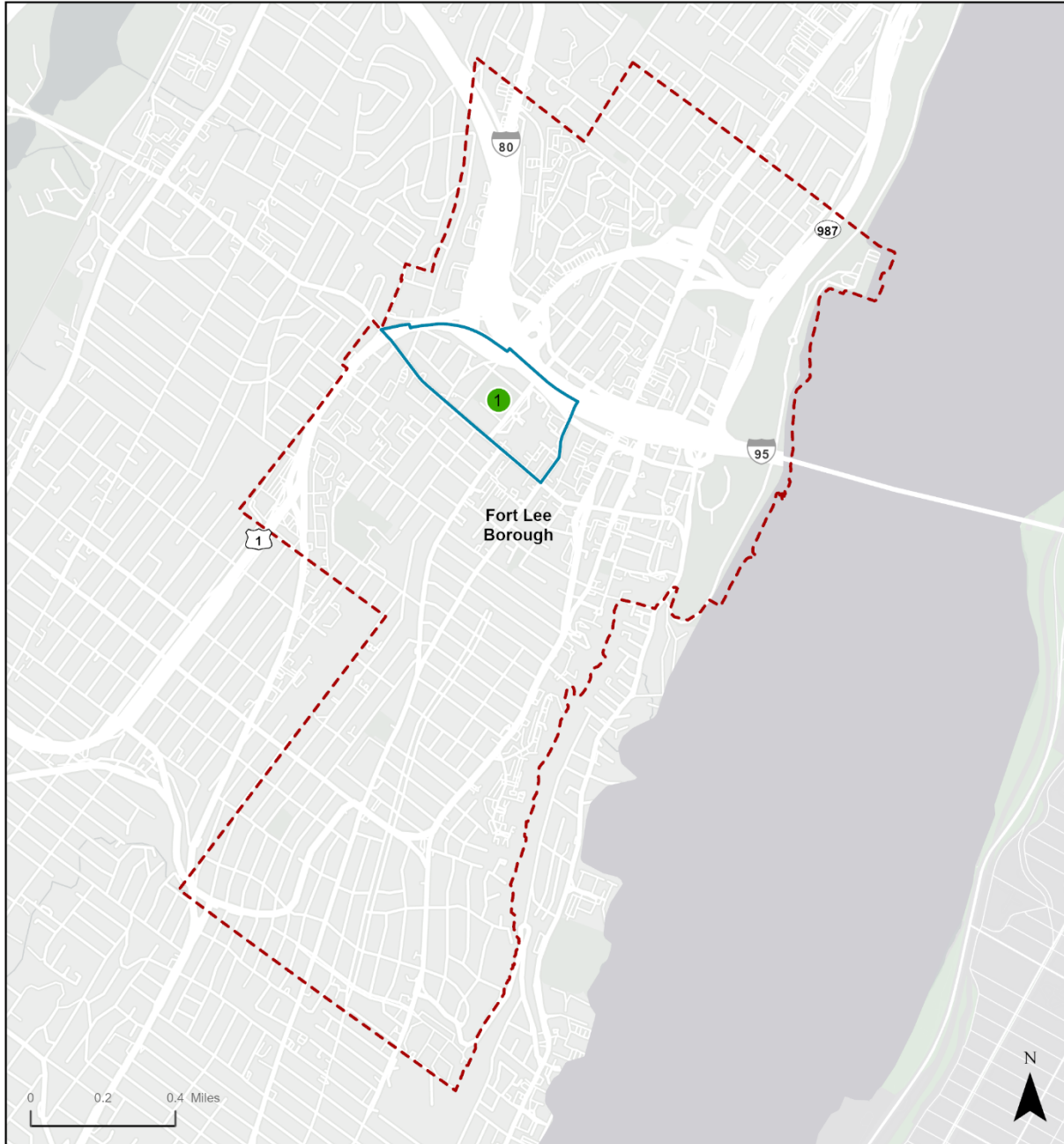
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RANDALL'S ISLAND (Allocated Funds \$0.9M)

- 1 Scylla Picnic Area
- Parks and Greenspace Program
- Hunts Point Truck Charging Shared Allocation
- Mitigation Census Tracts
- Mitigation Community

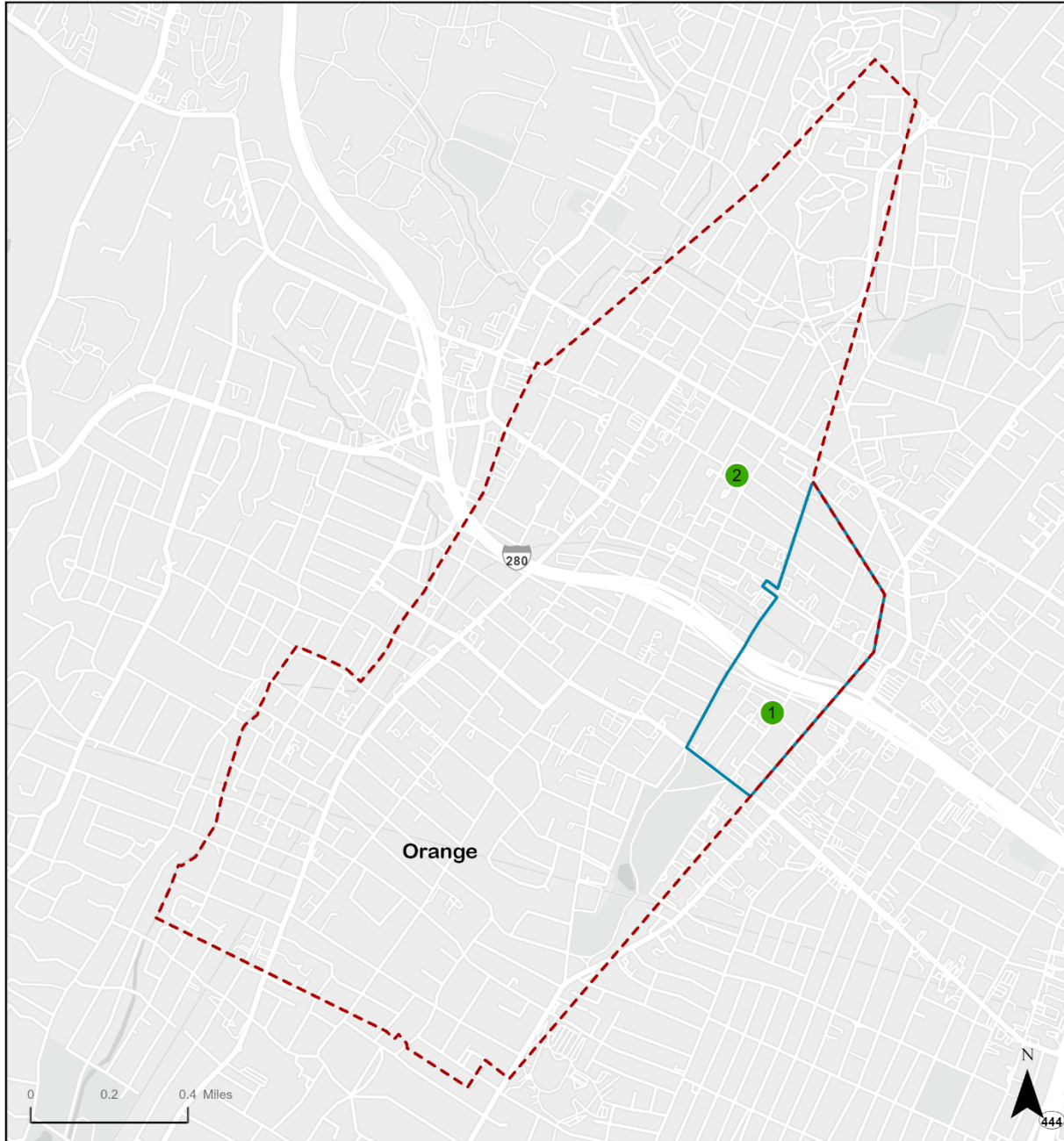
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FORT LEE (Allocated Funds \$1.4M)

- 1 Constitution Park
- Parks and Greenspace Program
- Mitigation Census Tracts
- Mitigation Community

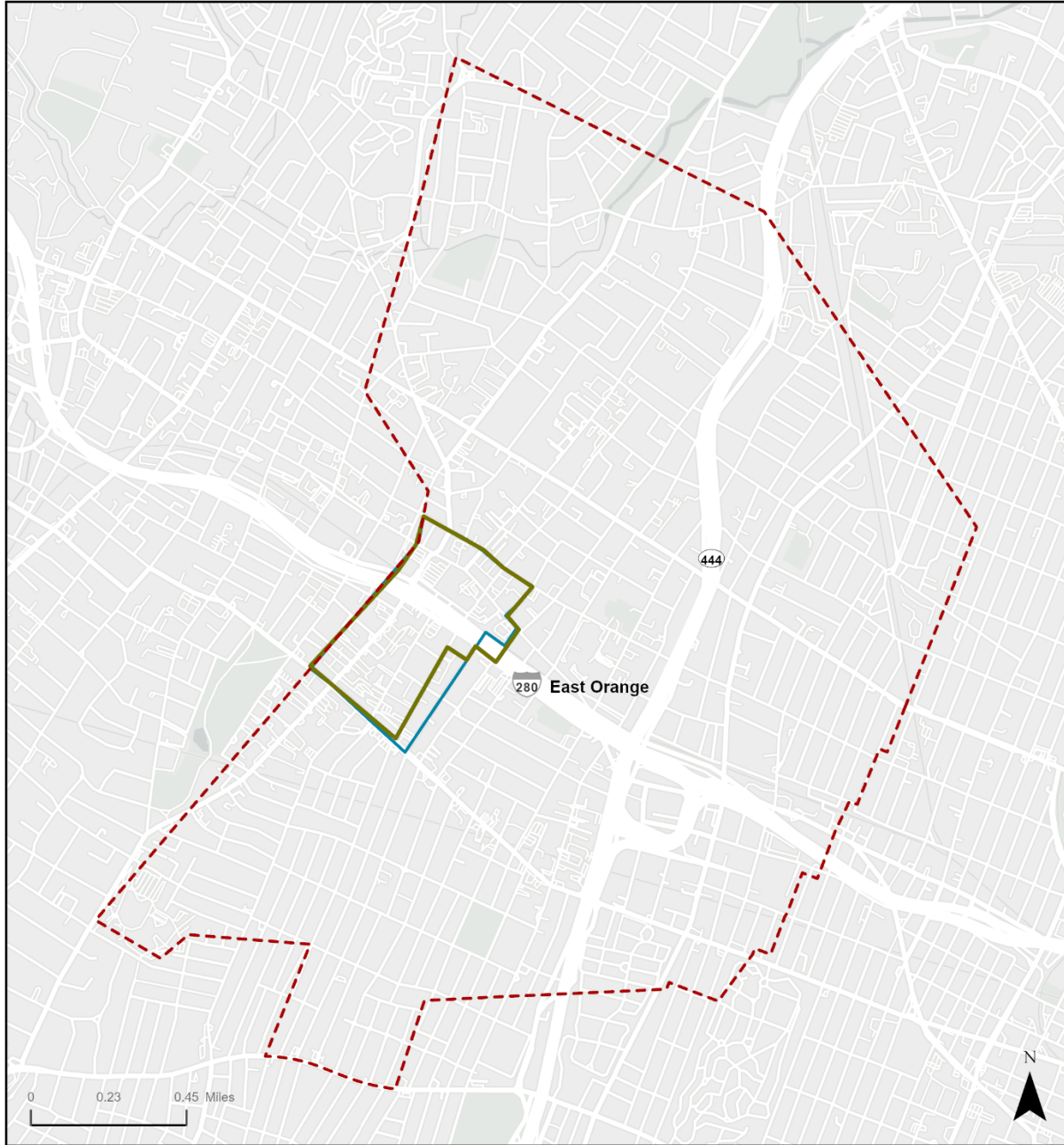
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ORANGE (Allocated Funds \$0.9M)

- 1 Oakwood Avenue Elementary School Playground & School Community Garden
- 2 Colgate Park
- Parks and Greenspace Program
- Mitigation Census Tracts
- Mitigation Community

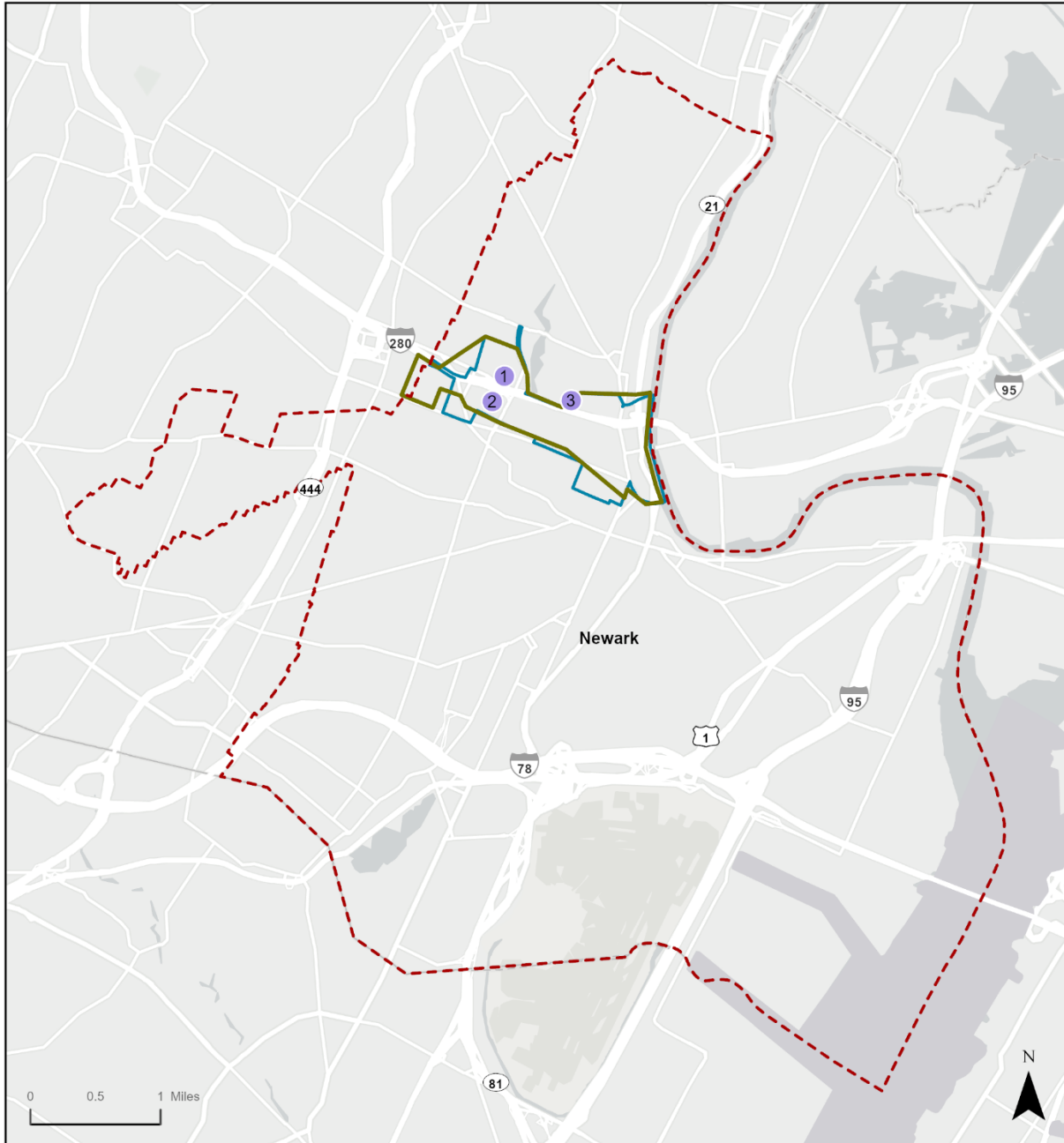
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EAST ORANGE (Allocated Funds \$1.8M)

-  Roadside Vegetation Site
-  Mitigation Census Tracts
-  Mitigation Community

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NEWARK (Allocated Funds \$5.7M)

- 1 Dr. E. Alma Flagg Elementary School
- 2 Sussex Avenue Elementary School
- 3 McKinley Elementary School
- Air Filtration System in Schools
- Roadside Vegetation Site
- Mitigation Census Tracts
- Mitigation Community

8. Appendices

Appendix A: Feedback on Draft Mitigation Plan

Both during and following the Draft Mitigation Plan presentations (see Table 11), all invitees and participants were given access to an online form for submitting their comments on the Draft Mitigation Plan. The online form provided an easy-to-use format for participants to submit their comments. Comments could be submitted for each mitigation measure, for respondents' local communities, and for general comments. The comment period was closed on March 24, 2026, at 11:59 pm.

The Project Sponsors reviewed all comments received by the deadline. The following responses focus on recurring priorities, concerns, and suggestions. Comments that focused on similar issues or projects were aggregated to provide a common response. This section summarizes primary themes identified across the comments.

Comments that Fell Outside of the Scope of the Final Mitigation Plan as Established by the Environmental Review

Comment Summary

Several commenters submitted comments and requests to address their communities' respective environmental and health concerns that fall outside the scope of what was established in the environmental review and incorporated into the Draft Mitigation Plan. These comments are summarized as follows:

- There is not sufficient funding for the place-based mitigation programs.
- The mitigation plan does not include funding for communities outside of the 13 communities defined in the environmental review even though these communities have public health needs such as asthma and are impacted by vehicle emissions.
- The community designations used in the environmental review to categorize the communities (known as the United Health Fund) are not the correct methodology and do not include important communities or aggregate communities that should have their own funding.
- The place-based mitigation measures do not include measures such as Weigh-in-Motion technology expansion, traffic calming measures, and street design that are important for traffic design.
- The allocation of funding for certain mitigation measures is too high (electric truck charging infrastructure).
- The allocation of funding for certain mitigation measures (asthma, air filtration in schools, roadside vegetation) and for mitigation communities is not sufficient.
- Proponents of the air filtration in schools recommend expanding the population of schools to include schools beyond 300 feet from a highway; use community districts instead of census tracts.

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Response

These comments are requesting measures beyond the scope of what was required for inclusion in the FMP. In reviewing comments on the Draft Mitigation Plan and incorporating recommended changes for the FMP, the Project Sponsors evaluated the comments within the requirements set by the environmental review. As described in Section 1, as part of the environmental review, the Project Sponsors established the requirements for developing the Draft Mitigation Plan. Based on the environmental review, the Project Sponsors committed to implement place-based mitigation measures to address potential CRZ-related truck traffic diversions and associated health impacts that may affect EJ communities already overburdened by high levels of pre-existing air pollution and/or chronic disease, relative to national percentiles. The mitigation measures, place-based mitigation communities, and funding amounts for each measure and each community were decided during the environmental review based on the potential impacts associated with CRZ Tolling. The concerns and issues raised by commenters are recognized as important matters for the communities but the necessary policies and investments to address them fall outside the scope of what the FMP can do within the parameters set forth in the environmental review. The Project Sponsors worked with the implementing agencies to set priorities and work within the funding allocations.

TRU Replacement Program Implementation

Comment Summary

Feedback on the TRU replacement program at the HPPM centered on concerns regarding program uptake in comparison to the allocated funding level, pointing to fewer TRUs replaced under the original program versus expectations for this plan. Stakeholders noted outreach and recruitment strategies as significant concerns, emphasizing that without a clear plan to scale beyond previous participation levels, the program's ability to achieve meaningful emissions reductions remains questionable.

Feedback also suggested that the TRU replacement program benefits the operators and tenants of the HPPM, but not the residents of Mott Haven and Port Morris, and that it is an indirect and contingent benefit to surrounding neighborhoods.

Recommendations were made to expedite the installation timeline for completion by December 2026, make greater efforts to raise awareness about the air quality benefits, and track before and after PM_{2.5} pollution levels.

A commentor requested expansion of eligibility to additional freight facilities and private operators within IBZs. There was also a request to incentivize the use of renewable diesel for hybrid units and collaborate with local community groups to better publicize particulate matter levels in the immediate vicinity of the market both before and after installation to ensure measurable accountability.

Response

The TRU program will improve air quality for residents in the Hunts Point-Mott Haven community, with a large number of residents living on the Hunts Point peninsula in relatively close proximity to the HPPM. The TRUs have long been recognized as among the greatest sources of pollution in the South Bronx contributing to some of the highest rates of air pollution exposure and associated respiratory illnesses in New York City. The HPPM has the densest clusters of these old TRUs in New York City,

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making it one of the highest-impact locations for emissions reductions. An estimated 1,000 TRUs operate around the clock to provide cold storage for market tenants. These existing TRUs are quite old and inefficient, never leave the HPPM, and lack emissions controls. Replacing the TRUs at this facility allows the program to achieve measurable emissions reductions in a community that has historically borne a disproportionate share of the City's freight-related air pollution. Each TRU replacement effectively removes nitrogen oxide (NOx) emissions equivalent to 70 daily truck trips and the particulate matter (PM2.5) emissions of 330 daily truck trips on the Cross Bronx Expressway. Replacing 100 units can result in an annual reduction of 21 tons of NOx and 2.5 tons of PM2.5, pollutants linked to chronic respiratory and cardiovascular diseases

Since the program went live, there has been high demand from market tenants, and NYC DOT is conducting a strong tenant outreach and engagement campaign. As of May 15, 2026, 31 new, cleaner TRUs have been installed, replacing old, dirtier ones that have been removed and scrapped, with over 55 more in the pipeline for replacement in the coming months. With the design and marketing of the program incentives, the TRU Replacement program is exceeding prior efforts and NYCDOT will continue engaging new program participants. Concerns that there would be a lack of market vendor interest have not been borne out. In tracking the replacement of the number of TRUs, the Project Sponsors will be able to compare the emissions output from the new TRUs versus what emissions would have been without the replacements.

Expanding the TRU program to freight facilities and private operators in the IBZs was not part of the identified mitigation measures but is a concept that City agencies could review moving forward.

Renewable diesel can serve as a near-term emissions reduction measure for fleets not yet able to transition to zero emission equipment, though there are challenges with supply and pricing relative to other technologies. The opportunity to use renewable diesel will be considered as eligibility and equipment standards are continually evaluated and refined in coordination with program partners.

Bronx Asthma Program Community Programming

Comment Summary

Feedback received regarding the Bronx Asthma Program (formerly called the Bronx Asthma Center) programming focused on the program's physical location, geographic accessibility, and the equity of funding distribution. Stakeholders requested that the FMP explicitly clarify that the initiative involves expanding programming out of the Tremont Neighborhood Health Action Center. Concerns were raised that an equal funding split across the five Bronx mitigation communities does not account for the disproportionate asthma burden in areas like Hunts Point-Mott Haven. Furthermore, comments noted that the Tremont location presents transit barriers for residents in the South and Northeast Bronx, suggesting that Lincoln Medical Center might serve as a more geographically centered and established hub for those facing the highest health burdens.

Comments also requested that the program expand to include direct protections against outdoor traffic pollution, such as providing residential indoor air purifiers. Stakeholders requested more granular detail on the community engagement component of the plan, asking for a stable, funded commitment to local community-based organizations and for that commitment to extend beyond the five-year mitigation period.

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Response

While the Project Sponsors acknowledge that the South Bronx needs structural interventions to address the environmental factors driving high asthma rates in the Bronx, many of those upstream structural factors lie beyond the jurisdiction of NYC Health (e.g. housing quality, transportation, industry etc.). NYC Health focuses its current primary preventive efforts on reducing preterm births, promoting breastfeeding, reducing obesity, reducing exposure to secondhand smoke, and promoting maternal and infant RSV vaccination, among others.

The Bronx Asthma Program involves expanding evidence-based programming at the Tremont Neighborhood Health Action Center, an established public health facility with existing clinical infrastructure and relationships. Critically, this is not a walk-in center with programming operating from a single hub. Rather, the programming is designed to be delivered where community members already live through home visits, partnerships with schools and health care facilities, and contracts with community organizations. The \$20 million over five years to be provided through CRZ Tolling revenue will enable decentralization of program delivery, instead of offering walk-in services, allowing NYC Health to multiply the program's reach and impact and reduce geographic barriers in line with the comment's suggestion. The \$8.9 million Bronx Asthma Program budget is nominally allocated in equal portions across the five Bronx mitigation communities to demonstrate a commitment to equitable access. However, program delivery remains flexible and demand-driven; resources will be deployed based on documented community need and participation, with the areas with the highest asthma burden receiving the necessary support with flexible funding. Residents across the Bronx can utilize the services offered through this initiative without traveling to Tremont. All mitigation communities will have equal access to the programming. CRZ Tolling will fund the program for five years, and NYC Health will work to sustain and build on this programming beyond the mitigation period.

Lincoln Medical Center's role as a major health care provider for South Bronx residents is well recognized, and the NYC Health Department is already partnering with Lincoln as a key clinical partner, with community health workers already placed in the emergency department at Lincoln Hospital as part of the program's case management programming. The program takes a community-focused approach, with the NYC Health Department collaborating with local clinical, community, and public health organizations to actively publicize the services to Bronx residents. This includes outreach through CBO networks, NYC Health Department programs, quality improvement provider networks, and plans to convene a South Bronx Asthma Partnership of key Bronx-based asthma stakeholders, so residents, particularly in the highest-burden neighborhoods, are aware of and able to access services. The NYC Health Department has engaged a wide range of community and clinical partners throughout the development of the program, including AirNYC, the American Lung Association, Healthfirst, South Bronx Rising Together, Urban Health Plan, BronxCare Health System, SOMOS, VIP Services, Montefiore, The Point, Healthy People, Fordham University, and Community Boards 2 and 4. These organizations will continue to partner with NYC Health to deliver programming, conduct outreach, and ensure services reach the most burdened families. These partnerships reflect a sustained collaborative approach to advancing asthma programming across the Bronx. Coalition partners include the Northwest Bronx Community Clergy Coalition and #Not62 – The Campaign for a Healthier Bronx. As part of the Bronx Asthma Program, the NYC Health Department will award a case management contract (approximately \$1 million), which will be open to any organization with case management experience, including community organizations.

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While the provision of residential indoor air purifiers is not part of this mitigation measure, the programming provided through the Bronx Asthma Program includes indoor environmental protections for families. The Healthy Homes Program's Public Health Sanitarian role will investigate, identify, and address indoor pest and mold hazards in the homes of tenants with diagnosed asthma, enforcing regulations that create safer home environments and educating owners, tenants, and contractors on compliance. Additionally, a dedicated vendor is providing Integrated Pest Management services for children with asthma living in households with pest and rodent issues, delivering direct in-home protections for the families who need them most. Specifically related to indoor air purifiers, under the 1115 NYHER Medicaid waiver, eligible children with poorly controlled asthma can receive purifiers covered by Medicaid.

Site Selection Process for Expansion of Asthma Case Management Program

Comment Summary

Feedback regarding the expansion of the ACMP focused on school selection, staffing efficiency, and the need for better integration of programming into the school culture. Comments expressed that health programming in schools can often be siloed from school leadership and staff. Stakeholders expressed concern over the exclusion of specific schools, such as P.S. 154 Jonathan D. Hyatt and P.S. 43 Jonas Bronck. Additionally, comments addressed the operational rollout of the program and the equity of staff distribution across neighborhoods. Specifically, stakeholders pointed to an imbalance in the number of participating schools in Hunts Point-Mott Haven and Crotona-Tremont and questioned why funding is being directed toward new hires rather than expanding the scope and training of existing staff.

Response

P.S. 154 Jonathan D. Hyatt and P.S. 43 Jonas Bronck were identified and evaluated during the site selection process. P.S. 154 Jonathan D. Hyatt already has a case manager working in the school. Following outreach to P.S. 43 Jonas Bronck, school leadership indicated that the timing was not right to incorporate the program. Prior to finalizing school selection, NYC Health worked directly with school leadership to confirm feasibility and mutual commitment to the program. Schools were included only where leadership actively confirmed their participation. This upfront engagement was intentional, ensuring that every school fully understands the program before a case manager ever walks through the door. NYC Health will conduct engagement with community stakeholders via parent town halls, PTA meetings, and social media to build awareness and ensure the program is introduced in a way that meets the needs of each school community. Once in place, ACMP case managers become an integral, recognized part of the school community; not a nameless outside resource, but a known and trusted presence that staff, teachers, and students can call on. This integration is ongoing and does not just happen upfront: the team continually works to identify key players in each school so case management work is amplified and supported across the school culture, rather than operating in isolation.

The ACMP expansion requires dedicated new hires because existing case managers carry full caseloads, with the current schools participating in ACMP. Adding new schools to their portfolios would compromise care quality and dilute the intensive support that makes the program effective.

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New staff will be distributed across the mitigation communities based on the number of schools and caseloads.

In the Hunts Point-Mott Haven community, 13 schools were initially identified within the mitigation census tracts, though the final selection was refined based on specific eligibility and operational requirements. Through the screening process described in *Section 4: Final Mitigation Plan*, six of these schools are included in the ACMP.

Deployment of Electric Truck Charging Infrastructure

Comment Summary

Feedback emphasized that, for electric truck charging investments to be effective, deployments must be fleet-driven, strategically sited, and operationally feasible to ensure high utilization and significant emissions reductions. These recommendations advocate for prioritizing sites with demonstrated demand and secured utility capacity, specifically focusing on IBZs and high-volume freight corridors. There was also a strong emphasis on ensuring freight-appropriate design accommodates Class 3 to Class 6 vehicles. The feedback also highlighted the importance of keeping the program accessible to mid-sized fleets rather than just large institutional users.

Concerns were raised regarding the structure of the EVCI Program. It was pointed out that the program is contingent on private applicants with the number of chargers dependent on applications approved, leaving this dedicated funding without a guaranteed minimum outcome. Brooklyn commenters recommended an increased investment in public curbside electric charging in Community District 2.

The feedback also highlighted that the plan does not address potential construction-related noise disruptions or changes to land use in or near residential areas. Stakeholders stressed that the Project Sponsors should consult with local community boards and neighborhood groups during final site selection so these investments do not inadvertently increase local environmental stressors.

Response

The Project Sponsors agree with the comments about selection of sites and deployments. In fact, the projects at the HPPM and the Brooklyn Navy Yard were chosen as locations where demonstrated demand already exists for hundreds of daily users. The chargers will be incorporated into the design of overall facility projects prioritizing freight-appropriate design and providing the necessary space for maneuverability and queueing.

The comment that the EVCI Program is contingent on applications being approved is correct. Incentive programs such as the NYC Clean Trucks Program (NYCCTP) operate to stimulate private sector action, and using the EVCI program as an add-on to the existing program is a tried-and-true approach to helping truck owners change their fleets. Incentive programs have been successful at achieving positive environmental outcomes when the government is trying to get private owners to change their practices. This new program will be linked to the existing NYCCTP and will provide a flexible, application-based model that specifically targets private depots and smaller scale industrial sites. By focusing on high-volume freight corridors and industrial areas, including three Bronx IBZs (Zerega, Eastchester, and Bathgate), the program aims to reach locations where smaller and mid-

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sized fleets operate daily. As the program is further developed in coordination with NYC DOT, stakeholder feedback will be integrated into application and selection criteria.

Regarding concerns over guaranteed outcomes, the Project Sponsors are committed to a proactive outreach strategy to promote participation from private applicants, particularly mid-sized fleets. NYC DOT will engage with Clean Truck Program participants and potential participants in the three designated communities of Crotona-Tremont, Northeast Bronx, and Pelham Throgs Neck. This includes outreach about the program with both participants who express interest in BEVs and those that don't initially express interest as well as fleets who would be installing chargers at sites in those three communities and fleets who drive through those communities frequently. The Clean Truck Program includes a Fleet Advisory initiative that involves engaging fleets about electrification. As the program advances and sites are selected, information will be made available.

Electric Truck Charging at Hunts Point Produce Market

Comment Summary

Feedback regarding installation of electric truck charging infrastructure at the HPPM centered on ensuring that infrastructure investments are driven by actual demand, strategic siting, and geographic equity. Stakeholders urged the Project Sponsors to engage with Hunts Point businesses and trucking operators to verify demand and reduce underutilization.

Stakeholders identified specific locations within the Food Distribution Center for truck electrification, including the planned MN8 freight-focused charging hub on Halleck Street and utilizing "Site D" on Food Center Drive, and installing curbside charging on Halleck Street.

Response

The Hunts Point Produce Market was identified as a priority location for electrification because its status as a major regional distribution hub provides a verified, high-volume user base. To ensure these investments are driven by actual demand and to minimize the risk of underutilization, the Project Sponsors are coordinating with NYC EDC to align the infrastructure with daily operational needs of the businesses and truck operators on-site. Up to 18,000 trucks flow through the Food Distribution Center each day, a large portion of which service the while supplying approximately 25% of New York City's fresh produce.

Regarding the specific site recommendations, multiple locations within the Hunts Point Food Distribution Center were considered. The goal is to select sites that align with operational realities and provide the highest utilization by electric trucks. Ultimately, HPPM emerged as the most impactful opportunity to advance EV charging deployment while also meeting the complicated requirements associated with the federal funding provided through NYSDOT which is being used for this mitigation measure.

While NYC DOT does not currently install on-street truck charging, the City recently released a Request for Expressions of Interest (RFEI) to explore the feasibility of on-street truck charging in key locations, including overnight truck parking areas, and feedback regarding high demand corridors will inform that ongoing process. The RFEI is an important but preliminary step in this process for curbside truck charging. At this stage, the opportunity to include electric truck charging mitigation

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funds for electric trucks in the HPPM redevelopment plan is the best available and most timely option.

Funding Distribution in Hunts Point-Mott Haven Community

Comment Summary

Commentors also highlighted a perceived contradiction in the allocation strategy, noting that EVCI mitigation funding is not proposed for Hunts Point-Mott Haven despite it being a primary hub of diesel activity. Additionally, stakeholders noted that the TRU program combined with the EV charging allocation directs over 75% of Hunts Point-Mott Haven's total mitigation funding to industrial zone programs, rather than residential benefits such as parks. Commentors argued that there is a structural imbalance that limits funding available for residential community benefits, particularly in the Mott Haven-Port Morris neighborhood.

Response

Reducing emissions in the Hunts Points-Mott Haven community is a top priority of the overall place-based mitigation program, and the allocation of funding, based in part on engagement with the EJTAG and other stakeholders, focused on some of the most polluting equipment in this community. Accordingly, \$15 million was committed to the TRU replacement program, which is located in the Hunt Point Industrial Business Zone, because, as described in *Section 4: Final Mitigation Plan*, it is reducing measurable emissions in the community. Reducing emissions from trucks that traverse this community and others was also prioritized for the \$20 million electric truck charging infrastructure mitigation. By working with NYCEDC, the Project Sponsors identified the HPPM as the optimal site to invest \$10 million out of the \$20 million to provide electric charging for medium- and heavy-duty trucks, with Hunts Point-Mott Haven's share of this shared allocation at \$3.16 million of the \$10 million.

With the remaining funding allocated for the Hunts Point-Mott Haven community, the opportunity to receive services under the first Bronx asthma program and the installation of air filtration equipment were given high priorities. In fact, as described in *Section 4: Final Mitigation Plan*, the Project Sponsors increased the total \$18.9 million funding allocated in the environmental review process by \$5 million to \$24 million for this community to be able to include these services. This additional funding allows the Hunts Point-Mott Haven community to receive the ACMP and the air filtration upgrades in schools while still moving forward with the high-impact TRU emissions reductions at the source. This enables the community to receive both point-source emission reduction and health support for residents. During the comprehensive review of all potential projects, including the EVCI program, parks, and roadside vegetation, the total cost of these initiatives exceeded the funding allocation for the Hunts Point-Mott Haven community. Even with the \$5 million increase, the total funding could not support all six of these mitigation measures.

The \$24 million funding allocation for Hunts Point-Mott Haven was designed to provide meaningful mitigation projects for the community residents within the framework of the overall Final Mitigation Plan serving 13 EJ communities outlined in Table 22.

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Air Filtration Upgrades in Schools: Geographic Coverage and Site-Specific Concerns

Comment Summary

Stakeholders raised concerns regarding the exclusion of nonpublic schools from eligibility for air filtration upgrades, particularly in South Williamsburg. More broadly, feedback suggested that current allocations cover only a small fraction of schools in high-burden EJ communities. Specifically, comments questioned why only five schools were selected in Hunts Point-Mott Haven despite the presence of over 30 facilities, and why only a single school in East Harlem was prioritized given the widespread need. The feedback also identified a lack of coverage for schools directly adjacent to the Major Deegan Expressway and requested clarification on why a previously screened school in Orange, NJ, was not pursued. Additionally, commentors requested that Randall's Island be removed from the eligibility list as it contains no school facilities.

Response

The selection of schools for air filtration upgrades prioritized school facilities within 300 meters (approximately 1,000 feet) of highways in mitigation census tracts where truck traffic was projected to increase. Consistent with the environmental review commitments, the Project Sponsors coordinated with relevant local implementing agencies to identify schools that meet these criteria.

As a result, the Project Sponsors worked directly with NYCPS, the Newark Board of Education, and the Orange Board of Education to identify suitable sites and review initial feasibility. Partnering with these centralized public education agencies provided a unified administrative framework within each jurisdiction, enabling the Project Sponsors to coordinate scope development and cost estimates through a single entity per city across the dozens of schools proposed, a critical factor for the practical execution of these upgrades. In New York City, this meant that Project Sponsors could work with one agency, the NYCPS's Division of School Facilities, to coordinate the project scope, budget and schedule for 25 school buildings.

Working in close alignment with these relevant agencies, the Project Sponsors conducted the site selection process as set forth in the environmental review, ensuring that selected buildings met both the environmental review criteria and the operational requirements of the implementing agencies. In South Williamsburg, no NYCPS buildings were identified within 300 meters of highways in mitigation census tracts where truck traffic was projected to increase.

In the Hunts Point-Mott Haven community, nine school buildings met the geographic criteria. Of those nine, five facilities are slated for upgrades. The remaining four sites (Emblaze Charter School, Mott Haven Academy Charter School, Zeta Charter School New York City 2, and Bronx Charter Schools for the Arts) are charter schools and not operated and maintained by NYCPS. Similarly in East Harlem, three schools met the criteria; upgrades are moving forward for the two public schools (P.S. 206 and P.S. 112, which share a building), while the third, a charter school, is not operated and maintained by NYCPS.

In Orange, Oakwood Avenue Elementary School was the only facility to meet the 300-meter criteria. Following further evaluation of the building's age and infrastructure, the Orange Board of Education determined that the costs required to retrofit the facility for advanced air filtration would exceed the

Final Mitigation Plan for Place-Based Mitigation

allocated mitigation funding for the community. As an alternative mitigation measure for the community, the Board of Education proposed using the funds toward upgrades for the school's playground and community garden.

The inclusion of Randall's Island as "eligible" in the Draft Mitigation Plan was intended to categorize the various mitigation measures by their geographic boundaries. While certain measures are site-specific consistent with the environmental review commitments, air filtration upgrades have broader geographic eligibility. Because Randall's Island does not contain public school facilities, no funds were allocated to that community for air filtration upgrades.

Air Filtration Upgrades in Schools: Methodology and Selection Criteria

Comment Summary

Stakeholders pointed out that prioritizing sites based on existing HVAC characteristics may deprioritize older facilities with lower historical capital investment, where upgrades are technically challenging but most necessary.

A central theme of the feedback was the need for a more inclusive selection process, engaging local residents and parents of the children in the affected area to help identify and prioritize schools based on direct community input. Furthermore, there was a suggestion for the FMP to include alternative interventions such as portable High Efficiency Particulate Air (HEPA) purifiers for schools that were screened out of structural HVAC upgrades but that remain in close proximity to highways.

Response

In New York City, every NYCPS school building within 300 meters of a highway and in a mitigation census tract was assessed for inclusion in this program, regardless of how technically challenging upgrades would be. NYCPS conducted site surveys at all eligible NYCPS buildings to assess existing HVAC system capabilities, building age, and the most highly utilized public assembly spaces. These building-specific characteristics were used to develop tailored upgrade scopes and pricing estimates for each school, not to exclude them from consideration, so that the program invests in improvements that are appropriate for each facility's existing technology. In NYC, all eligible buildings (every NYCPS school in a mitigation census tract and within 300 meters from a highway) were included for upgrade scoping.

School engagement in NYC included direct conversations with principals and building administrators to understand each facility's history of capital investment and identify where air quality improvements would be most impactful. Then, NYCPS met again with leadership at each school to present the different options and discuss the specific scope of work for the school. NYCPS will conduct engagement with the broader school communities through their usual community engagement structures.

Rather than portable HEPA purifiers, this mitigation prioritizes structural HVAC upgrades that deliver more meaningful and lasting air quality improvements.

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NYC Parks Community Engagement and Project Scopes

Comment Summary

Feedback regarding engagement and scope for NYC Parks projects centered on the necessity of a collaborative, community-driven approach to project selection and design. Stakeholders emphasized that the Project Sponsors must host meaningful visioning meetings and coordinate with existing local groups to align the mitigation projects with each community's goals and needs. There was a recommendation to leverage existing research and outreach already conducted by neighborhood initiatives.

Commenters also highlighted the need for functional improvements so these areas are safe and available to the public. Recommendations included prioritizing safety infrastructure, particularly in underutilized Bronx parks. It was suggested that projects include clear signage identifying them as benefits funded through CRZ Tolling.

Additionally, stakeholders noted the importance of protecting existing green space from displacement by highway infrastructure projects, emphasizing that mitigation investments should not be offset by concurrent losses of parks.

Response

Parks projects were selected based on prior community input and identified need. Some of the projects will build on specific, pre-existing requests made by community boards and during conversations between NYC Parks, the respective Borough Commissioners, and other key stakeholders, while other projects will involve additional public input sessions as applicable.

Four of the projects build on previous community engagement efforts that predate the mitigation measures. By building on existing community priorities rather than starting from scratch, NYC Parks avoids duplicating efforts, honors the work that communities have already invested, and ensures that the parks projects can be constructed in a timely manner.

- The **Randall's Island** project emerged directly from the Randall's Island Park Master Plan; the development of this plan included substantial public engagement.
- The **Downtown Brooklyn** project addresses recent requests submitted by the local community board to renovate Bridge Park and bolster it as a vital neighborhood resource. This project will require close and ongoing coordination with NYSDOT and NYC DOT, which is planning to renovate the Brooklyn-Queens Expressway and potentially use some of Bridge Park for temporary construction staging. NYC Parks has ensured that any such staging will not impact the mitigation-related improvements, nor will the agency cede or forfeit any parkland in perpetuity.
- The Roebing Playground project in **South Williamsburg** was identified as one of NYC Parks' FY27 CPI sites, which was recently announced in a press release. Through the CPI program, NYC Parks invests directly in communities that have historically been under-resourced. Residents will participate in community input sessions to provide information around how they would use the parks and the types of amenities they want to be incorporated into the renovation.

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- Other aspects of the Marcus Garvey Park project in **East Harlem** were already in progress, so NYC Parks had already engaged the local community extensively by the time that the agency selected this site for mitigation funding. Marcus Garvey Park is one of the most cherished public resources in all of Upper Manhattan, and CRZ Tolling funding will directly address the community's persistent frustrations with the poor condition of the Acropolis Plaza, which was not previously included in the budget for the project.

Three projects will require further community engagement. The three projects in the Bronx were identified in consultation with the Bronx Borough Commissioner as a result of the Commissioner's extensive discussions with local stakeholders.

Moving forward, the identified projects will follow NYC Parks' standard capital project process. Where community input meetings have not yet occurred, NYC Parks will host sessions for residents to weigh in on project priorities and design elements. This structured engagement process ensures that the communities receiving the investments have a voice in shaping the final outcomes.

Beyond the numerous planned enhancements to parks and open spaces, NYC Parks is also centering public safety and accessibility in each of these mitigation projects to increase overall community well-being. In particular, several project scopes will include improvements to lighting equipment, which will ensure that these spaces remain welcoming and secure even after sundown. Most of the projects will also address the conditions of walking paths and play surfaces, improve drainage, and ensure that these public assets are as accessible as conditions permit.

The program focuses on renovating green spaces and investing in parks in underserved communities. Decisions regarding highway infrastructure are generally outside of the scope of this mitigation initiative. For the Bridge Park renovation project, NYC Parks is coordinating with NYC DOT so planned improvements do not encroach on the Brooklyn-Queens Expressway easement and no parkland property will be forfeited as part of any of the CRZ Tolling-funded parks projects.

Consideration of Franklin Plaza Apartments for Parks and Greenspace Funding

Comment Summary

Stakeholders requested that the Franklin Plaza Apartments, a Mitchell-Lama complex, be considered for the inclusion of a sensitivity-focused playground.

Response

NYC Parks is directly collaborating with the Project Sponsors to facilitate the design, construction, and implementation of projects in selected parks and green spaces. Based on the environmental review, the Project Sponsors worked with NYC Parks as the implementing agency to identify potential sites in New York City. NYC Parks identified projects and cost estimates that were consistent with the funding allocation for the mitigation measure. As NYC Parks projects include public parks under their jurisdiction, the review of potential projects did not extend to privately owned parcels, whether green spaces or housing complexes. The Franklin Plaza complex is a privately owned and managed housing development and therefore was not considered in the potential project sites. Franklin Plaza residents will be served by the improvements slated for the Scylla Picnic Area on Randall's Island and Marcus Garvey Park in East Harlem.

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Consideration of Harlem River Greenway for Parks and Greenspace Funding

Comment Summary

Feedback regarding the allocation of parks and greenspace funding strongly advocated for prioritizing completion of the Harlem River Greenway, particularly segments adjacent to the Highbridge Green School. Community members noted that this investment would offer community-wide benefits and close existing gaps in the Greenway.

Response

The Harlem River Greenway Implementation Plan was released in December 2025, with the individual projects included within it at various stages in the design process. One waterfront access point on the Bronx side of the Greenway is Depot Place Bridge, to which NYC DOT added a greenway in 2025. Of the 13 NYC DOT-led projects identified in the Harlem River Greenway Plan, three projects were completed in 2025, adding more than 3 miles of greenways. Another four projects are scheduled for completion in 2026 and will add an additional three miles of greenways. Together, these projects improve safety and mobility for pedestrians and micromobility users; expand access to the waterfront, parks, and open spaces; and strengthen the area's transportation network. NYC DOT will work with the community to advance additional projects in the coming months and years.

NYC DOT has been engaging with stakeholders from the community surrounding the Harlem River Greenway for many years and is working closely with community organizations, advocacy groups, schools, and other stakeholders to coordinate updates and encourage involvement from the local community. The longer-term waterfront Greenway capital projects such as the outboard river path identified in the Implementation Plan require land not currently owned by NYC DOT and involve complex, multi-stakeholder processes that will take an extended time frame to complete. The Project Sponsors recognize the longstanding community commitment to completing the Harlem River Greenway and the important advocacy work of local organizations and schools in advancing this vision.

The MTA is funding other greenspace mitigation measures in the High Bridge community, including the Merriam Upper Playground and several parcels in the High Bridge-Morrisania community that are receiving funding for roadside vegetation.

Consideration of Trinity Park

Comment Summary

Feedback requested that Trinity Park on Nassau Street be considered as an additional parks project, noting its location adjacent to the Brooklyn-Queens Expressway and Manhattan Bridge on-ramps.

Response

Most of Trinity Park is comprised of unprogrammed greenspace adjacent to both the Brooklyn-Queens Expressway and the Manhattan Bridge. NYC Parks evaluated the feasibility of adding a tree planting project to this site to improve the quality of this green space. Ultimately, NYC Parks did not identify any viable tree planting opportunities in or around Trinity Park. In part, this is because the agency has already resolved to expedite tree planting work within this community district. In

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particular, when NYC Parks most recently surveyed Trinity Park, the existing tree canopy was well-established, and the agency does not typically plant below established canopies.

Bridge Park, the park selected for the Downtown Brooklyn-Fort Greene neighborhood, was identified because it is the site with the greatest need within the community, and the funds can be applied in an area that will not be impacted by future Brooklyn-Queens Expressway construction work. The community board has expressed interest in redeveloping this park in the past, and the NYC Parks Brooklyn Borough Commissioner, who is continually in touch with the community, has identified that this would be the highest impact project in the area. Residents of the nearby New York City Housing Authority building use this park fairly regularly as it is the closest park in proximity. Additionally, the project at Bridge Park will complement the recent surge in popularity of nearby Susan Smith McKinney Steward Park (formerly known as Bridge Park II), which was redeveloped in 2022.

Understanding that investment in the vicinity of Trinity Park was a community desire, the Project Sponsors conducted a second review of available roadside vegetation planting space within the Downtown Brooklyn-Fort Greene mitigation community. As a result, the Project Sponsors will proceed with tree planting efforts in partnership with NYC Parks at parcels closer to the mitigation census tracts in order to more directly serve the residents of these tracts.

Consideration of Additional Parks Projects

Comment Summary

Feedback included requests for inclusion of upgrades to Classon Playground, Steuben Playground, Washington Hall Park, Willowtown Dog Run, and Hillside Dog Park.

Response

The parks mitigation is not considering dog run renovations as the Project Sponsors are prioritizing projects that will serve a broader range of mitigation community residents.

The transformational project at Roebling Playground will build on a strong history of community interest and has already received significant financial support from stakeholders across the NYC government. In recent years, Community Boards have repeatedly asked for improvements at Roebling Playground. NYC Parks recently secured additional CPI funding ([link](#)) that will help complete this project; the City has already officially announced this CPI funding. The Roebling Playground project will also fold in additional confirmed funding streams from Brooklyn Borough President Reynoso and New York City, enabling the CRZ tolling funding to contribute to a larger and more beneficial project.

NYC Parks installed new basketball courts in Washington Hall Park through an approximately \$1M project in 2024. Steuben Playground and Classon Playground are considered to be in relatively good condition and have high conditions scores.

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Constitution Park Project Scope

Comment Summary

Feedback regarding Constitution Park in Fort Lee included recommendations that the project maximize vegetation to serve as a natural pollution filter and visual buffer from surrounding traffic.

Response

The selection of Constitution Park as a priority site was driven by both the goal of maximizing efficacy and project feasibility. By aligning this mitigation with two other active investments into the park, the project can achieve greater financial efficiency and a more comprehensive transformation. In response to the community desire for increased greenery, the Borough of Fort Lee will seek to include as much vegetation as possible and will identify specific planting locations once the project is further along in the design process. Enhancing vegetation remains a primary priority for this site and any remaining funds within the allocation will be prioritized for additional vegetation.

Park Improvements in Orange, N.J.

Comment Summary

Feedback regarding the selection of park improvements in Orange, N.J., emphasized that a broader range of projects should have been considered beyond traditional park boundaries. Stakeholders noted that Orange lacks greenery and suggested that the FMP consider opportunities to address the community's limited tree canopy. Commenters also recommended integrating green infrastructure such as rain gardens into the site selection process.

Response

The selection of Colgate Park over other potential mitigation sites was primarily based on the community impact evaluation of the proximity to roadways and feasibility. In accordance with the environmental review, TBTA and the City of Orange considered parks and greenspace projects, air filtration upgrades in schools, and roadside vegetation. The project team concluded that focusing resources on Colgate Park would serve a much broader segment of the community given its direct proximity to the highway and mitigation census tract, as well as its role as a central public resource for the whole community. Green infrastructure is included in the Colgate Park plan. Other options such as roadside vegetation along Route 280 and its feeder roads were considered but physical constraints of narrow rights-of-way and the need for multiple jurisdictions' coordination made those options less feasible.

Roadside Vegetation in East Harlem

Comment Summary

Feedback included concerns regarding the absence of mitigation funding for roadside vegetation in East Harlem. The feedback suggested that a strict focus on "feasibility" risks overlooking high-burden, space-constrained neighborhoods. The commenter urged the Project Sponsors to explore creative greening strategies including green walls, curb extensions, or partnerships with existing public spaces.

Final Mitigation Plan for Place-Based Mitigation

Response

The Project Sponsors and NYC Parks recognize that expanding tree canopy and green infrastructure in East Harlem is a priority. East Harlem has been included in citywide tree planting initiatives since the launch of PlaNYC in 2007, and NYC Parks has identified existing street tree parcels near Marcus Garvey Park for planned upgrades slated for 2028-2029, reflecting a continued commitment to greening this community. As a result of this sustained investment, the remaining potential for new roadside vegetation in the community is comparatively lower than in other mitigation communities. Within the current mitigation framework, the greatest opportunity to deliver meaningful, lasting improvements to East Harlem residents is through the Marcus Garvey Park project. The mitigation funding is designed to deliver historically appropriate bluestone pavers to improve drainage and reactivate a largely dormant site for public use, as well as new lighting, water, and electrical service at the Acropolis Plaza. These park improvements will enhance safety and functionality for East Harlem residents. Redirecting a portion of this funding toward accelerating street tree upgrades that are already planned and funded through other channels would reduce the scope and quality of the park project.

NYC Parks remains committed to exploring creative greening strategies in East Harlem, and the planned street tree upgrades will be an important step in the City's long-term investment in the neighborhood's green infrastructure.

Consideration of Freeway Drive for Roadside Vegetation Planting on Orange and East Orange, NJ

Comment Summary

Feedback regarding Freeway Drive in East Orange and Orange emphasized the need to align mitigation funding with existing, underfunded initiatives that address the severance of communities caused by the construction of I-280. Stakeholders specifically highlighted the "Freeway Drive for All" project as a critical candidate for support.

Response

Project teams in Orange and East Orange recognize the critical nature of the Freeway Drive corridor as a primary access point along I-280, a highway that cuts directly through the center of the community. While this area was evaluated for potential mitigation through roadside vegetation, several factors made it less feasible under the current plan. Specifically, challenges regarding multi-agency ownership, maintenance responsibilities, and the necessary regulatory approvals would have significantly lengthened the implementation timeline. The review also indicated that many segments of the corridor lack sufficient physical space to accommodate the scale of green infrastructure needed to provide meaningful improvements to the community. Consequently, priority was given to sites with more feasible pathways and available footprints by leveraging existing plans and one agency to deliver mitigation as efficiently as possible.

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Randall's Island Funding Allocation

Comment Summary

A commentor stated that Randall's Island should not receive funding because there are no residents on the island.

Response

As outlined in the environmental review, Randall's Island has one census tract, census tract 240, that is eligible for place-based mitigation. This census tract had a population of 2,009 based on the U.S. Census Bureau's 2015-2019 American Community Survey 5-Year Estimates.

Distinction between Place-Based Mitigation and Other Mitigation Outlined in the Environmental Review

Comment Summary

A set of comments focused on a perceived disconnect between the Final EA and the implementation strategy of the Draft Mitigation Plan. The commentor stated that the FMP should map mitigation measures directly to the highway corridors and intersections identified in the Final EA as having potential adverse traffic effects, rather than using the established census-tract-based methodology established in the environmental review for identifying place-based mitigation. Comments claim that the plan does not include detailed monitoring design or specific "decision triggers" for adjusting mitigation. The feedback also suggested a lack of clarity regarding the data used to define mitigation communities.

Response

The environmental review, which encompasses the Final EA and Reevaluations 1 and 2, outlines several types of monitoring and mitigation commitments designed to address the potential impacts of CRZ Tolling, including on highway segments and local intersections. The Project Sponsors' compliance with these monitoring and mitigation commitments is described in the January 2026 Congestion Relief Zone Tolling First Evaluation Report. The Draft Mitigation Plan and the FMP relate to only the place-based mitigation for potential effects on highly burdened EJ communities where increases in truck traffic proximity could occur with CRZ Tolling. It does not address mitigation for increases in congestion and delay on specific highway segments or at specific local intersections, for which other mitigation and monitoring commitments apply. [Appendix 17D: "Technical Memorandum"](#) in the Final EA describes the potential effects of truck and non-truck traffic diversions resulting from CRZ Tolling on EJ communities that are already burdened by pre-existing air pollution and chronic diseases and which could see increased truck traffic based on modeling. To address these potential effects, the place-based mitigation measures were established based on public comment and discussions with EJTAG.

The expansion of New York City's Clean Trucks Program, discounted overnight toll rates, the low-income discount plan, and expansion of NYC DOT programs that reduce emissions from trucks are known as "regional mitigation measures." Expanding the NYC Clean Trucks Program, which offers incentives for replacing diesel trucks that travel around the region with lower-emission electric, hybrid, compressed natural gas, and clean diesel vehicles, will reduce NO_x and PM_{2.5} emissions in the

Final Mitigation Plan for Place-Based Mitigation

region. Implementation is in progress, and NYC DOT will begin accepting new applications for rebate incentives in Q2 2026. Expanding the NYC DOT Off-Hour Delivery Program, which offers incentives to help businesses switch their deliveries from daytime to nighttime hours, will reduce daytime truck traffic, reduce emissions, and increase roadway safety. The program launched in April 2026, with onboarding of new participants beginning in Q2 2026.

In the Final EA, the Project Sponsors also committed to monitoring for a variety of potential adverse effects and, if necessary, mitigating those effects. Monitoring topics include air quality, pedestrian volumes on certain stairs and escalators at five transit stations, pedestrian circulation at crosswalks and sidewalks near Herald Square/Penn Station, delays and queuing along three highway corridors, and changes in traffic volumes at four intersections.

- **Air quality and emissions:** Air quality monitoring and analysis includes five pollutants associated with vehicular traffic. Analysis relies on the U.S. Environmental Protection Agency's Air Quality System, local pollutant data from the New York City Community Air Survey (NYCCAS), and additional PM_{2.5} monitors at key locations funded by CRZ Tolling. Six locations for monitors in EJ-designated communities near highways, plus one control site, were identified in the Final EA and Reevaluation 1. Each of the seven locations has a core integrated NYCAAS monitoring site plus a real-time PM_{2.5} monitor at locations closer to the highways. In addition, traffic counts were conducted along with air quality monitoring to analyze whether changes in air quality could be attributed to changes in vehicle traffic. The [Congestion Relief Zone Tolling First Evaluation Report](#) presents statistical analysis of spring season changes in average pollutants. Further assessment of the impact of CRZ Tolling on air quality will be released in the second half of 2026 and incorporate data from 12 months prior to the beginning of operations on January 5, 2025, and 12 months after implementation.
- **Stairs and escalators at five transit stations:** Modeling conducted for the Final EA indicated that pedestrian volumes could increase and cause increased crowding at certain stairs and escalators at five transit stations. Baseline monitoring was conducted prior to tolling in November and December of 2024, followed by post-tolling counts in March and May 2025. Changes in passenger volumes were analyzed, and only one escalator – at the 14 St-Union Square subway station – met the threshold for an adverse effect. The mitigation identified in the Final EA for this escalator is to increase the escalator speed, which was implemented in November 2025.
- **Pedestrian circulation at crosswalks and sidewalks near Herald Square/Penn Station:** Modeling predicted that the number of pedestrians at one sidewalk location and two crosswalk locations near Manhattan's Herald Square and Penn Station could increase and cause an adverse effect. Pedestrians were counted at the three locations in December 2024 and again in December 2025. Data were not yet processed and analyzed at the time when the Congestion Relief Zone Tolling First Evaluation Report was published. Since then, analysis revealed an increase in pedestrian volume greater than the threshold for mitigation specified in the Final EA at one location: the north crosswalk at Sixth Avenue and 34th Street. To mitigate the increase, NYC DOT will widen the crosswalk by 1.2 feet to a total of 22.4 feet in spring 2026.
- **Three highway corridors:** Modeling for the Final EA found that potential adverse traffic effects, in the form of increased delays or queuing, could occur on three highway corridors, in certain directions of travel, at certain times of day. Monitoring consisted of comparing

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average travel speeds and average daily traffic counts on each of the three corridors – before tolling and approximately three months after tolling began. None of the three highway segments saw travel times increase above pre-established thresholds, therefore no transportation demand management or other mitigation are needed.

- **Four intersections:** Modeling in the Final EA found that, because traffic patterns would change with tolling, traffic volumes at specific intersections could change, and could cause or increased delays to vehicles traveling through those intersections. The Final EA concluded that tolling could increase traffic enough that an adverse effect could occur at four Manhattan intersections at certain times of day. To monitor for adverse effects, traffic counts were taken at each intersection before tolling began from November 20 through December 4, 2024; and again after tolling began from May 3 through May 17, 2025. Based on the thresholds defined in the Final EA, one of the four study locations, the intersection at East 36th Street and Second Avenue, warranted mitigation in the form of signal timing adjustments. The signal timing shift was implemented in August 2025.

Supportive Comments

A number of comments were supportive of the Draft Mitigation Plan. Commentors welcomed the immediate quality-of-life and public health initiatives, specifically pointing to long-overdue air filtration upgrades in public schools, the inclusion of roadside vegetation along the Brooklyn-Queens Expressway in South Williamsburg, and the introduction of electric truck charging infrastructure to alleviate localized emissions burdens near Hunts Point. Commentors also expressed appreciation for the stakeholder feedback process itself, recognizing the platform afforded for stakeholders to voice their opinions on community priorities. The replacement of TRUs at HPPM was highlighted by a stakeholder as one of the plan's most direct and effective diesel-reduction strategies. Other stakeholders backed the core programs and projects while also offering specific recommendations for implementation.

Final Mitigation Plan for Place-Based Mitigation

Appendix B: Draft Mitigation Plan



Congestion Relief Zone Tolling

Draft Place-Based Mitigation Plan



Bridges and Tunnels

DRAFT MITIGATION PLAN

February 2026

Agenda

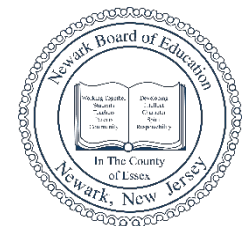
1. Congestion Relief Zone Tolling and the Environmental Assessment
2. Draft Place-Based Mitigation Plan
 - a) Site Selection Process
 - b) Proposed Allocation and Locations
3. By-Community Place-Based Mitigation Maps
4. Next Steps: Review and Comment

Acknowledgments

Project Sponsors



Project Partners



Project Advisors

Environmental Justice Community Group (EJCG)
and Small Business Working Group

Congestion Relief Zone Tolling and the EA

The Program is Working

Tolls for vehicles entering the Congestion Relief Zone (CRZ) effective January 5, 2025.

CRZ tolling is meeting its objectives of reducing vehicle entries and vehicle-miles traveled and generating revenue to support transit capital improvements.



- 11%

Vehicle entries



- 7.1%

Vehicle miles traveled in the CRZ



+ 6.7- 51%

Vehicle speeds on crossings



+ 2.3%

Bus speeds in the CRZ



+ 4.6%

Vehicle speeds in the CRZ

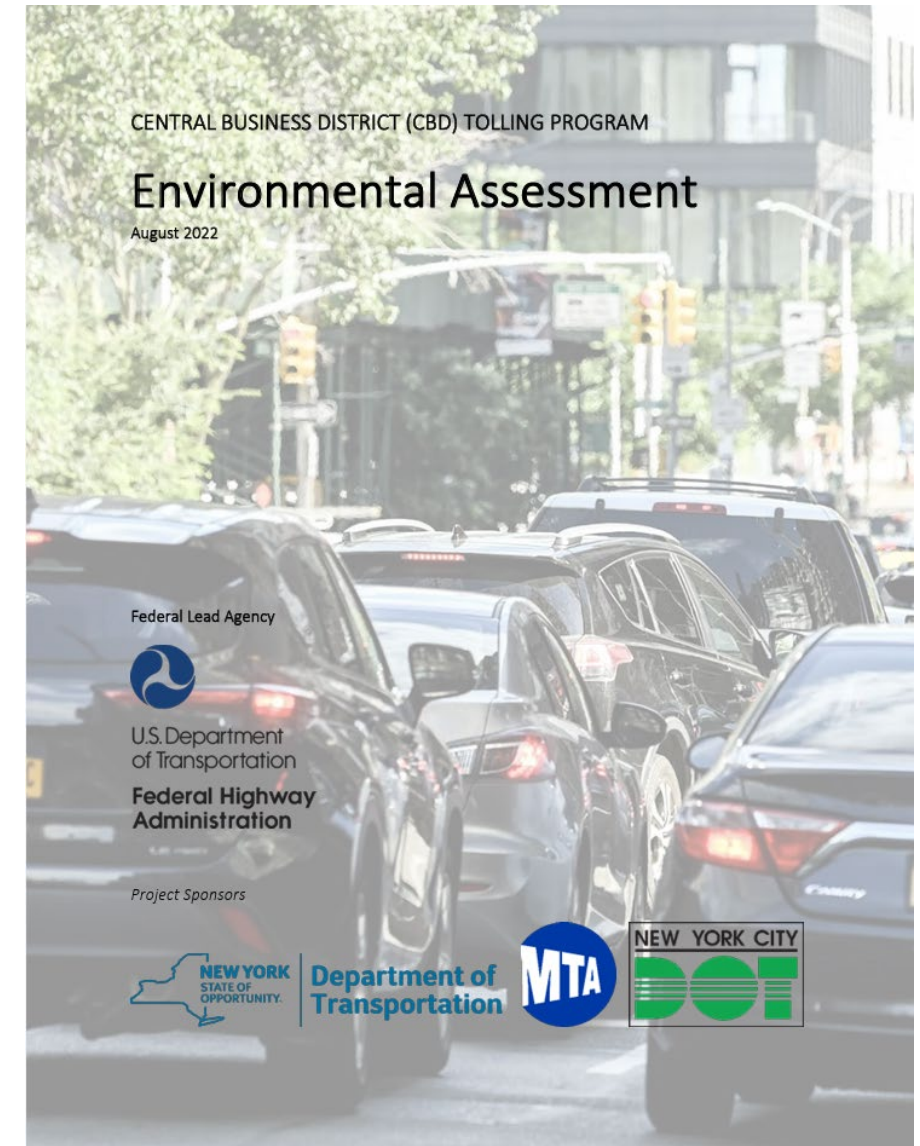


No significant changes in PM_{2.5}, NO, NO₂ levels around the region

Source: Congestion Relief Zone Tolling First Evaluation Report, January 2026

The Environmental Assessment

- Environmental Assessment (EA) published in August 2022, Final EA in May 2023
 - FHWA issued Finding of No Significant Impact (FONSI) in June 2023
- June 2024 Re-Evaluation included community allocations and siting process for place-based mitigation



Environmental Justice Mitigation Commitments

Informed by feedback received during the public outreach period from members of environmental justice (EJ) communities, the EJ Technical Advisory Group and the EJ Stakeholder Working Group, the Project Sponsors committed to...

Place-Based Mitigation

- Focus on pre-existing high pollution and disease burden areas
- Community-centered approach to implementation
- 6 mitigation measures and 13 communities

Regional Mitigation

- Further reduced overnight toll (-75%)
- Expand NYC Clean Trucks Program
- Expand NYCDOT Off-Hours Delivery Program

Other Environmental Justice Mitigation

- Discount for low-income frequent drivers
- Enhanced air quality monitoring
- Once per day toll for taxis and FHV's

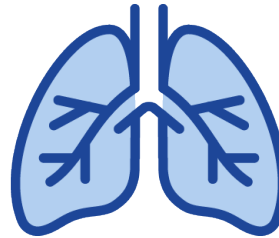
Place-Based Mitigation Measures

Total: \$100M



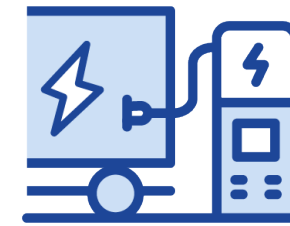
\$15M

**Hunts Point Transport
Refrigeration Units
(TRUs) Replacement**



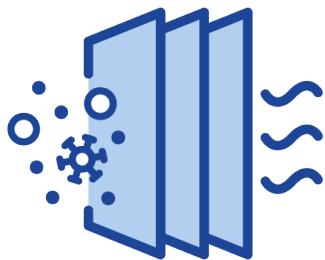
\$20M

**Bronx
Asthma
Initiatives**



\$20M

**Electric Truck
Charging**



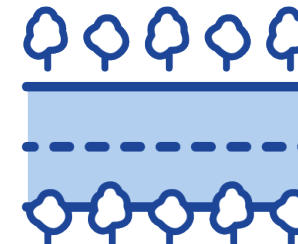
\$10M

**Air Filtration
Upgrades**



\$25M

**Parks and
Greenspace**



\$10M

**Roadside
Vegetation**

Place-Based Mitigation Eligibility

Census tracts with high pre-existing pollutant and chronic disease burdens above the 90th percentile where truck traffic could potentially increase.

Funds were allocated by share of the population in the affected census tracts of all mitigation communities.

Bronx: Crotona-Tremont, High Bridge-Morrisania, Hunts Point-Mott Haven, Northeast Bronx, Pelham-Throgs Neck

Brooklyn: Downtown Brooklyn-Fort Greene, South Williamsburg

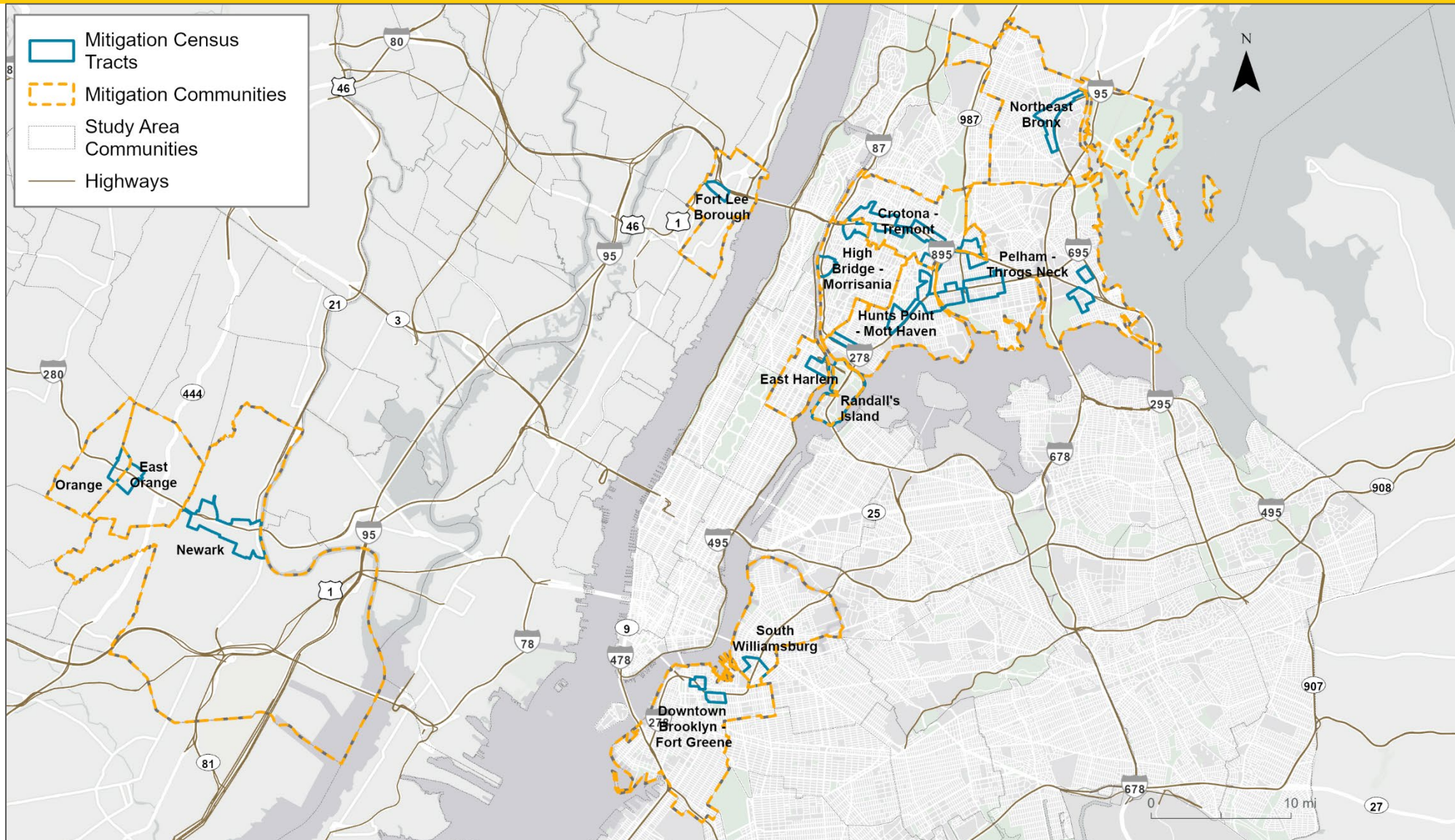
Manhattan: East Harlem, Randall's Island

New Jersey: Fort Lee, City of Orange, East Orange, Newark

Place-Based Mitigation Funding Allocation

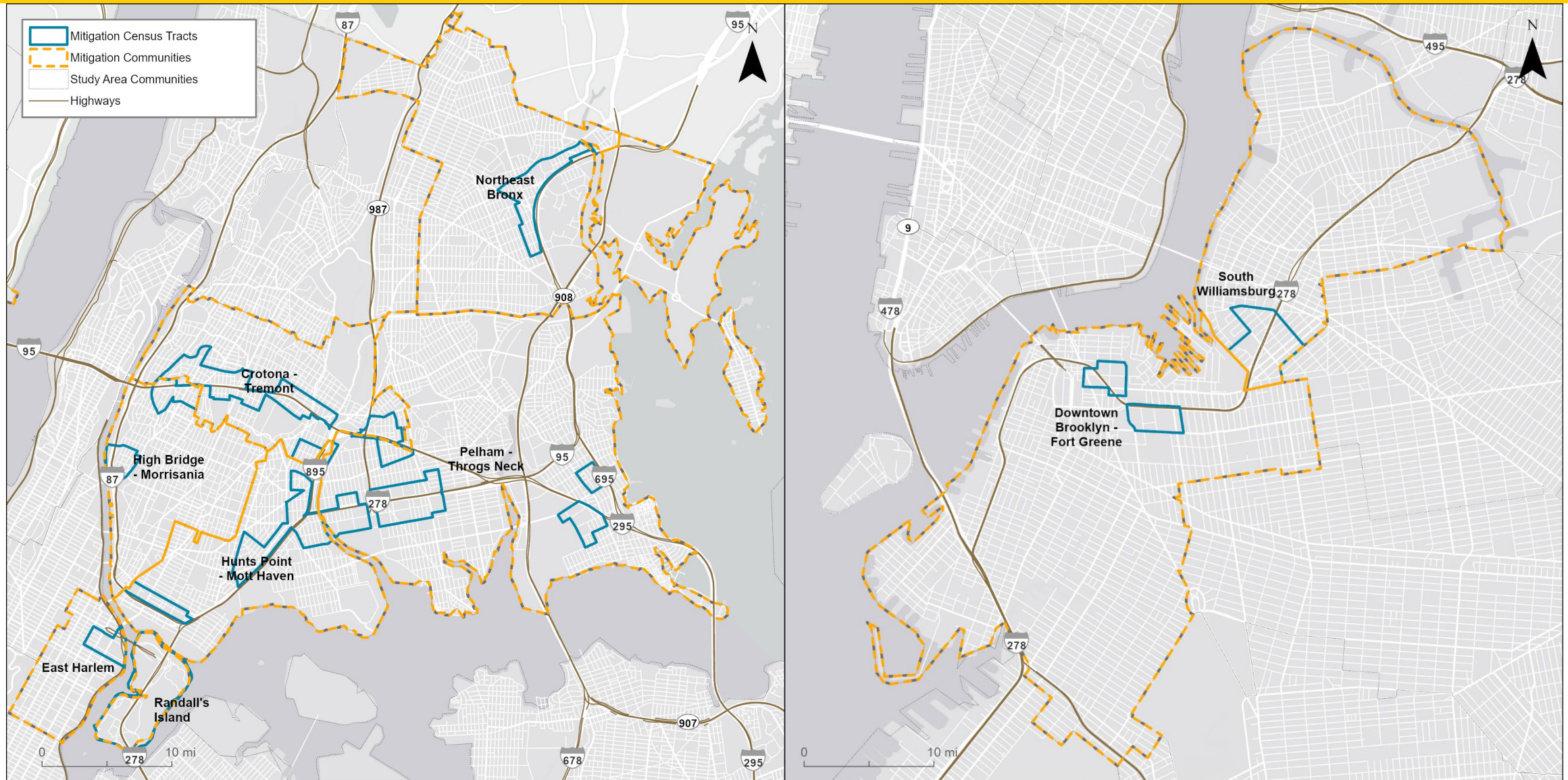
COUNTY	COMMUNITY IDENTIFIED FOR PLACE-BASED MITIGATION	TOTAL AFFECTED CENSUS TRACT POPULATION	SHARE OF POPULATION IN ALL AFFECTED TRACTS	ALLOCATED FUNDS
Bronx, NY	Crotona - Tremont	51,133	22.6%	\$22.6M
	High Bridge - Morrisania	20,884	9.2%	\$9.2M
	Hunts Point - Mott Haven	42,621	18.9%	\$18.9M
	Northeast Bronx	9,912	4.4%	\$4.4M
	Pelham - Throgs Neck	37,608	16.6%	\$16.6M
Kings, NY	Downtown BK - Fort Greene	12,819	5.7%	\$5.7M
	South Williamsburg	16,807	7.4%	\$7.4M
New York, NY	East Harlem	9,968	4.4%	\$4.4M
	Randall's Island	2,009	0.9%	\$0.9M
Bergen, NJ	Fort Lee	3,159	1.4%	\$1.4M
Essex, NJ	City of Orange	1,925	0.9%	\$0.9M
	East Orange	4,124	1.8%	\$1.8M
	Newark	12,982	5.7%	\$5.7M

Place-Based Mitigation Communities

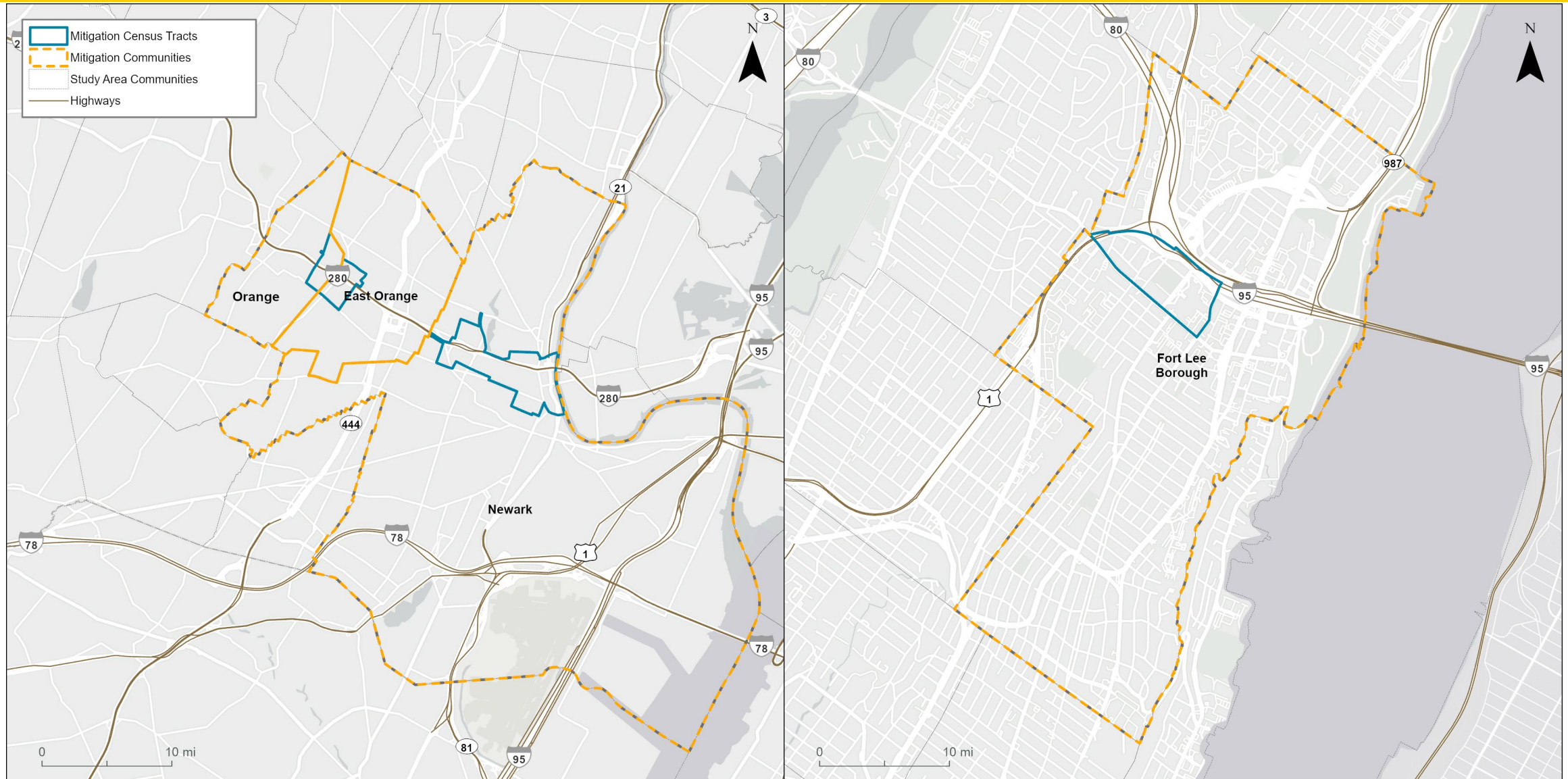


Eligible census tracts were organized by United Hospital Fund neighborhoods ("communities") to align with the primary geographic framework used by the NYC Environmental Health Data portal.

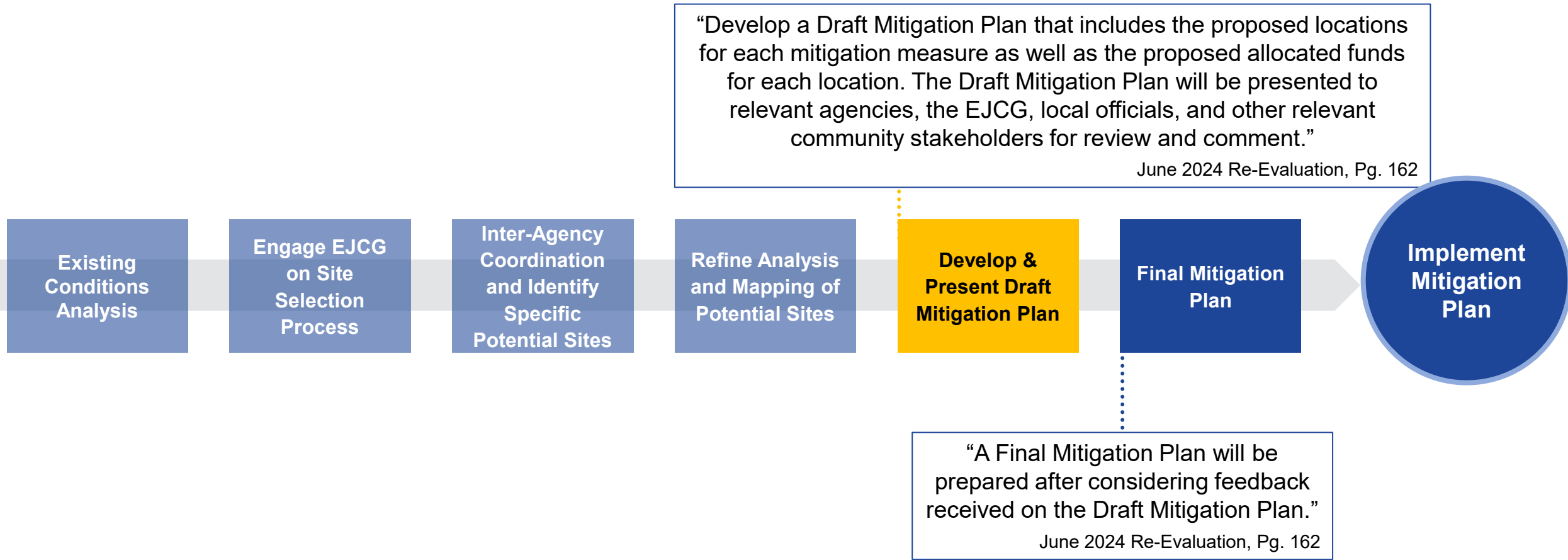
Place-Based Mitigation Communities



Place-Based Mitigation Communities



Place-Based Mitigation Planning Process



Place-Based Mitigation

\$100M



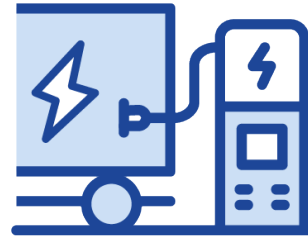
\$15M

Hunts Point Transport Refrigeration Units (TRUs) Replacement



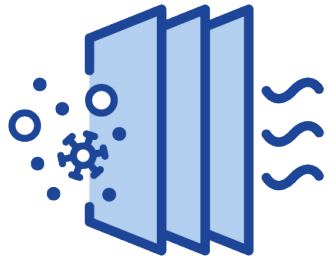
\$20M

Bronx Asthma Initiatives



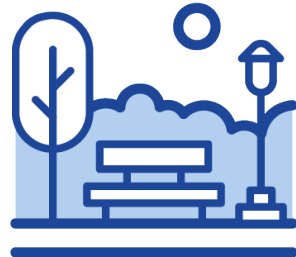
\$20M

Electric Truck Charging



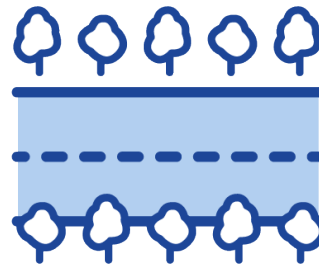
\$10M

Air Filtration Upgrades



\$25M

Parks and Greenspace




\$10M























































Roadside Vegetation

COMMUNITY IDENTIFIED FOR PLACE-BASED MITIGATION	ALLOCATED FUNDS
Crotona - Tremont	\$22.6M
High Bridge - Morrisania	\$9.2M
Hunts Point - Mott Haven	\$18.9M
Northeast Bronx	\$4.4M
Pelham - Throgs Neck	\$16.6M
Downtown BK - Fort Greene	\$5.7M
South Williamsburg	\$7.4M
East Harlem	\$4.4M
Randall's Island	\$0.9M
Fort Lee	\$1.4M
City of Orange	\$0.9M
East Orange	\$1.8M
Newark	\$5.7M

\$100M

Place-Based Mitigation Opportunities

 Mitigation Opportunity

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives 20	Electric Truck Charging 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6						
High Bridge-Morrisania	9.2						
Hunts Point-Mott Haven	18.9						
Northeast Bronx	4.4						
Pelham-Throgs Neck	16.6						
Downtown Brooklyn-Fort Greene	5.7						
South Williamsburg	7.4						
East Harlem	4.4						
Randall's Island	0.9						
Fort Lee	1.4						
Orange	0.9						
East Orange	1.8						
Newark	5.7						

Direct and Shared Benefits of Funding

Beyond physical footprints – allocating funding to maximize benefits

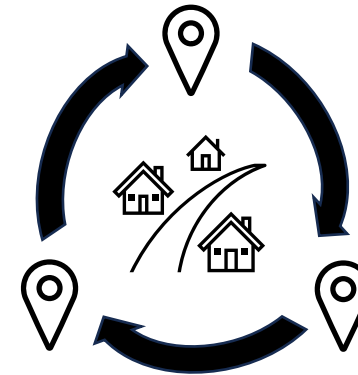
Direct Allocation and Benefits

- Projects built physically within mitigation community borders
- Ex. Installing air filtration equipment in a school building
- “Direct Allocation”



Shared Allocation and Benefits

- Projects sited strategically to provide benefits across multiple communities
- Ex. Electric truck chargers benefiting nearby mitigation communities
- “Shared Allocation”



Draft Place-Based Mitigation Plan

Hunts Point TRU Replacements

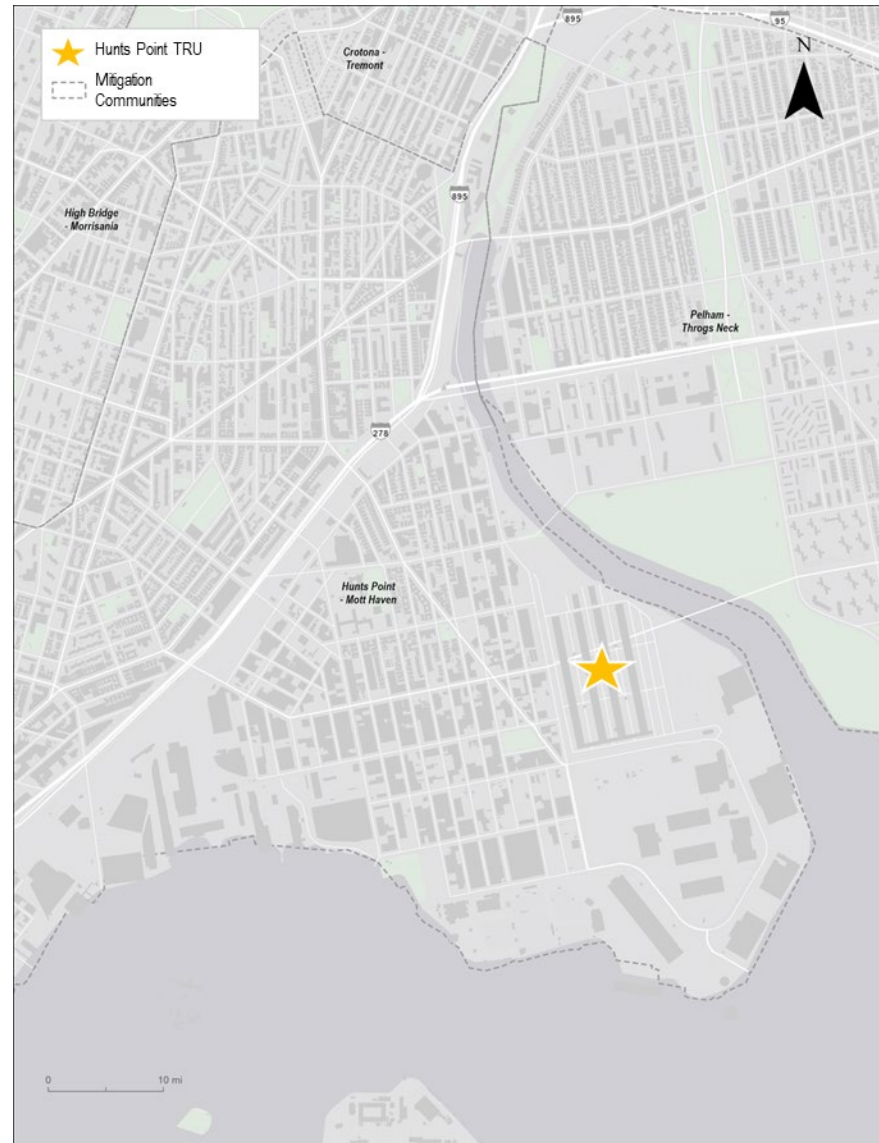


Program Description and Benefits

\$15M

- Upgrades old, dirty diesel engines powering cold storage to all-electric, diesel-electric or clean-diesel TRUs
- Opt-in program for tenants and operators at Hunts Point Produce Market in the Bronx
- As much as 21 tons of NO_x and 2.5 tons of $\text{PM}_{2.5}$ reduction per year for every 100 TRUs






















































Hunts Point TRU Replacements



Place-Based Mitigation Siting

 Mitigation Opportunity

 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives 20	Electric Truck Charging 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6						
High Bridge-Morrisania	9.2						
Hunts Point-Mott Haven	18.9	15.00					
Northeast Bronx	4.4						
Pelham-Throgs Neck	16.6						
Downtown Brooklyn-Fort Greene	5.7						
South Williamsburg	7.4						
East Harlem	4.4						
Randall's Island	0.9						
Fort Lee	1.4						
Orange	0.9						
East Orange	1.8						
Newark	5.7						

Bronx Asthma Initiatives



Two Bronx-Based Programs

\$20M

1. Bronx Asthma Center - **\$8.9M**

New community-based asthma programming through a neighborhood asthma center initiative

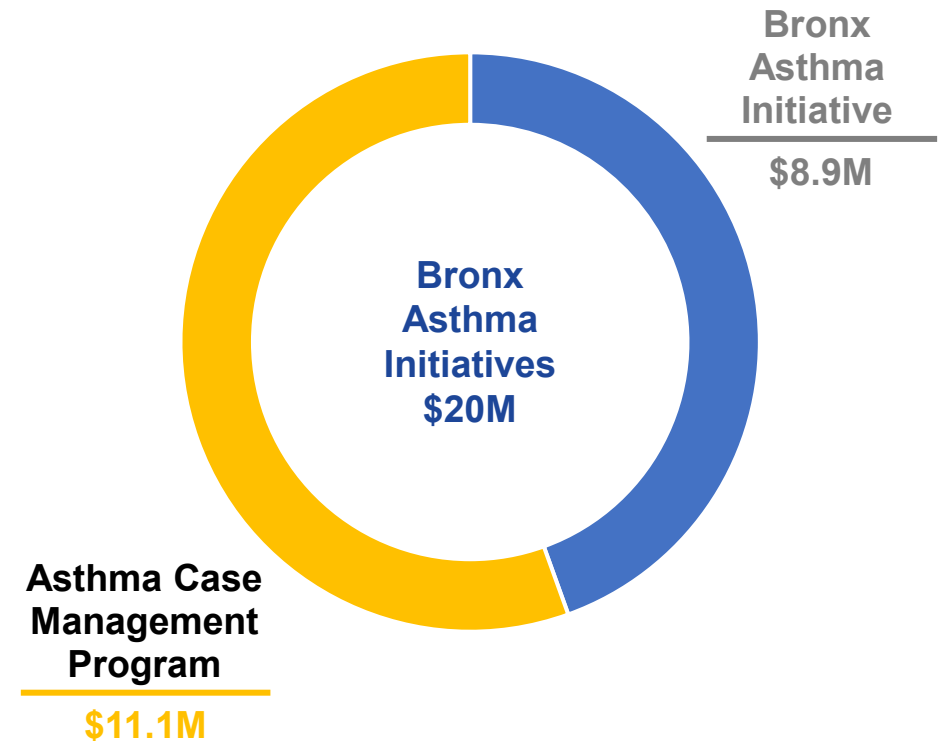
2. Expansion of Bronx Asthma Case Management Program (ACMP) - **\$11.1M**

Provides intensive support, school medication administration, and self-management education for students and families



Program Description and Benefits

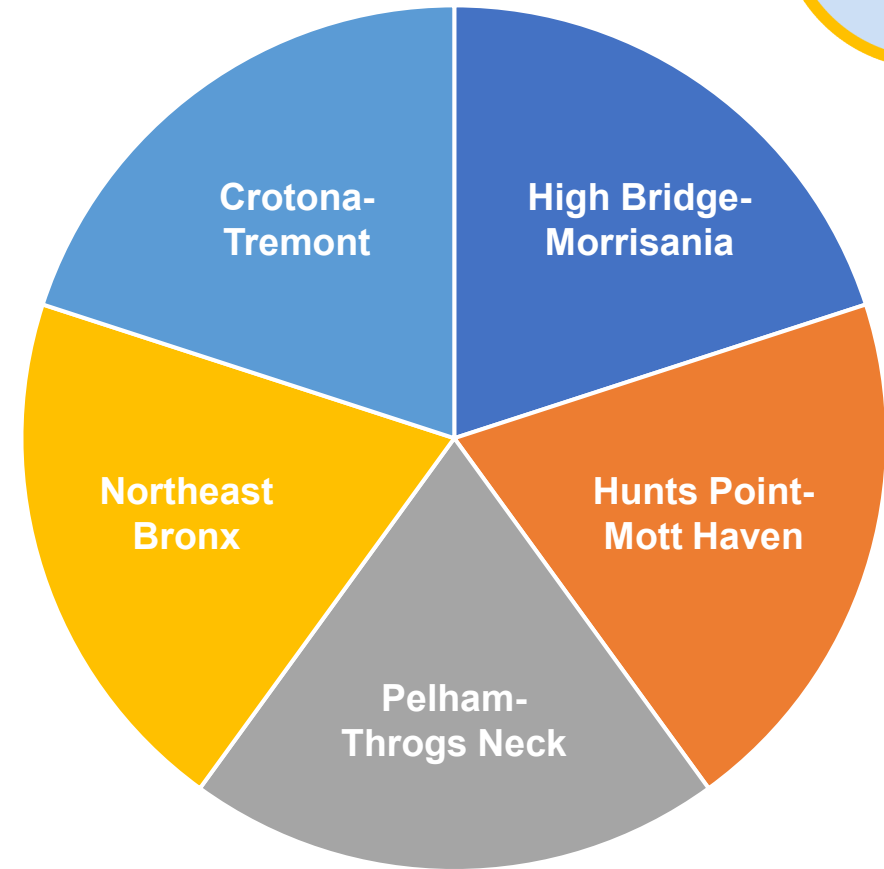
- New community-oriented programming focused on
 - Expanding asthma quality improvement programming in clinical settings
 - Expanding home environmental trigger remediation programs
 - Increasing access to asthma self-management services through contracts with community organizations
 - Providing educational workshops and trainings to community and clinical partners
- Community engagement and partnership with community organizations and EJ coalitions to advance asthma work



Bronx Asthma Center



- Program will serve children with asthma in all Bronx mitigation communities
- Shared allocation and benefits



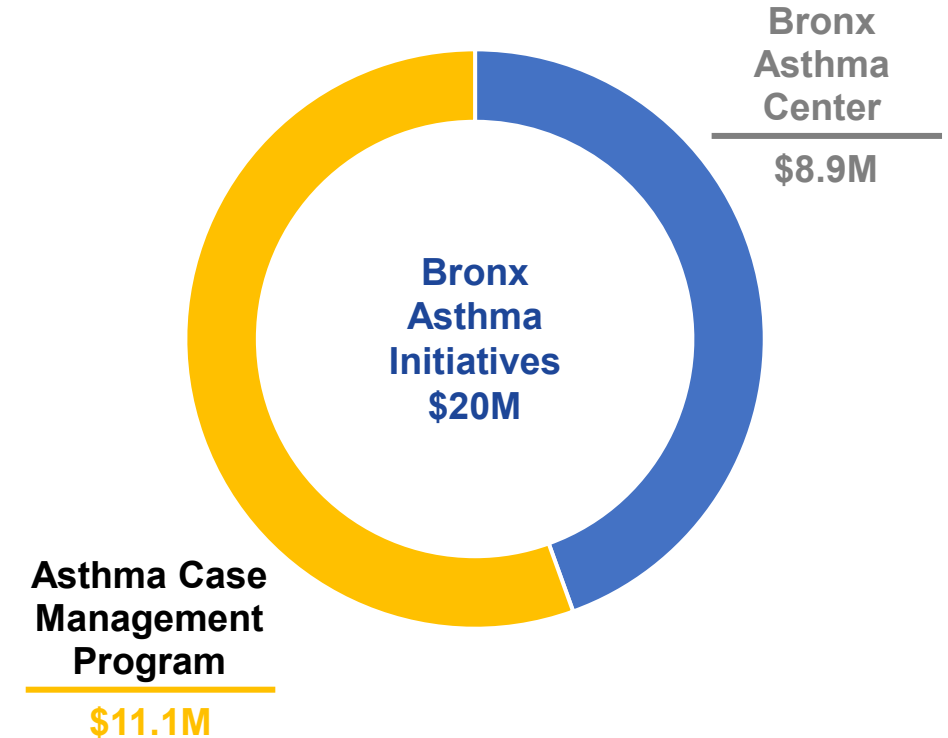
Total: \$8.9M

Asthma Case Management Program



Program Description and Benefits

- Serves Bronx children with asthma
- Case managers work closely with school nurses to support students with poorly controlled asthma and their families
- Overall goal is to improve asthma control and reduce asthma exacerbations, hospitalizations, and missed school days



Asthma Case Management Program



Site Selection Process

Identified schools in mitigation census tracts **65 schools**



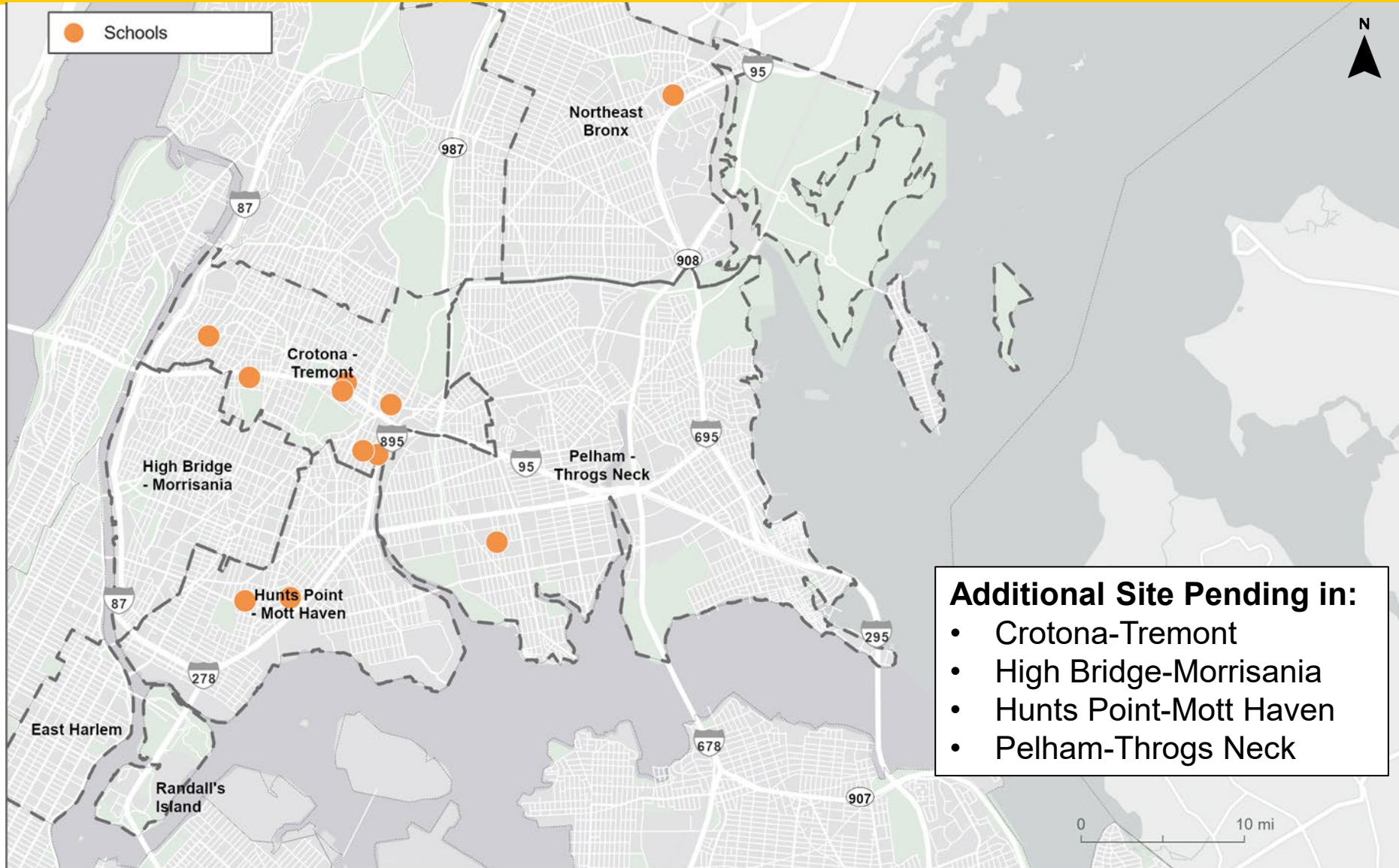
Focused on schools that:

- Are NYC public schools (non-charter)
- Serve students in grades K-8
- Have a large population of students with poorly controlled asthma or at risk for poor asthma outcomes
- Have a Department of Health Office of School Health nurse
- Are in EJ communities with high rates of childhood asthma emergency department visits and hospitalizations
- Are not already served by a Department of Health asthma program

Work with school leadership to determine feasibility of program implementation by school

15 schools

Asthma Case Management Program



Asthma Case Management Program



Crotona-Tremont **\$5.93M**

P.S. 006 West Farms

P.S. 070 Max Schoenfeld

P.S. 044 David C. Farragut

Fairmont Neighborhood School

Samara Community School

P.S. 204 Morris Heights

P.S. 211

Site Pending

High Bridge-Morrisania **\$0.74M**

Site Pending

Northeast Bronx **\$0.74M**

Cornerstone Academy for Social Action

Hunts Point-Mott Haven **\$2.22M**

P.S. 062 Inocensio Casanova

P.S. 05 Port Morris

Site Pending

Pelham-Throgs Neck **\$1.48M**

P.S. 100 Isaac Clason

Site Pending

Total: \$11.1M

Bronx Asthma Initiatives



















































Summary

Community	Asthma Center Allocation	ACMP Allocation	Total
Crotona-Tremont	\$1.78M	\$5.93M	\$7.71M
High Bridge-Morrisania	\$1.78M	\$0.74M	\$2.52M
Hunts Point-Mott Haven	\$1.78M	\$2.22M	\$4.00M
Northeast Bronx	\$1.78M	\$0.74M	\$2.52M
Pelham-Throgs Neck	\$1.78M	\$1.48M	\$3.26M
Total	\$8.9M	\$11.1M	\$20M

Place-Based Mitigation Siting

 Mitigation Opportunity

 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6		7.71				
High Bridge-Morrisania	9.2		2.52				
Hunts Point-Mott Haven	18.9	15.00	4.00				
Northeast Bronx	4.4		2.52				
Pelham-Throgs Neck	16.6		3.26				
Downtown Brooklyn-Fort Greene	5.7						
South Williamsburg	7.4						
East Harlem	4.4						
Randall's Island	0.9						
Fort Lee	1.4						
Orange	0.9						
East Orange	1.8						
Newark	5.7						

*includes shared allocation and benefits



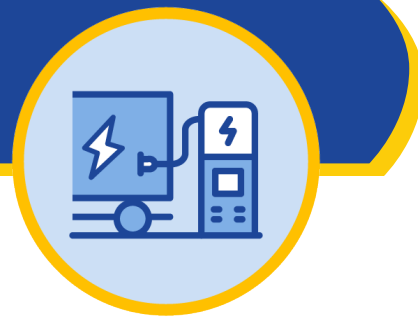
Electric Truck Charging Infrastructure



Program Description and Benefits

\$20M

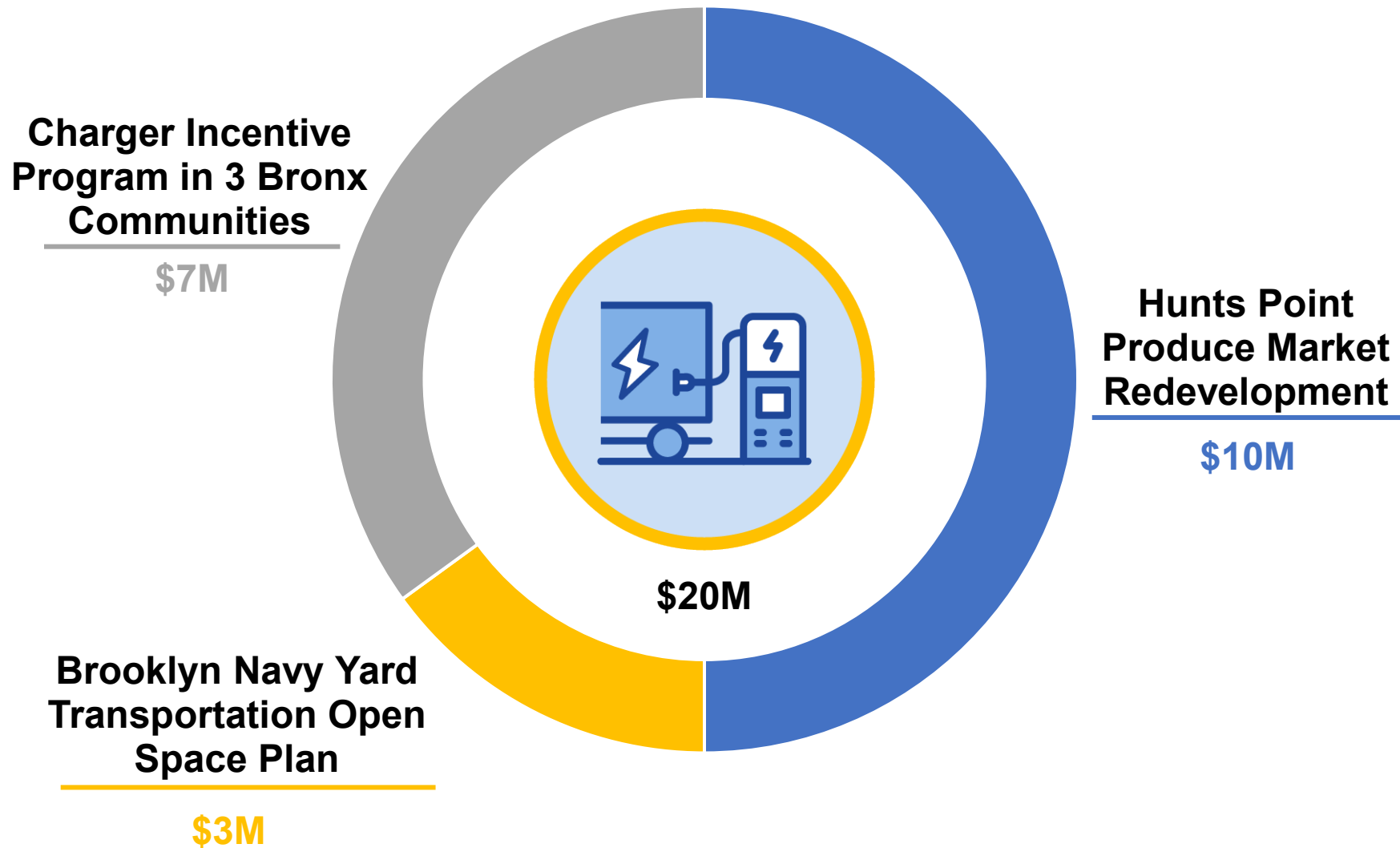
- NO_x and PM_{2.5} reductions from electric vehicles using new chargers
- Locations in New York
- Truck electrification provides a benefit to communities that trucks travel through



Site Selection Process

- Identified areas Medium and Heavy-Duty (MHD) trucks are already traveling to and from
- Worked with agency partners to identify public and private sites with owners capable of managing projects and truck market demand for electrification
- Leveraged existing projects and programs where scopes can be added to maximize impact of funding

Electric Truck Charging Infrastructure



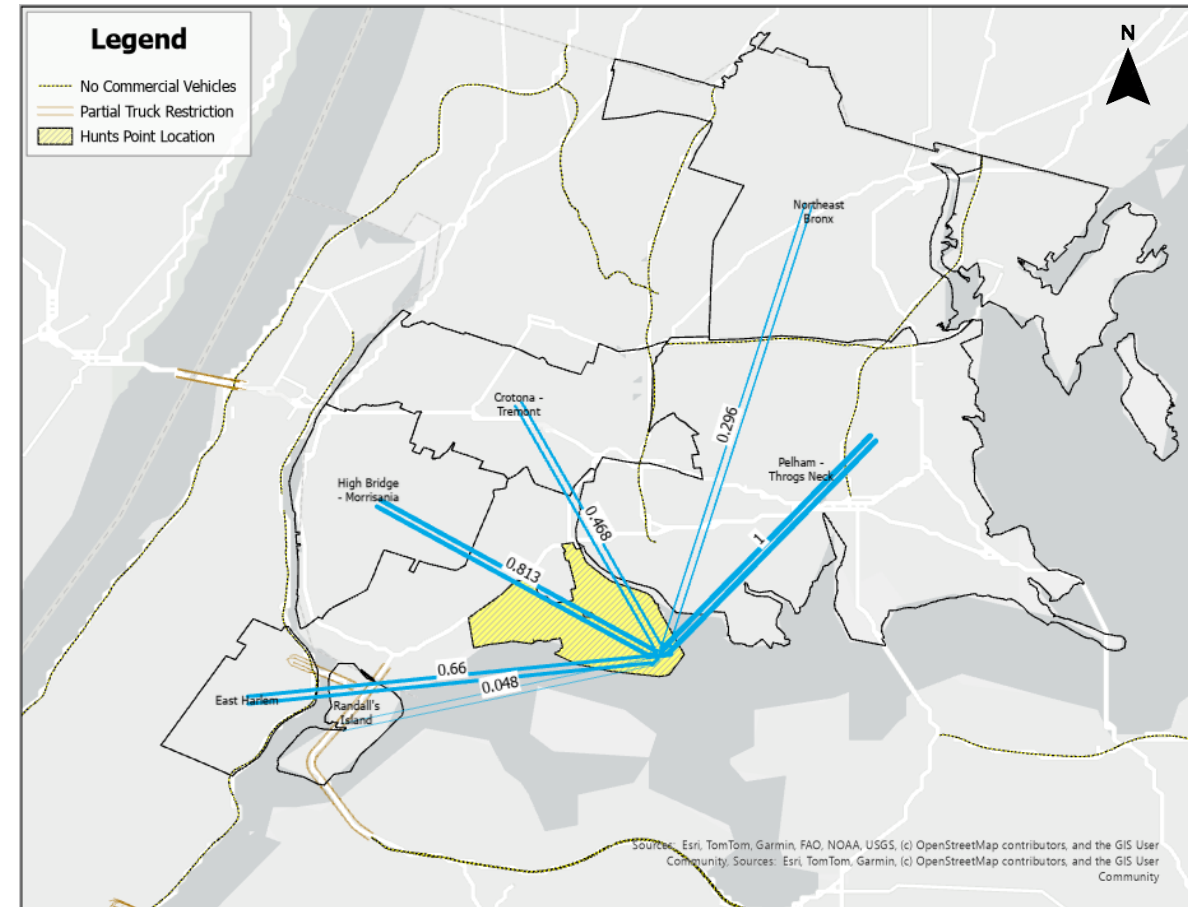
Electric Truck Charging Infrastructure



Hunts Point Produce Market Redevelopment

\$10M

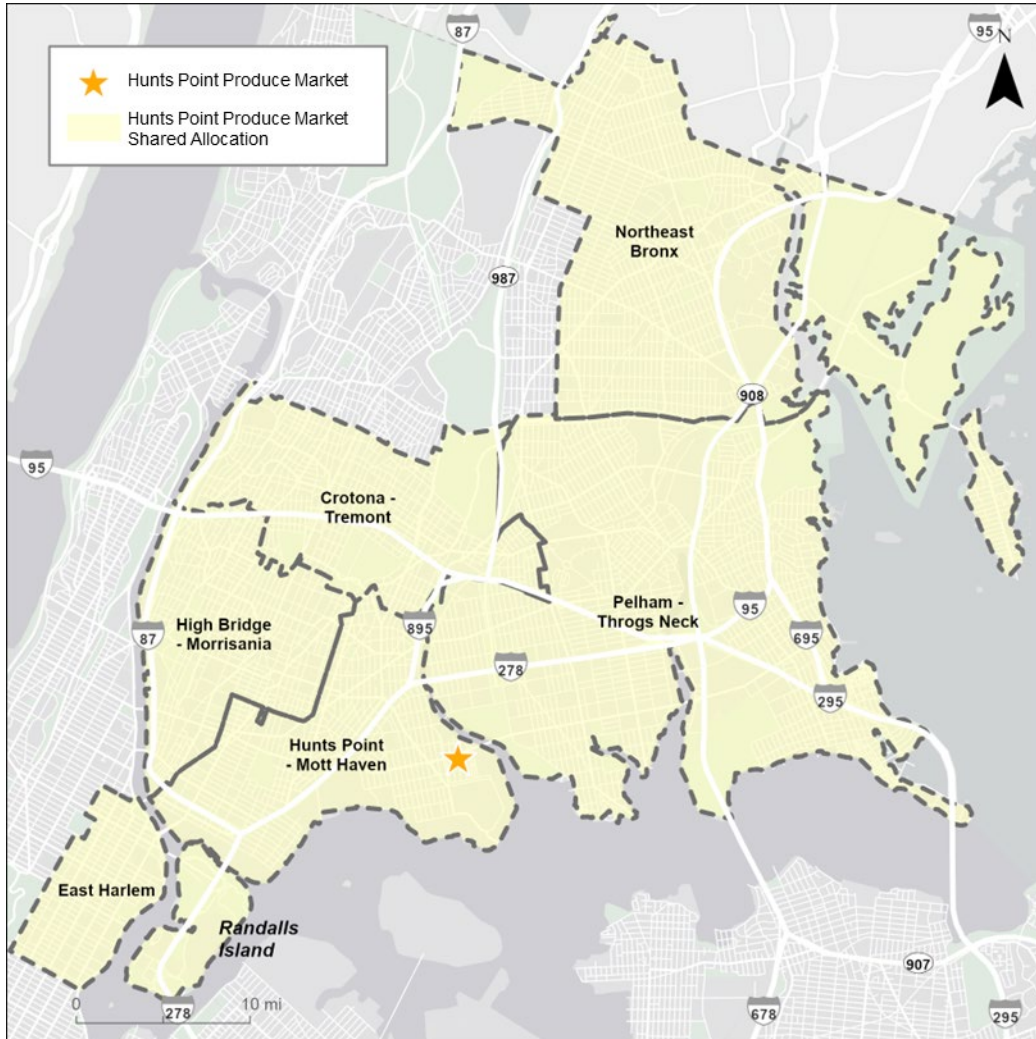
- Addition to redevelopment plan for chargers for Hunt Point Produce Market users
- Funding for approximately 32 truck chargers
- Electric trucks that travel to and from Hunts Point Produce Market could reduce emissions in nearby communities
- Shared benefit and allocation based on truck flows through Bronx communities and population of affected census tract



Electric Truck Charging Infrastructure



Hunts Point Produce Market Redevelopment



Community	Shared Allocation
Crotona-Tremont	\$2.73M
East Harlem	\$0.27M
High Bridge-Morrisania	\$1.43M
Hunts Point-Mott Haven	\$3.16M
Northeast Bronx	\$0.16M
Pelham-Throgs Neck	\$2.26M
Randall's Island	\$0.01M

Total: \$10.0M

Electric Truck Charging Infrastructure



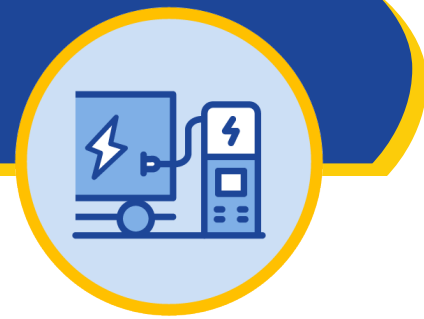
Brooklyn Navy Yard Transportation Open Space Plan

\$3M

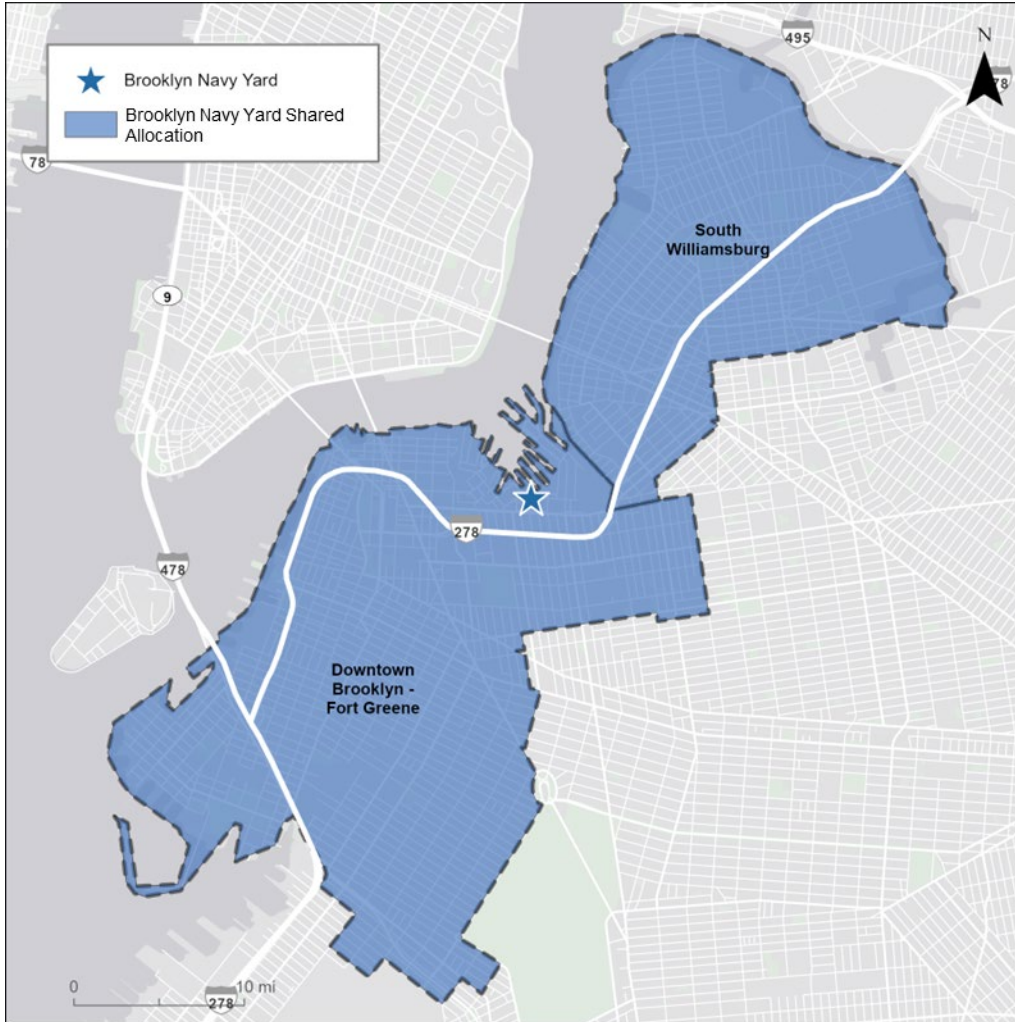
- Chargers exclusive for Brooklyn Navy Yard users
- Installation of ~8 truck chargers
- Electric trucks that travel to and from the Brooklyn Navy Yard could reduce emissions in nearby communities
- Shared benefit and allocation based on truck flows through Brooklyn communities and population of affected census tract



Electric Truck Charging Infrastructure



Brooklyn Navy Yard Transportation Open Space Plan



Community

Shared Allocation

Downtown Brooklyn-Fort Greene	\$1.56M
South Williamsburg	\$1.44M

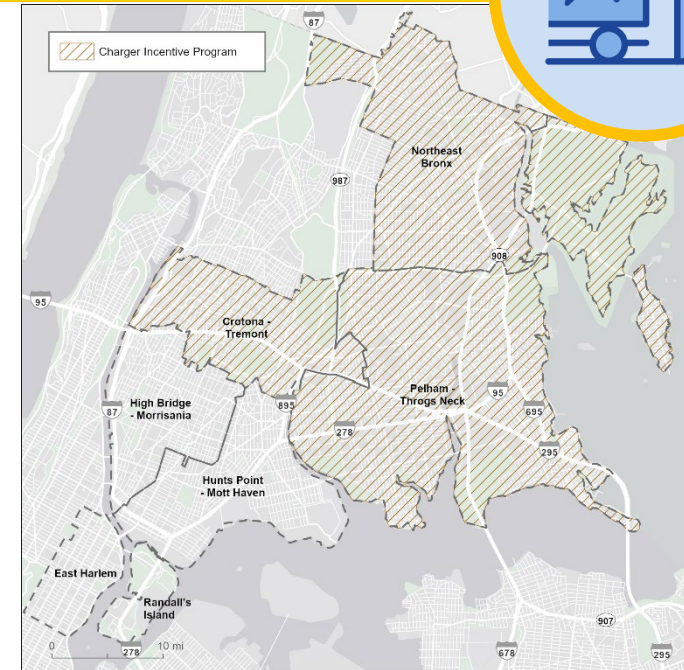
Total: \$3.0M

Electric Truck Charging Infrastructure



Charger Incentive Program for Clean Trucks Participants in Certain Communities

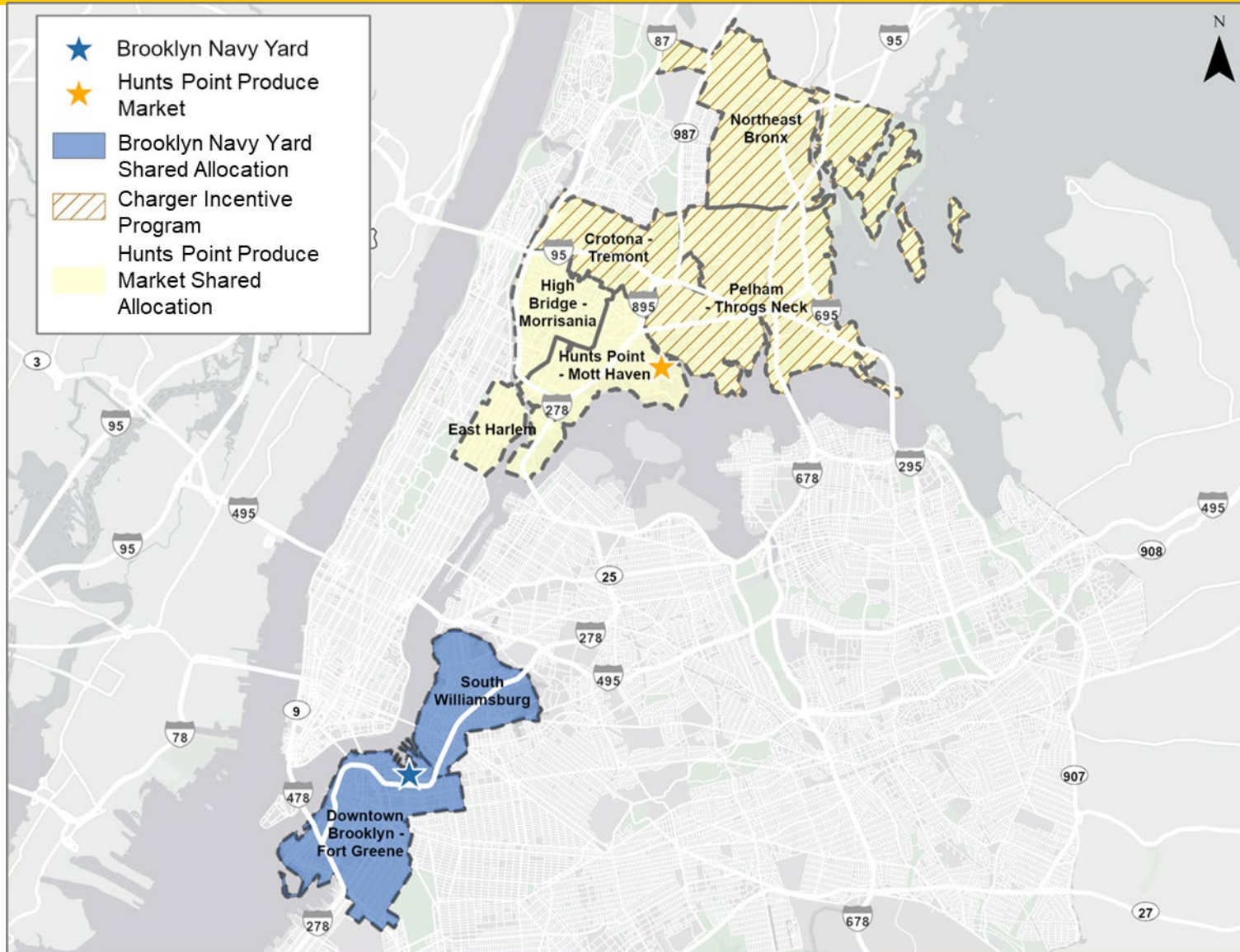
- Provide incentives to private applicants to install electric truck charging infrastructure
- Exploring leveraging other incentive programs to increase funding opportunities
- Number of chargers installed dependent on applications approved
- Sited in mitigation communities with high volumes of truck traffic, Industrial Business Zones (IBZs), and existing fleets



Community	Allocation
Crotona-Tremont	\$2.00M
Northeast Bronx	\$1.75M
Pelham-Throgs Neck	\$3.25M

Total: \$7.0M

Electric Truck Charging Infrastructure



Electric Truck Charging Infrastructure










































Summary

Community	Hunts Point Produce Market Shared Allocation	Brooklyn Navy Yard Shared Allocation	Bronx Charger Incentive Program	Total
Crotona-Tremont	\$2.73M	-	\$2.00M	\$4.73M
High Bridge-Morrisania	\$1.43M	-	-	\$1.43M
Hunts Point-Mott Haven	\$3.16M	-	-	\$3.16M
Northeast Bronx	\$0.16M	-	\$1.75M	\$1.91M
Pelham-Throgs Neck	\$2.26M	-	\$3.25M	\$5.51M
Downtown Brooklyn-Fort Greene	-	\$1.56M	-	\$1.56M
South Williamsburg	-	\$1.44M	-	\$1.44M
East Harlem	\$0.27M	-	-	\$0.27M
Randall's Island	\$0.01M	-	-	\$0.01M
Total:	\$10M	\$3M	\$7M	\$20M

Place-Based Mitigation Siting

 Mitigation Opportunity

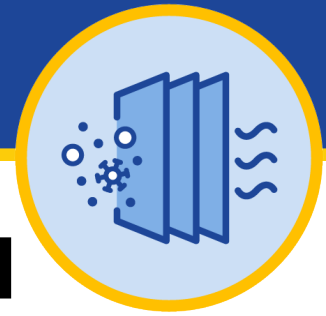
 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging* 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6		7.71	4.73			
High Bridge-Morrisania	9.2		2.52	1.43			
Hunts Point-Mott Haven	18.9	15.00	4.00	3.16			
Northeast Bronx	4.4		2.52	1.91			
Pelham-Throgs Neck	16.6		3.26	5.51			
Downtown Brooklyn-Fort Greene	5.7			1.56			
South Williamsburg	7.4			1.44			
East Harlem	4.4			0.27			
Randall's Island	0.9			0.01			
Fort Lee	1.4						
Orange	0.9						
East Orange	1.8						
Newark	5.7						

*includes shared allocation and benefits



Air Filtration Systems in Schools



Program Description and Benefits

\$10M

- Upgrade air filtration systems in schools in census tracts within 300 meters of highways
- Removes air pollutants from schools
- Work with relevant school authorities to assess needs and analyze feasibility

Air Filtration Systems in Schools



Site Selection Process in New York

Identified schools within 300 meters (~1000 feet) of highways in mitigation census tracts **31 buildings**

Screened out standalone charter schools and non-DOE-owned sites **25 buildings**

Conducted needs and feasibility assessment to determine upgrade options

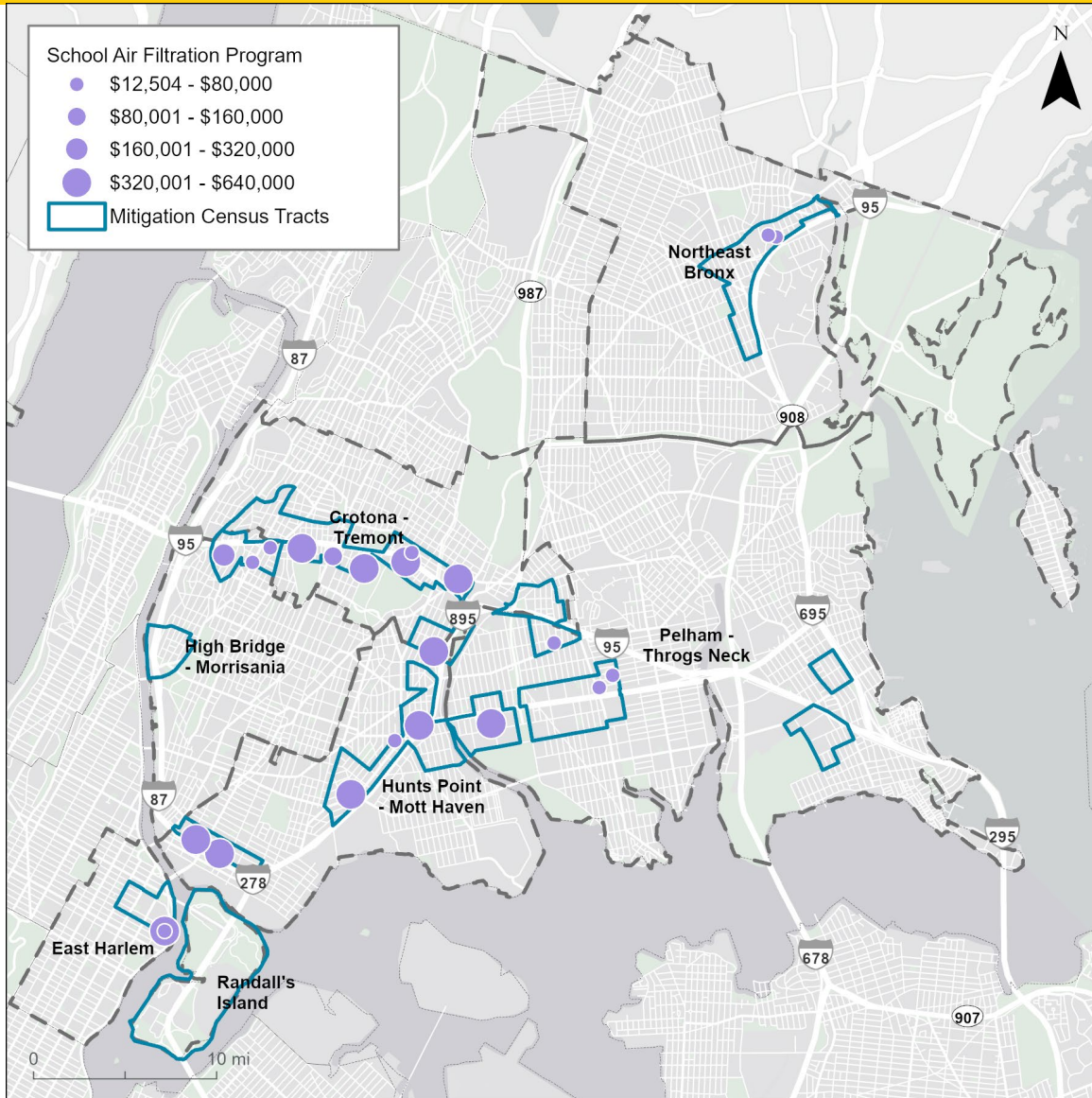
- School engagement to conduct initial site surveys and solicit input on viable upgrades
- Public assembly spaces most utilized
- Building specific characteristics including age, existing HVAC system capabilities

25 buildings

Developed scope and pricing estimates with vendors

Up Next: Engage with broader school leadership

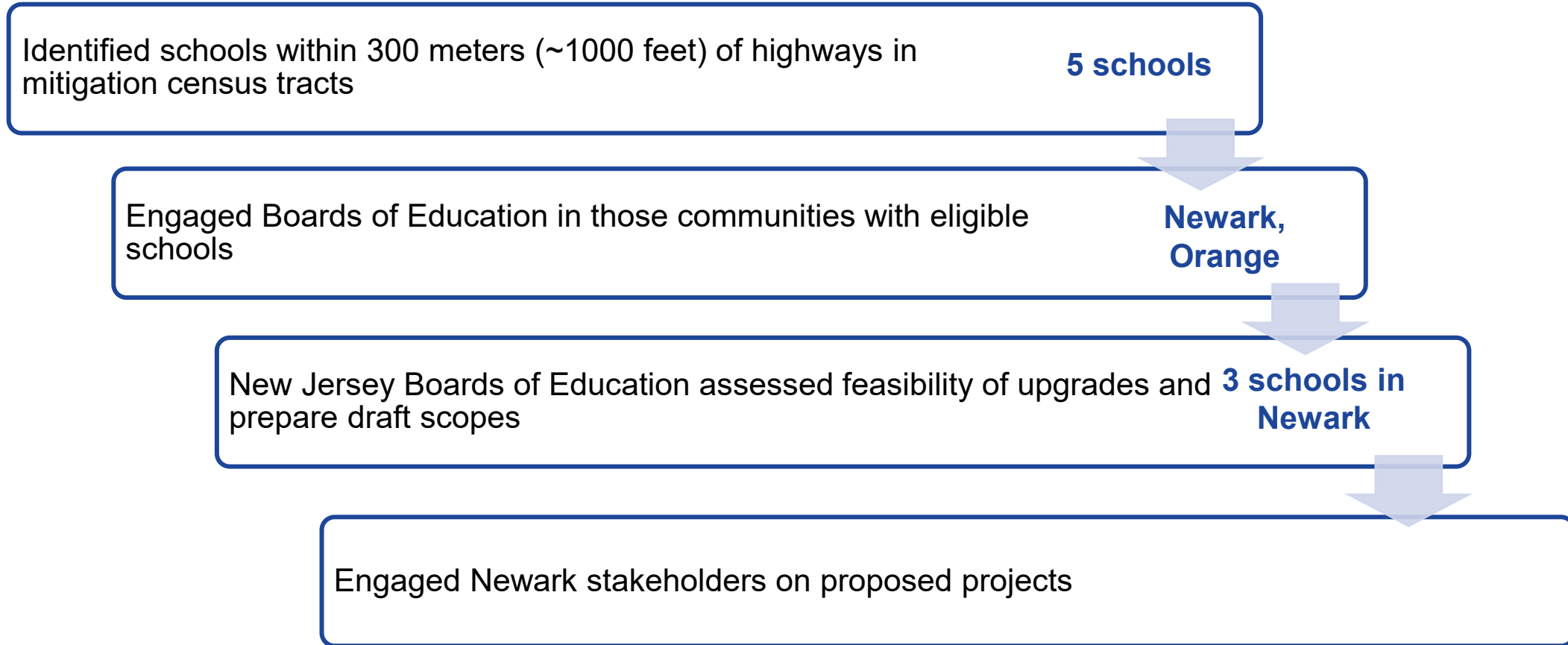
Air Filtration Systems in Schools



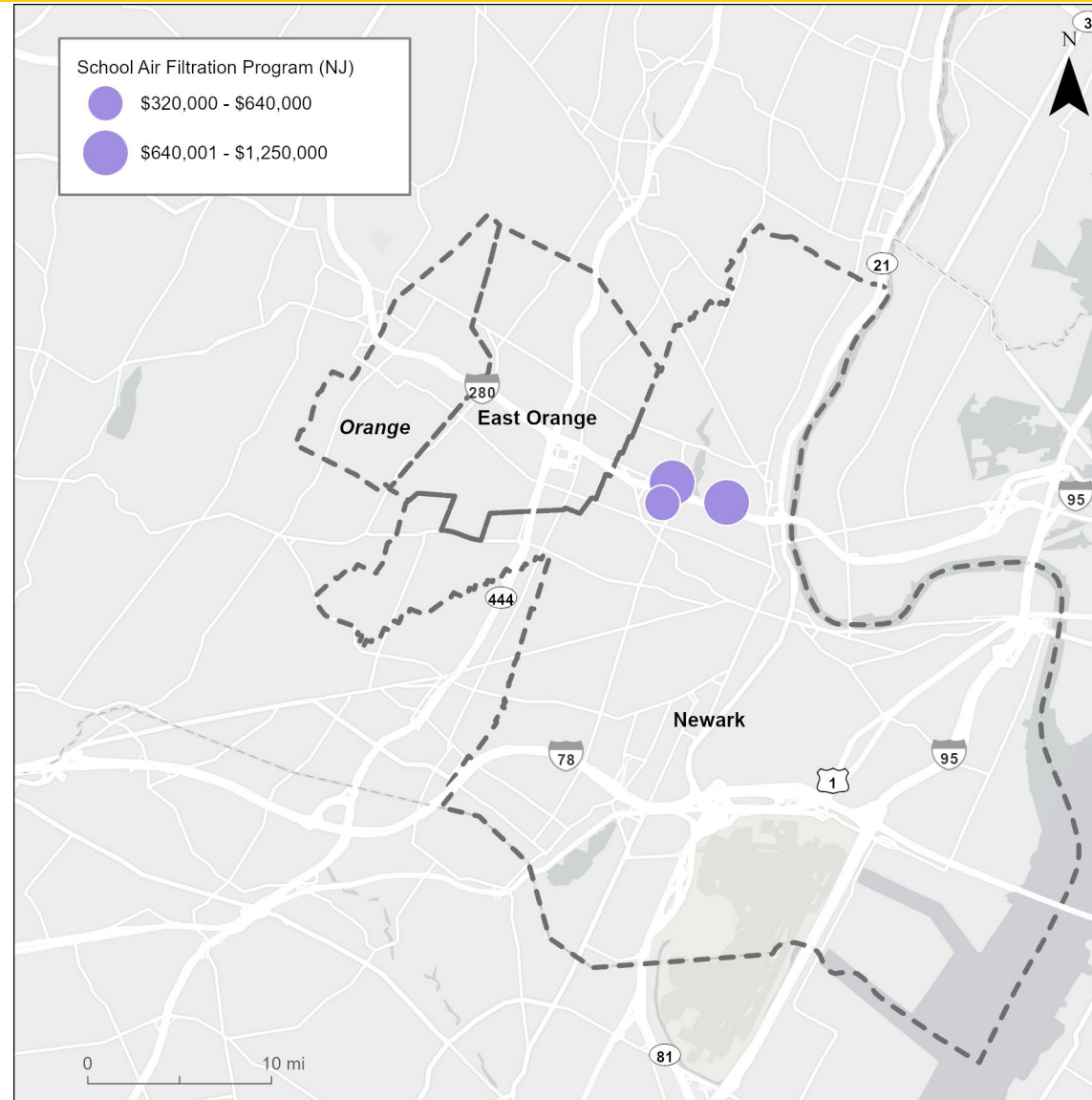
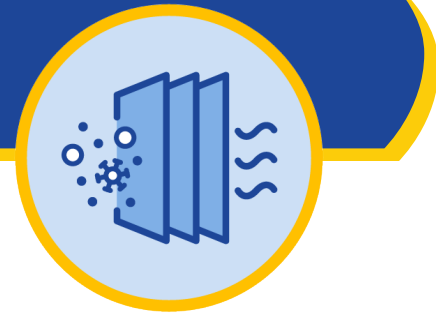
Air Filtration Systems in Schools



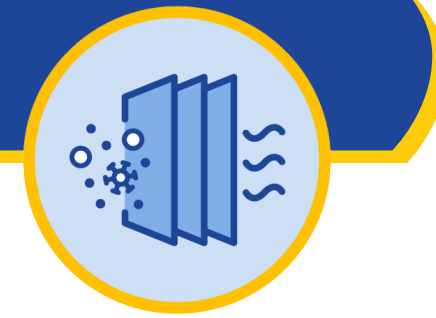
Site Selection Process in New Jersey



Air Filtration Systems in Schools



Air Filtration Systems in Schools



Crotona-Tremont **\$2.84M**

P.S. 006 West Farms/Vida Bogart School for All Children

P.S. 066 School of Higher Expectations/Fannie Lou Hamer MS/HS

P.S. 070 Max Schoenfeld

Icahn Charter School 6/PSMS 004 Crotona Park West

Bronx Leadership Academy High School

P.S. 044 David C. Farragut

Children's Aid College Prep Charter School/PS211/ISX318 MST through Arts

Downtown Brooklyn/Fort Greene **\$1.31M**

P.S. 287 Bailey K. Ashford

P.S. 067 Charles A. Dorsey/Community Roots Charter School

East Harlem **\$0.71M**

P.S. 206 Jose Celso Barbosa

P.S. 112 Jose Celso Barbosa

High Bridge - Morrisania **\$0.43M**

P.S. 199X - The Shakespeare School

Mount Eden Children's Academy/Comprehensive Model School Project M.S. 327

P.S. 170

Hunts Point - Mott Haven **\$1.74M**

P.S. 043 Jonas Bronck

P.S. 154 Jonathan D. Hyatt/South Bronx Classical Charter School II

P.S. 062 Inocensio Casanova

Bronx Studio School for Writers and Artists

P.S. 75 School of Research and Discovery

Northeast Bronx **\$0.05M**

Cornerstone Academy for Social Action

P.S. 723

Pelham-Throgs Neck **\$0.54M**

P.S. 583

The Dr. Emmett W. Bassett School

P.S. 093 Albert G. Oliver/Bronx Arena High School/Icahn Charter School 7

P.S. 047 John Randolph

Newark **\$2.38M**

Dr. E. Alma Flagg Elementary School

Sussex Avenue Elementary School



























McKinley Elementary School

Total: \$10.00M

Place-Based Mitigation Siting

 Mitigation Opportunity

 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging* 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6		7.71	4.73	2.84		
High Bridge-Morrisania	9.2		2.52	1.43	0.43		
Hunts Point-Mott Haven	18.9	15.00	4.00	3.16	1.74		
Northeast Bronx	4.4		2.52	1.91	0.05		
Pelham-Throgs Neck	16.6		3.26	5.51	0.54		
Downtown Brooklyn-Fort Greene	5.7			1.56	1.31		
South Williamsburg	7.4			1.44	-		
East Harlem	4.4			0.27	0.71		
Randall's Island	0.9			0.01	-		
Fort Lee	1.4				-		
Orange	0.9				-		
East Orange	1.8				-		
Newark	5.7				2.38		

*includes shared allocation and benefits



Renovate Parks and Greenspace



Program Description and Benefits

\$25M

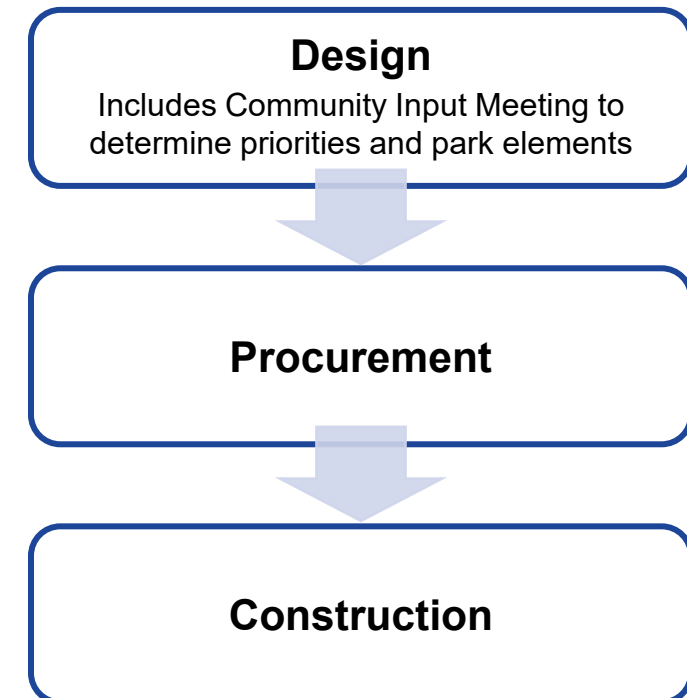
- Upgrading of greenspace, tree planting, and other park improvements
- Increases overall community well-being
- Depending on type of improvement, can reduce air temperature, reduce stormwater runoff, provide opportunities for exercise, and increase social interaction



Site Selection Process in New York

- Collaborated with NYC Parks to identify priority upgrade sites by balancing mitigation community allocations with site feasibility, cost, and implementation timelines
- Park identification considered:
 - Community Parks Initiative process that identifies parks in need of investment
 - Potential add-on to planned capital projects
 - Timeframe needed to complete
- NYC Parks to proceed with capital process, including Community Input Meetings, as applicable

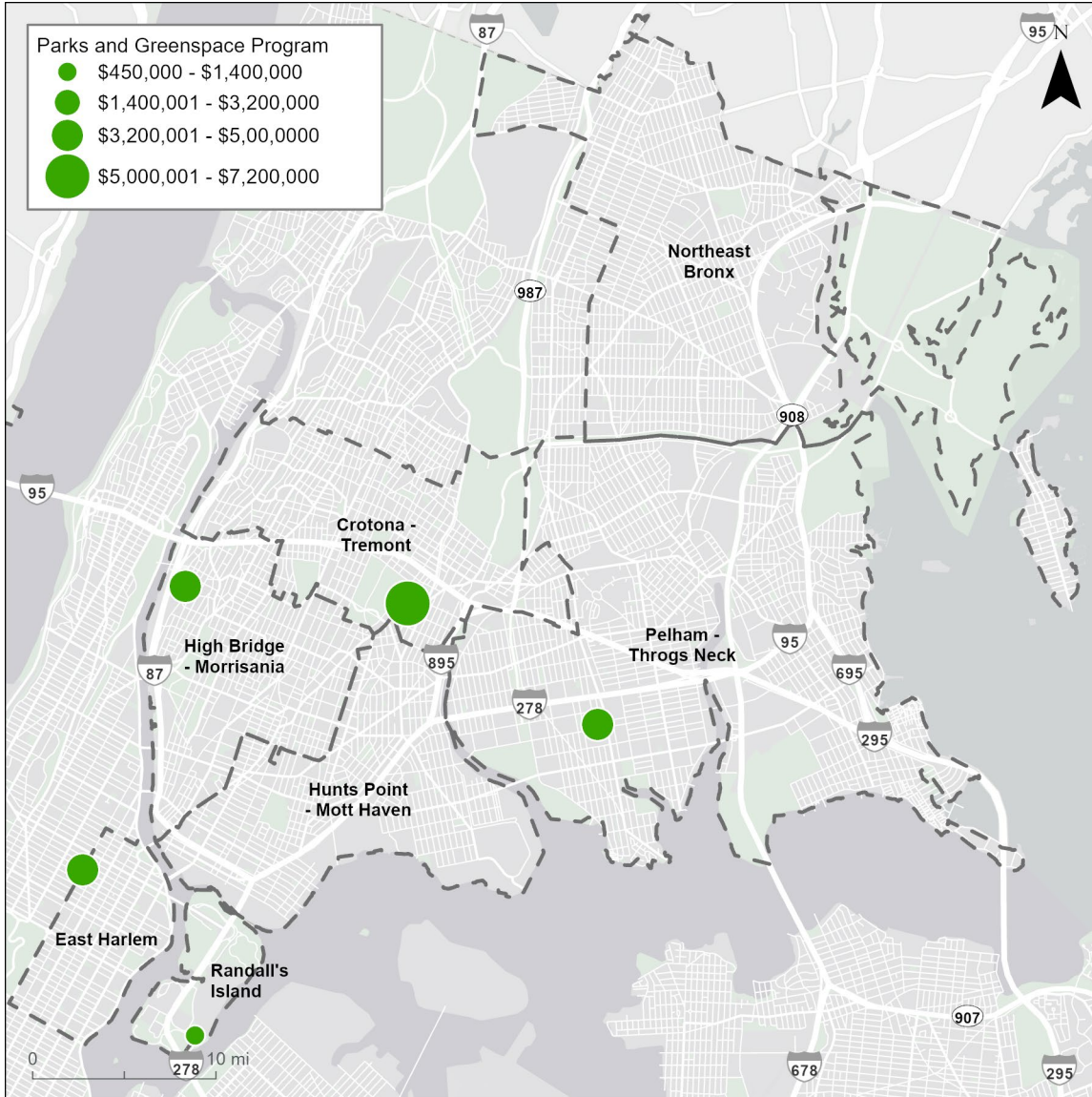
Parks Capital Process



Renovate Parks and Greenspace



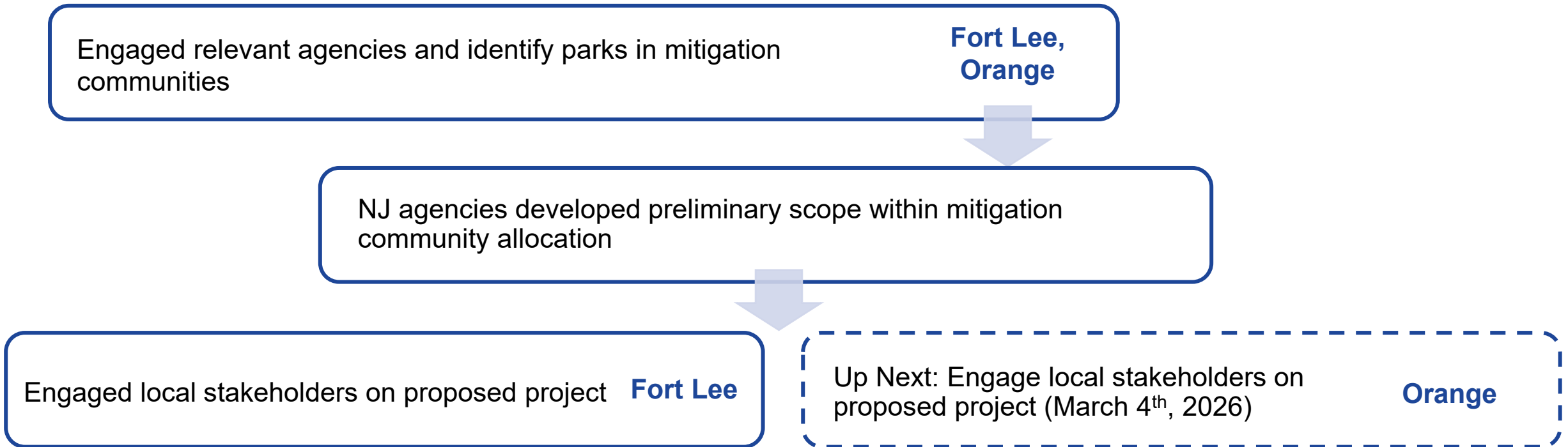
- Parks and Greenspace Program**
- \$450,000 - \$1,400,000
 - \$1,400,001 - \$3,200,000
 - \$3,200,001 - \$5,000,000
 - \$5,000,001 - \$7,200,000



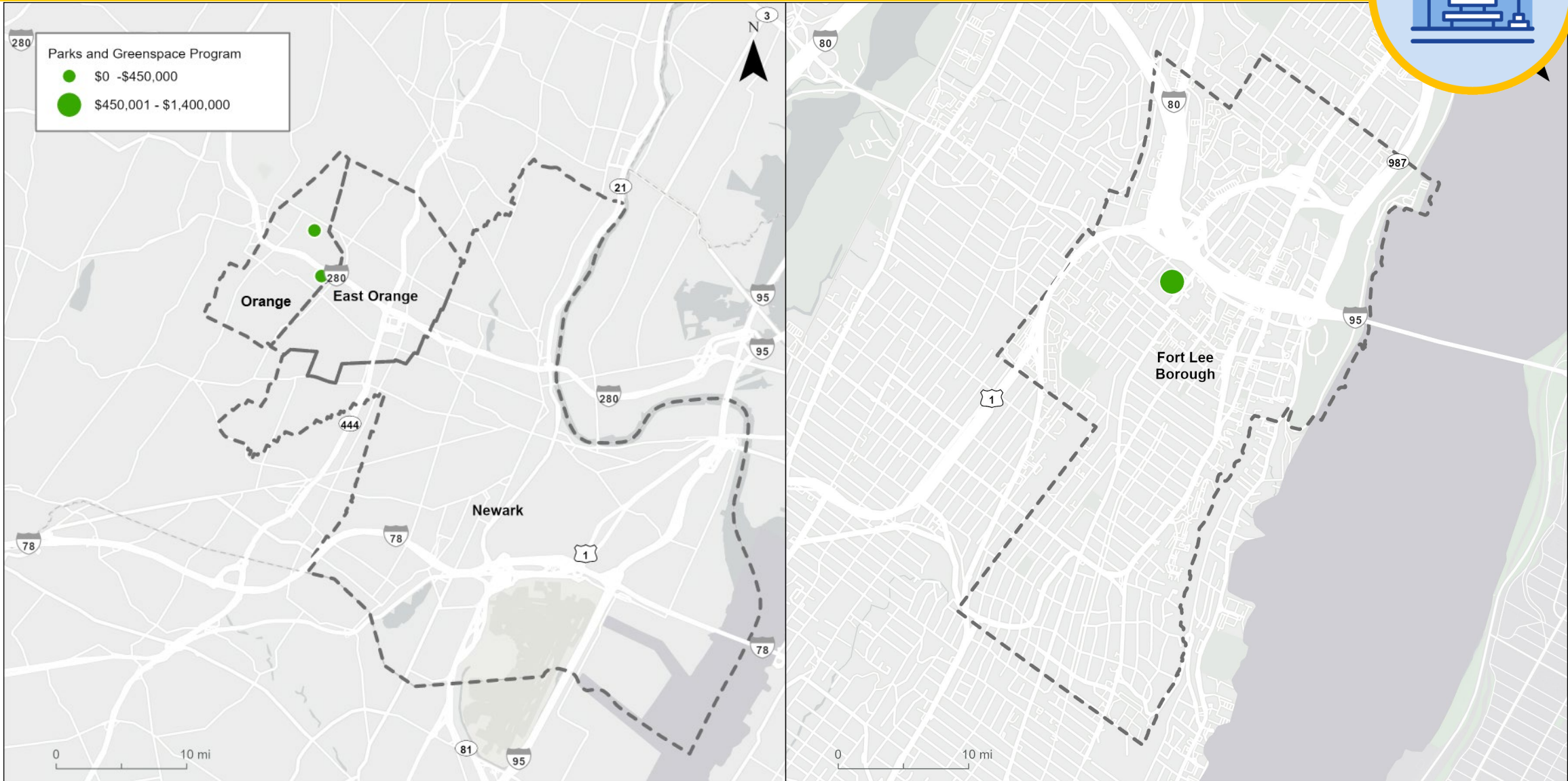
Renovate Parks and Greenspace



Site Selection Process in New Jersey



Renovate Parks and Greenspace



Renovate Parks and Greenspace



Crotona-Tremont **\$7.2M**

Crotona Park (Hill & Dale Playground)

Downtown Brooklyn/Fort Greene **\$2.0M**

Bridge Park

East Harlem **\$3.45M**

Marcus Garvey Park

High Bridge - Morrisania **\$3.6M**

Merriam Upper Playground

Pelham-Throgs Neck **\$4.5M**

Space Time Playground

Randall's Island **\$0.89M**

Scylla Picnic Area

South Williamsburg **\$6.0M**

Roebling Playground

Orange **\$0.90M**

Oakwood Elementary Playground & Community Garden \$450,000

Colgate Park \$450,000

Fort Lee **\$1.4M**














Constitution Park

Total: \$29.94M

Place-Based Mitigation Siting

 Mitigation Opportunity

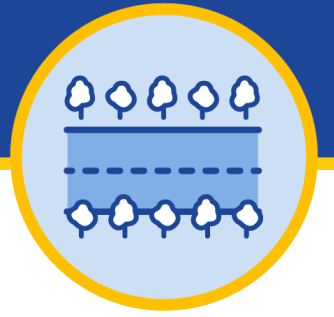
 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)						
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging* 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10	
Crotona-Tremont	22.6		7.71	4.73	2.84	7.20		
High Bridge-Morrisania	9.2		2.52	1.43	0.43	3.60		
Hunts Point-Mott Haven	18.9	15.00	4.00	3.16	1.74	-		
Northeast Bronx	4.4		2.52	1.91	0.05	-		
Pelham-Throgs Neck	16.6		3.26	5.51	0.54	4.50		
Downtown Brooklyn-Fort Greene	5.7			1.56	1.31	2.00		
South Williamsburg	7.4			1.44	-	6.00		
East Harlem	4.4			0.27	0.71	3.45		
Randall's Island	0.9			0.01	-	0.89		
Fort Lee	1.4				-	1.40		
Orange	0.9				-	0.90		
East Orange	1.8				-	-		
Newark	5.7				2.38	-		

*includes shared allocation and benefits



Roadside Vegetation

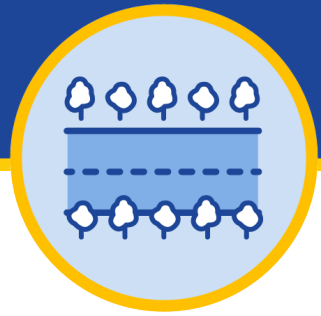


Program Description and Benefits

\$10M

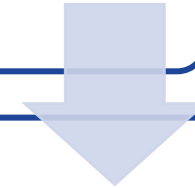
- Improves near-road air quality by pollutant capture from trees and shrubs
- Improves community well-being, reduces air temperature, and reduces stormwater runoff
- Work with relevant state and local agencies to assess the availability of roadside space and presence of existing plantings, as well as access and maintenance considerations

Roadside Vegetation

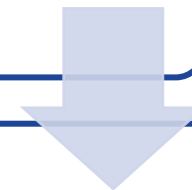


Site Selection Process in New York

Identified feasible planting space in mitigation communities



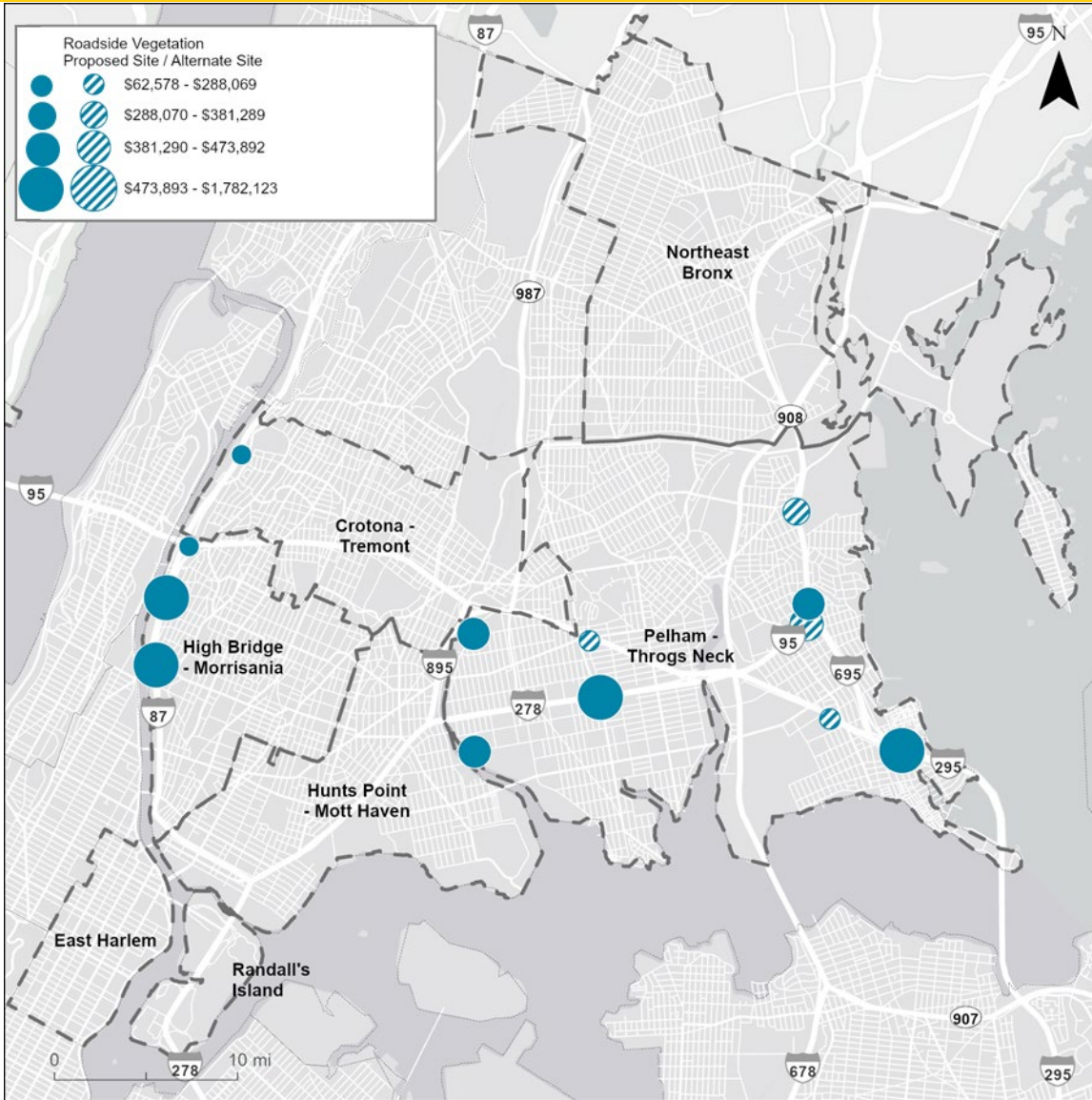
Developed preliminary site plan and cost estimate



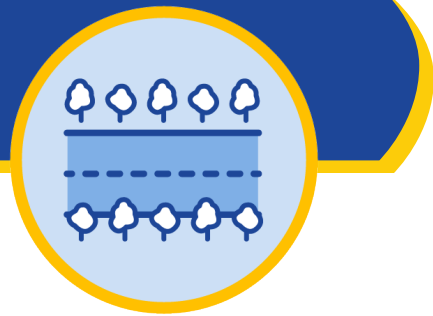
Aligned sites with funding allocation

Roadside Vegetation

New York



Roadside Vegetation



Site Selection Process in New Jersey

Engaged agencies responsible for roadside vegetation and identify appropriate areas for planting

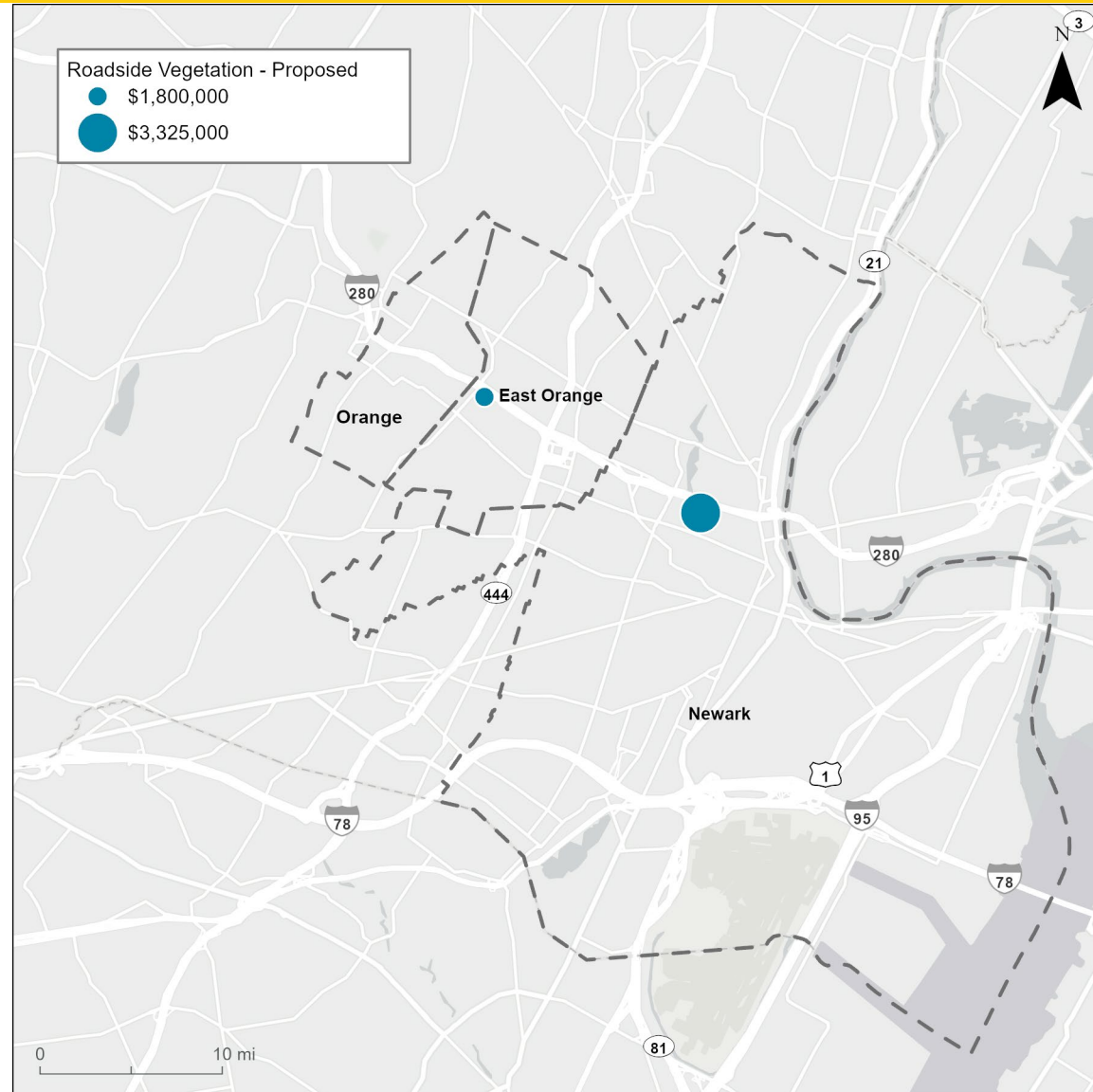
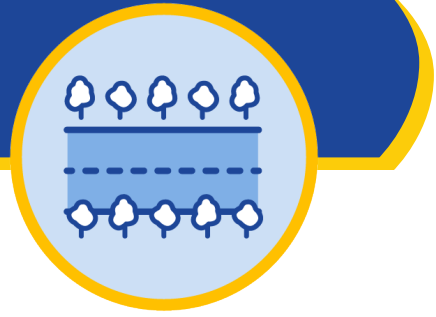
**East Orange,
Newark**

Developed preliminary scope within identified budget

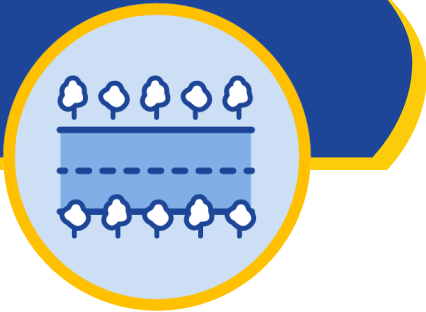
Engaged local stakeholders on proposed projects

Roadside Vegetation

New Jersey



Roadside Vegetation



Crotona-Tremont **\$0.14M**

Major Deegan Expressway

High Bridge-Morrisania **\$1.28M**

Cross Bronx Expressway/Major Deegan Expressway

Major Deegan Expressway (Site 1)

Major Deegan Expressway (Site 2)

Pelham-Throgs Neck **\$2.80M**

Soundview Neighborhood (Site 1)

Soundview Neighborhood (Site 2)

New England Thruway (Site 2)

Bruckner Expressway

Throgs Neck Expressway

Alternate Site: New England Thruway (Site 1)

Alternate Site: New England Thruway (Site 3)

Alternate Site: Cross Bronx Expressway

Alternate Site: Cross Bronx Expressway Extension

Downtown Brooklyn/Fort Greene **\$0.85M**

Brooklyn-Queens Expressway (Site 1)

Brooklyn-Queens Expressway (Site 2)

Brooklyn-Queens Expressway (Site 3)

Brooklyn-Queens Expressway (Site 4)

Alternate Site: Brooklyn-Queens Expressway (Site 5)

Alternate Site: Brooklyn-Queens Expressway (Site 6)

East Orange **\$1.80M**

Streets adjacent to I-280

Newark **\$3.32M**

Streets adjacent to I-280

Total: \$10.19M

Place-Based Mitigation Siting

\$ Mitigation Sited


Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)					
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging* 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10
Crotona-Tremont	22.6		7.71	4.73	2.84	7.20	0.14
High Bridge-Morrisania	9.2		2.52	1.43	0.43	3.60	1.28
Hunts Point-Mott Haven	18.9	15.00	4.00	3.16	1.74	-	-
Northeast Bronx	4.4		2.52	1.91	0.05	-	-
Pelham-Throgs Neck	16.6		3.26	5.51	0.54	4.50	2.80
Downtown Brooklyn-Fort Greene	5.7			1.56	1.31	2.00	0.85
South Williamsburg	7.4			1.44	-	6.00	-
East Harlem	4.4			0.27	0.71	3.45	-
Randall's Island	0.9			0.01	-	0.89	-
Fort Lee	1.4				-	1.40	-
Orange	0.9				-	0.90	-
East Orange	1.8				-	-	1.80
Newark	5.7				2.38	-	3.32

*includes shared allocation and benefits



Place-Based Funding Allocation Summary

Place-Based Mitigation Siting Summary

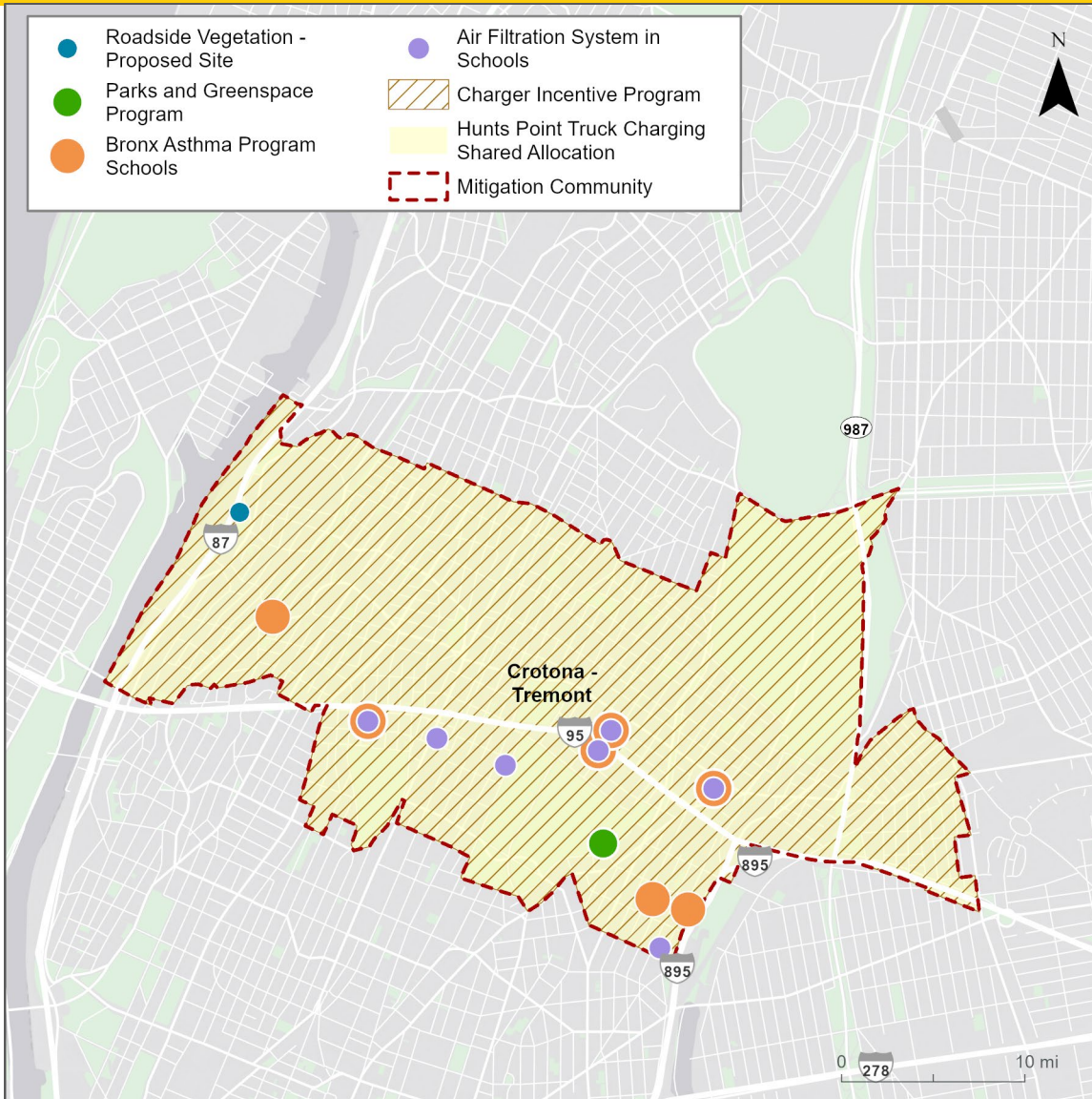
 Eligible for Mitigation

 Mitigation Sited

Communities	Allocation (\$ millions)	Mitigation Measures (\$ millions)						TOTAL
		Replacement of TRUs 15	Asthma Initiatives* 20	Electric Truck Charging* 20	Air Filtration Systems 10	Parks and Greenspace 25	Roadside Vegetation 10	
Crotona-Tremont	22.6		7.71	4.73	2.84	7.20	0.14	22.62
High Bridge-Morrisania	9.2		2.52	1.43	0.43	3.60	1.28	9.26
Hunts Point-Mott Haven	18.9	15.00	4.00	3.16	1.74	-	-	23.90
Northeast Bronx	4.4		2.52	1.91	0.05	-	-	4.48
Pelham-Throgs Neck	16.6		3.26	5.51	0.54	4.50	2.80	16.61
Downtown Brooklyn-Fort Greene	5.7			1.56	1.31	2.00	0.85	5.72
South Williamsburg	7.4			1.44	-	6.00	-	7.44
East Harlem	4.4			0.27	0.71	3.45	-	4.43
Randall's Island	0.9			0.01	-	0.89	-	0.90
Fort Lee	1.4				-	1.40	-	1.40
Orange	0.9				-	0.90	-	0.90
East Orange	1.8				-	-	1.80	1.80
Newark	5.7				2.38	-	3.32	5.70
TOTAL		15.00	20.01	20.02	10.00	29.94	10.19	105.16

*includes shared allocation and benefits

Place-Based Funding Allocation in New York



Mitigation Measure

Allocated Funds
(\$ millions)

Asthma Initiatives	7.71
<ul style="list-style-type: none"> • P.S. 006 West Farms • P.S. 070 Max Schoenfeld • P.S. 044 David C. Farragut • Fairmont Neighborhood School • Samara Community School • P.S. 204 Morris Heights • P.S. 211 • <i>Pending site</i> 	
Electric Truck Charging	4.73
Air Filtration in Schools	2.84
<ul style="list-style-type: none"> • P.S. 006 West Farms/Vida Bogart School for All Children • P.S. 066 School of Higher Expectations/Fannie Lou Hamer HS/MS • P.S. 070 Max Schoenfeld • Icahn Charter School • 6/PSMS 004 Crotona Park West • Bronx Leadership Academy High School • P.S. 044 David C. Farragut • Children's Aid College Prep Charter School/ PS211/ ISX318 MST through Arts 	
Parks and Greenspace	7.20
Crotona Park (Hill & Dale Playground)	
Roadside Vegetation	0.14

Total: \$22.62M

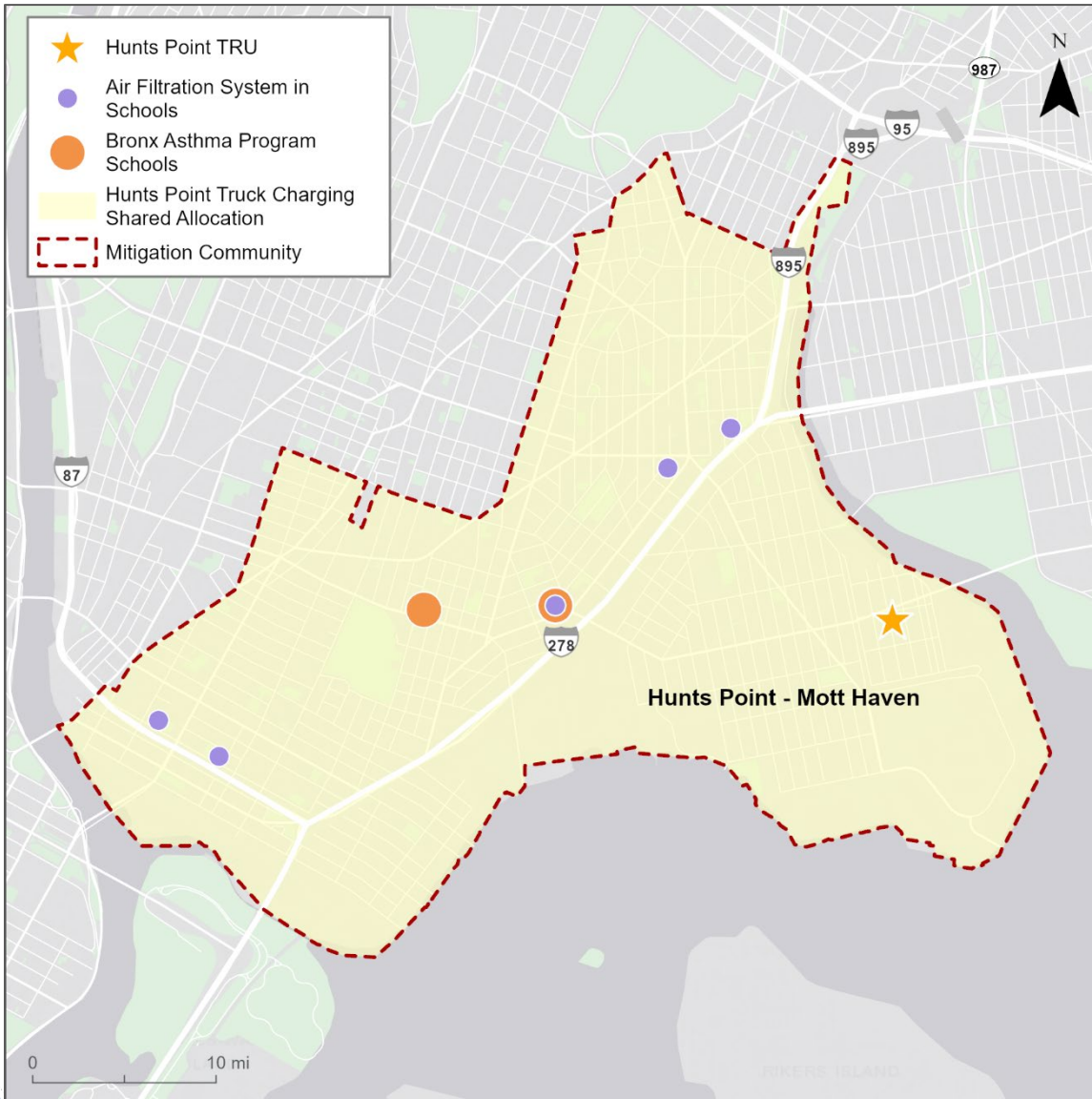


Mitigation Measure

Allocated Funds
(\$ millions)

Asthma Initiatives	2.52
<ul style="list-style-type: none"> • Pending site 	
Electric Truck Charging	1.43
Air Filtration in Schools	0.43
<ul style="list-style-type: none"> • P.S. 199X - The Shakespeare School • P.S. 170 • Mount Eden Children's Academy/Comprehensive Model School Project M.S. 327 	
Parks and Greenspace	3.60
Merriam Upper Playground	
Roadside Vegetation	1.28

Total: \$9.26M

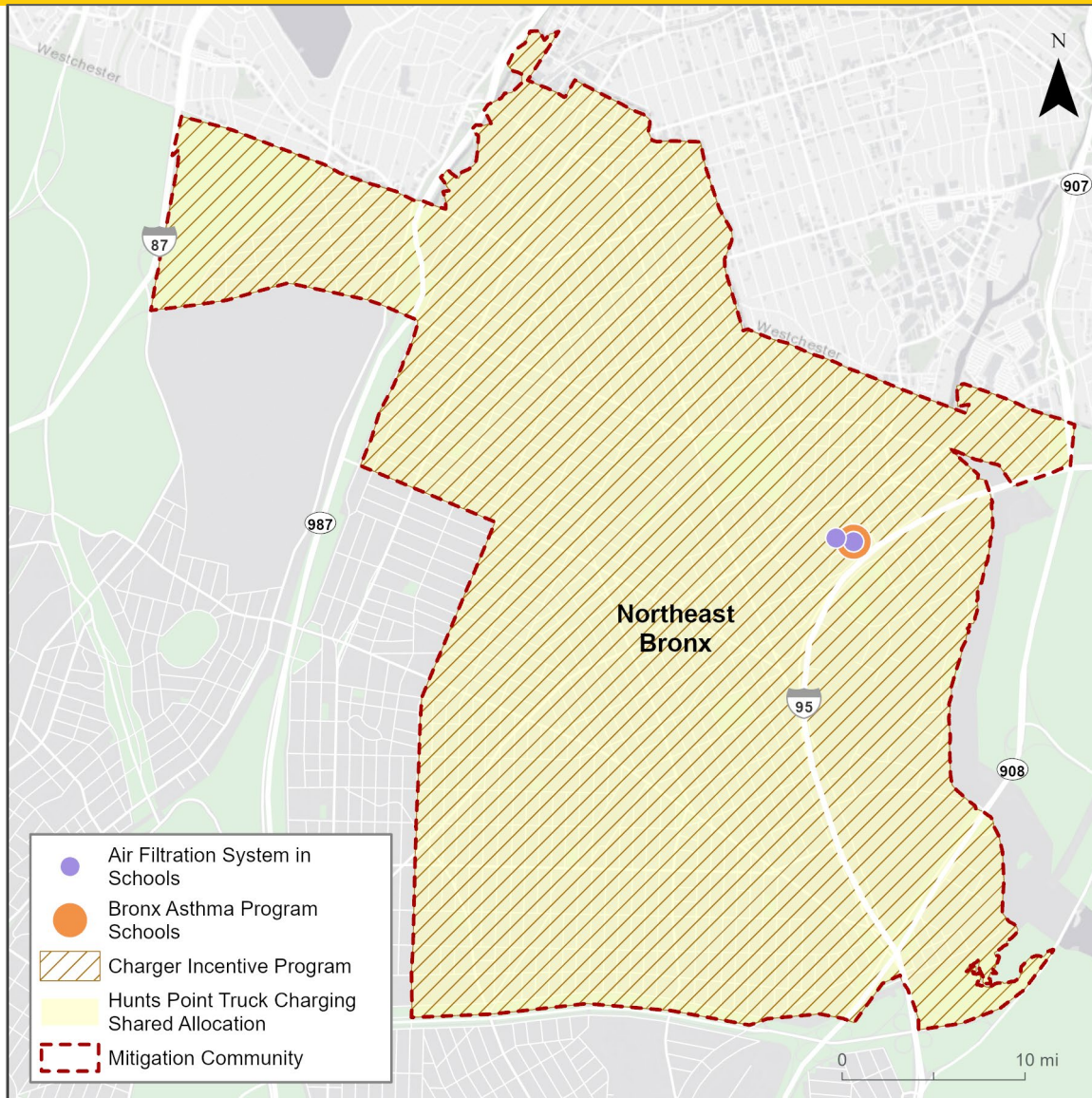


Mitigation Measure

Allocated Funds
(\$ millions)

Replacement of TRUs	15.00
Asthma Initiatives	4.00
<ul style="list-style-type: none"> • P.S. 062 Inocencio Casanova • PS 5 Port Morris 	<ul style="list-style-type: none"> • <i>Pending site</i>
Electric Truck Charging	3.16
Air Filtration in Schools	1.74
<ul style="list-style-type: none"> • P.S. 043 Jonas Bronck • P.S. 154 Jonathan D. Hyatt • P.S. 062 Inocencio Casanova 	<ul style="list-style-type: none"> • Bronx Studio School for Writers and Artists • P.S. 75 School of Research and Discovery

Total: \$23.90M



Mitigation Measure

Allocated Funds
(\$ millions)

Asthma Initiatives

2.52

- Cornerstone Academy for Social Action

Electric Truck Charging

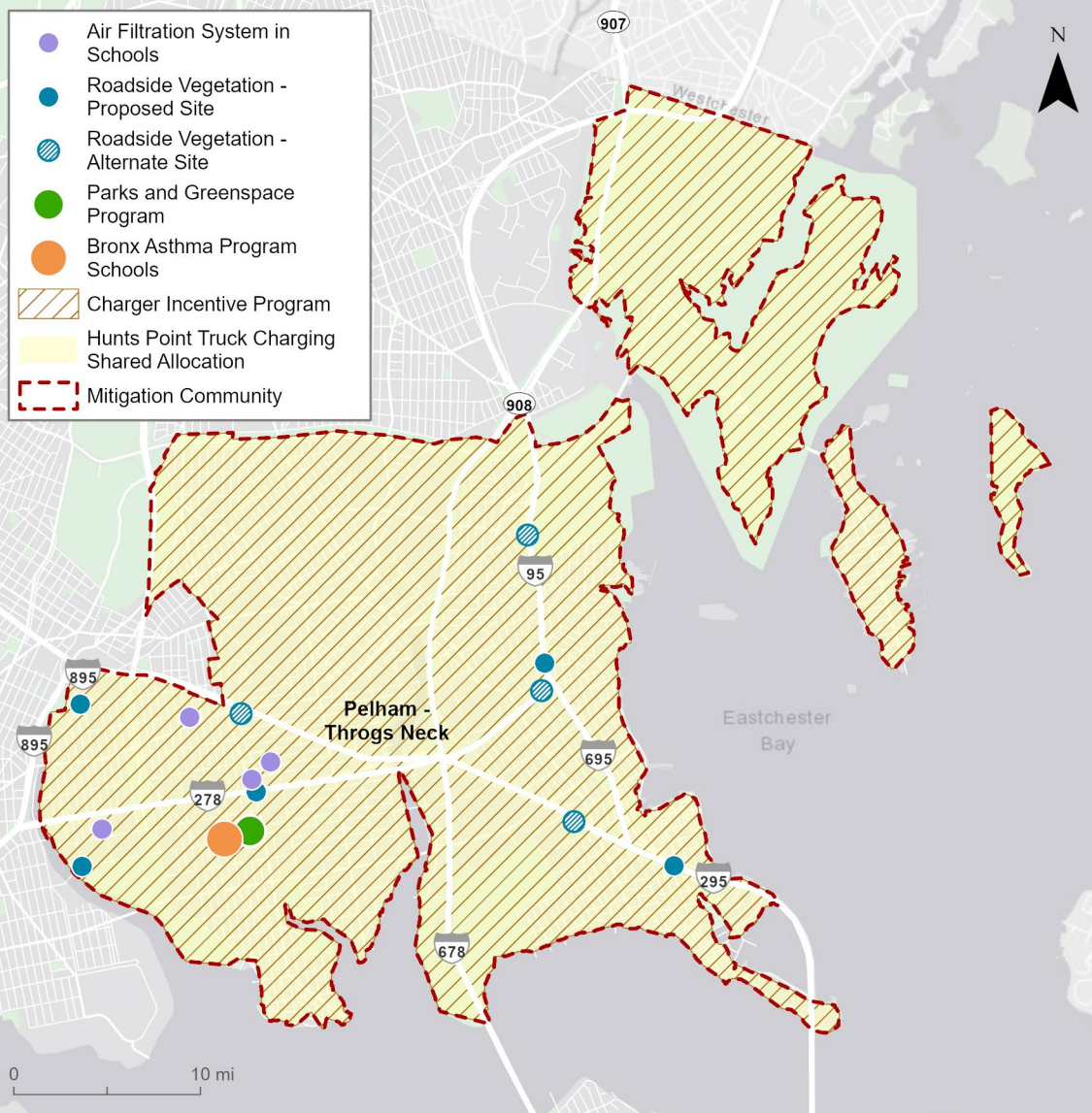
1.91

Air Filtration in Schools

0.05

- Cornerstone Academy for Social Action
- P.S. 723

Total: \$4.48M



Mitigation Measure

Allocated Funds
(\$ millions)

Asthma Initiatives

3.26

- P.S. 100 Isaac Clason
- *Pending site*

Electric Truck Charging

5.51

Air Filtration in Schools

0.54

- P.S. 583
- The Dr. Emmett W. Bassett School
- P.S. 047 John Randolph
- P.S. 093 Albert G. Oliver/Bronx Arena High School

Parks and Greenspace

4.50

Space Time Playground

Roadside Vegetation

2.80

Total: \$16.61M

East Harlem



Mitigation Measure

Allocated Funds
(\$ millions)

Electric Truck Charging	0.27
Air Filtration in Schools	0.71
<ul style="list-style-type: none"> • P.S. 206 Jose Celso Barbosa • P.S. 112 Jose Celso Barbosa 	
Parks and Greenspace	3.45
Marcus Garvey Park	

Total: \$4.43M

Randall's Island

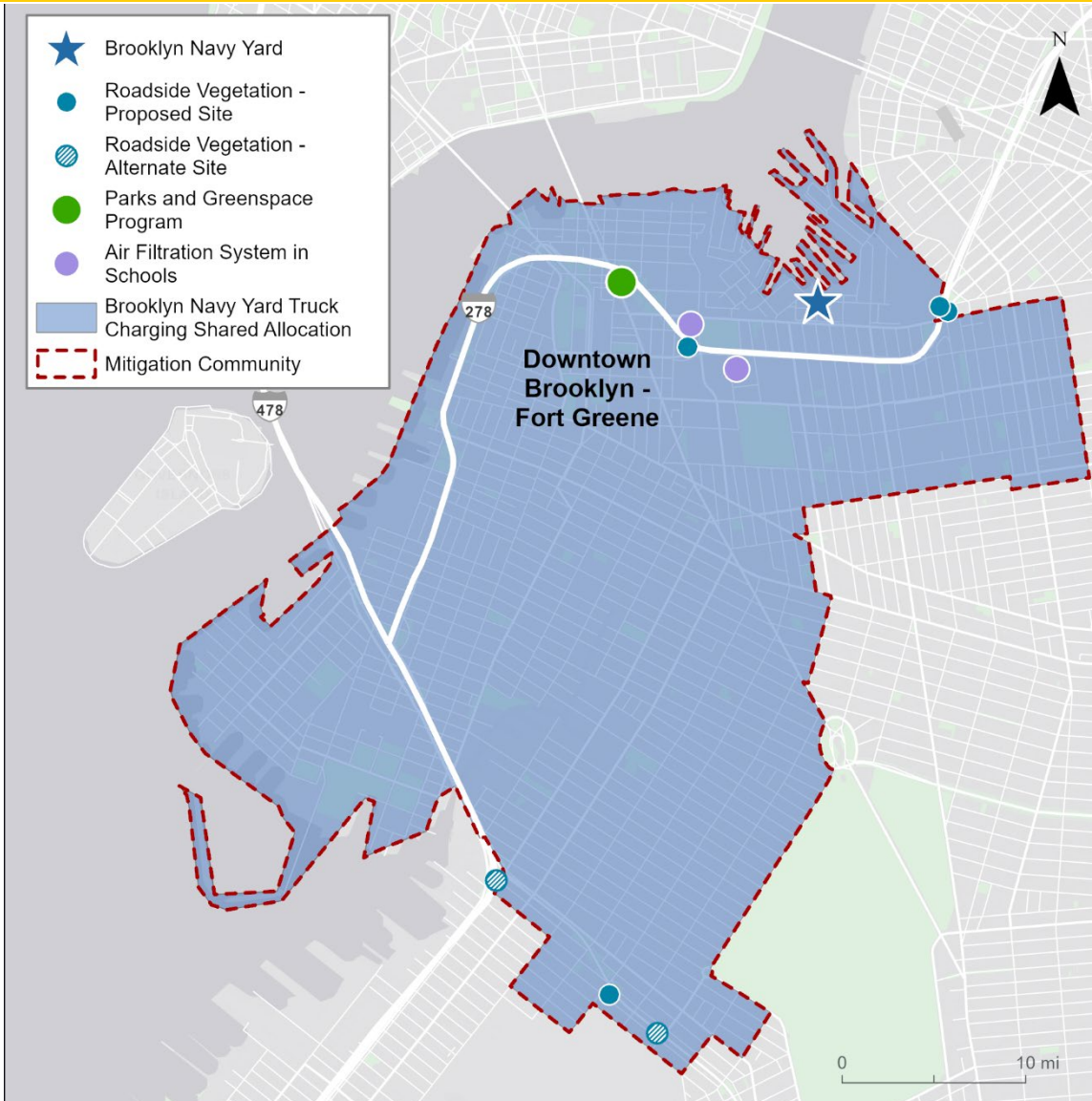


Mitigation Measure

Allocated Funds
(\$ millions)

Electric Truck Charging	0.01
Parks and Greenspace Scylla Picnic Area	0.89

Total: \$0.90M

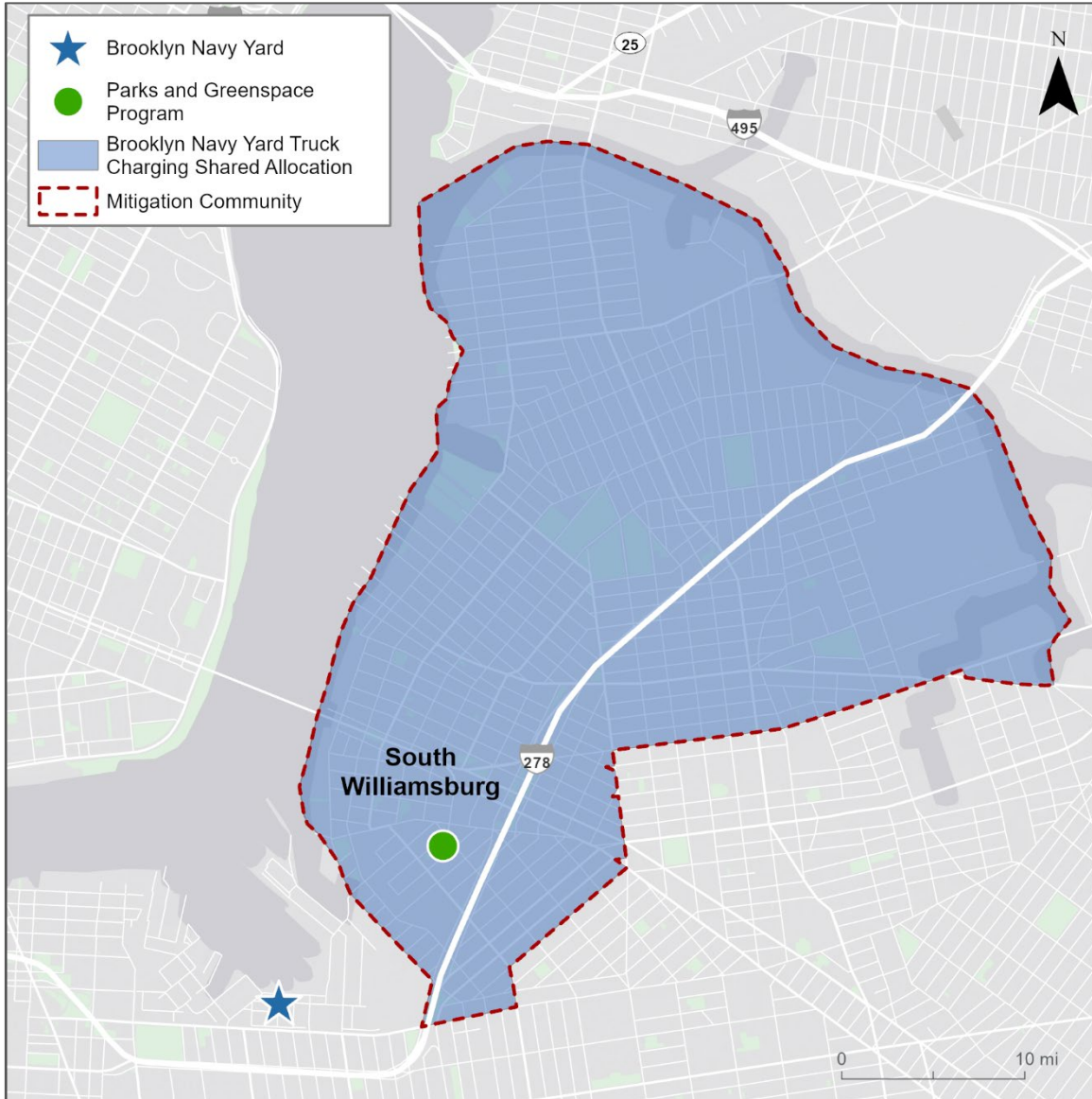


Mitigation Measure

Allocated Funds
(\$ millions)

Electric Truck Charging	1.56
Air Filtration in Schools	1.31
<ul style="list-style-type: none"> • P.S. 287 Bailey K. Ashford • P.S. 067 Charles A. Dorsey 	
Parks and Greenspace Bridge Park	2.00
Roadside Vegetation	0.85

Total: \$5.72M



Mitigation Measure

Allocated Funds (\$ millions)

Electric Truck Charging
Parks and Greenspace
Roebling Playground

1.44
6.00

Total: \$7.44M

Place-Based Funding Allocation in New Jersey

Fort Lee



Mitigation Measure

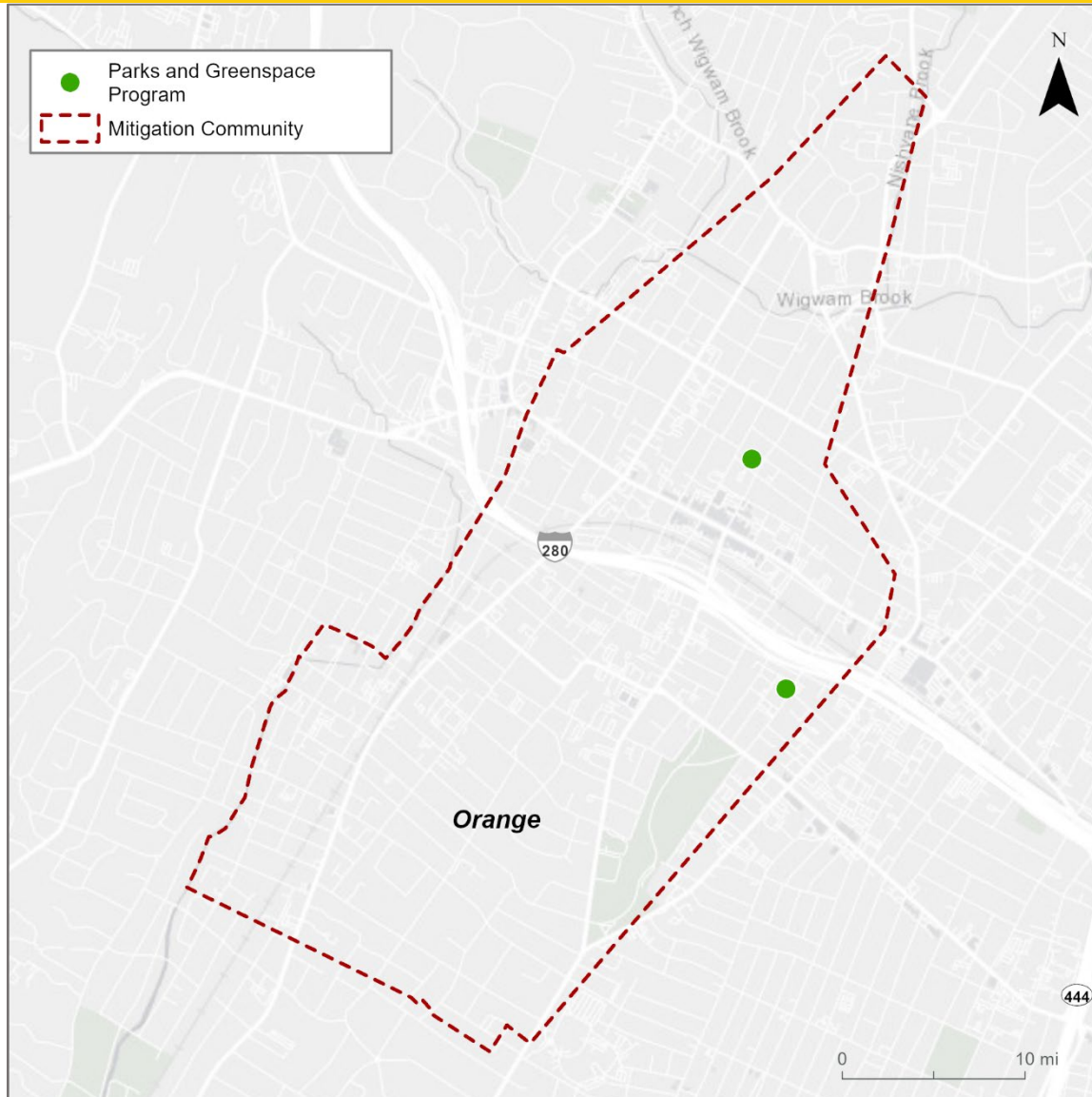
**Allocated
Funds
(\$ millions)**

Parks and Greenspace
Constitution Park

1.40

Total: \$1.40M

Orange



Mitigation Measure

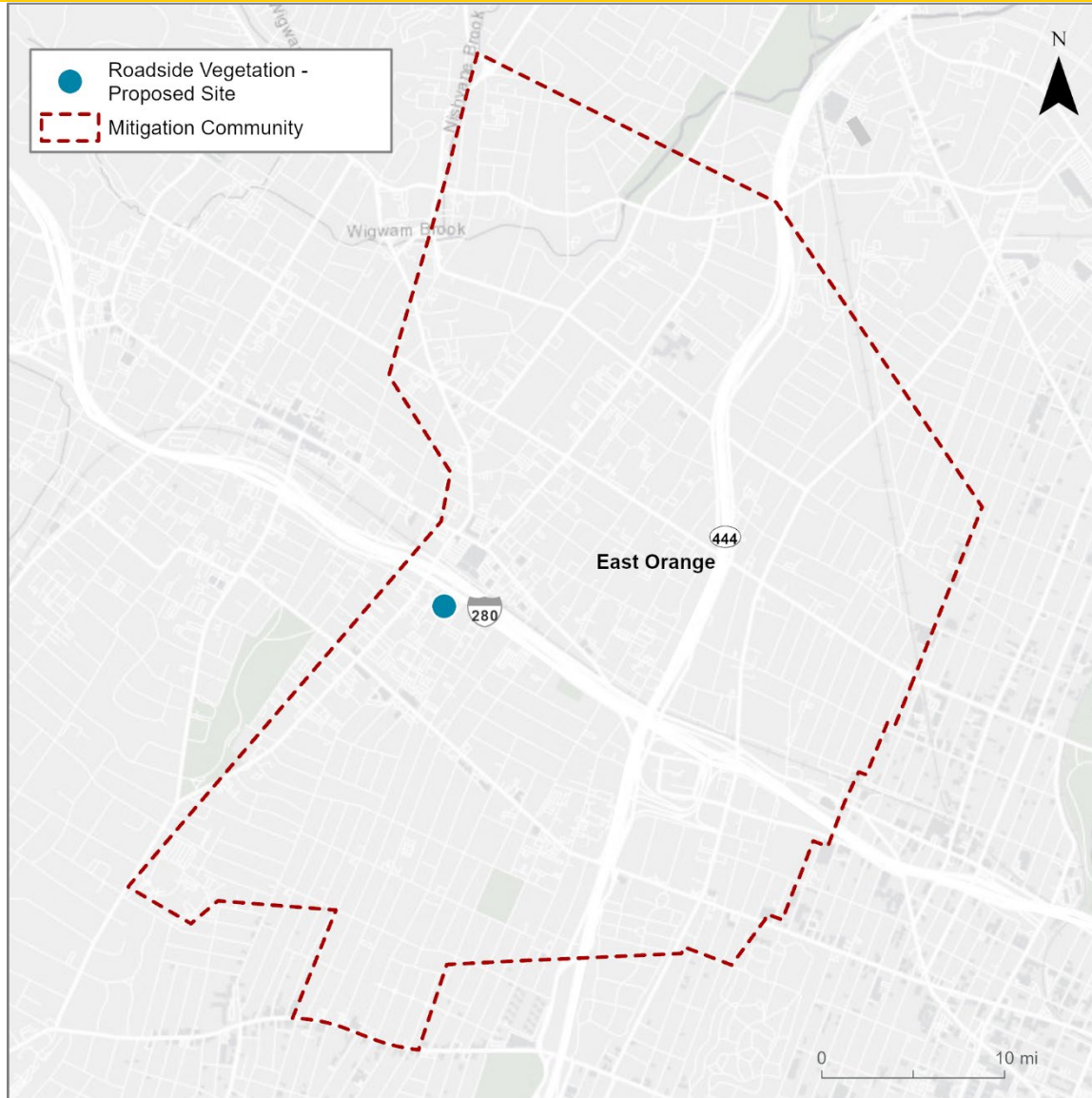
Parks and Greenspace
Colgate Park
Oakwood Elementary Playground & Community Garden

**Allocated
Funds
(\$ millions)**

0.90

Total: \$0.90M

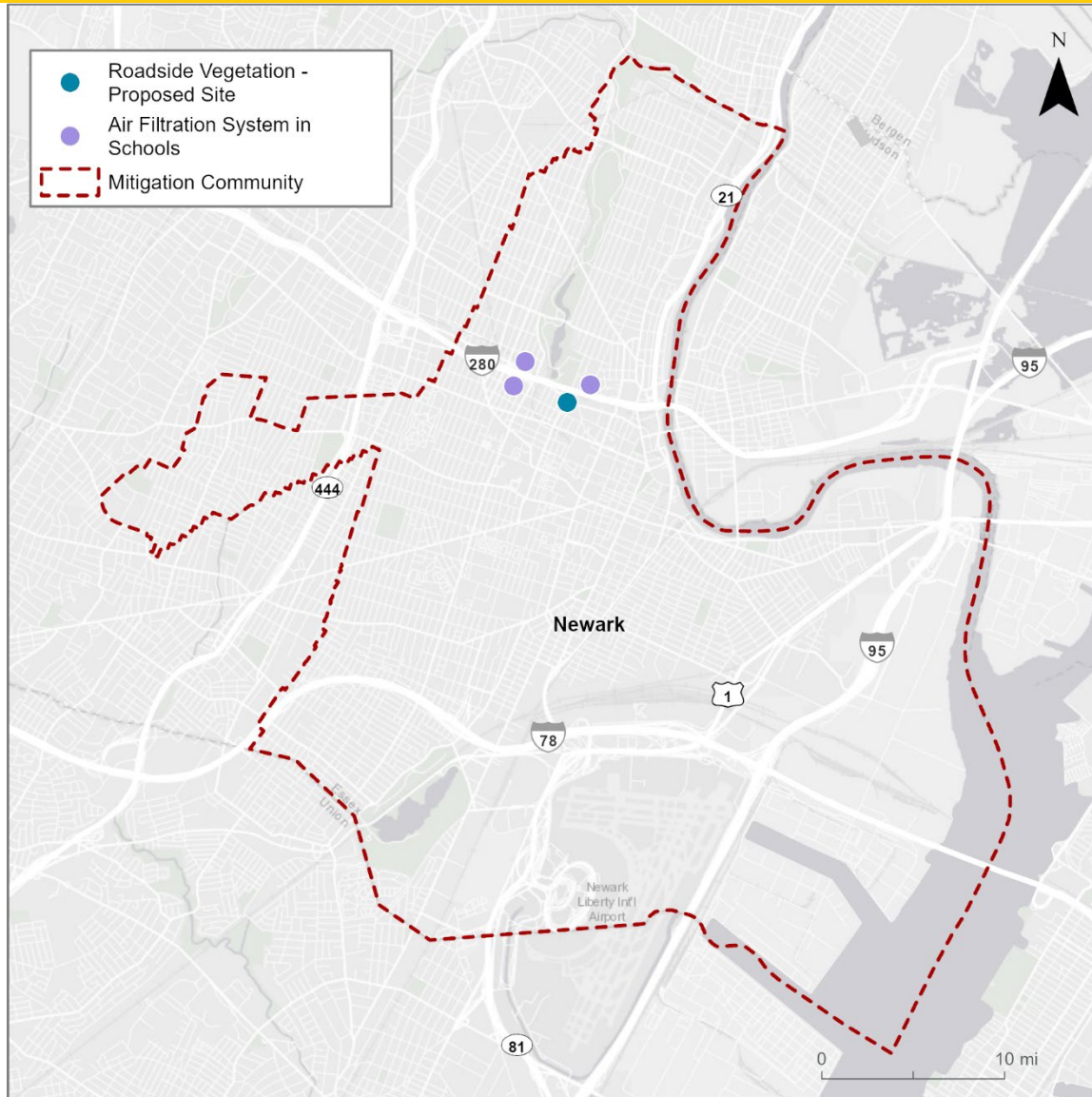
East Orange



Mitigation Measure	Allocated Funds (\$ millions)
Roadside Vegetation	1.80

Total: \$1.80M

Newark



Mitigation Measure

Allocated Funds
(\$ millions)

Air Filtration in Schools

2.38

- Dr. E. Alma Flagg Elementary School
- McKinley Elementary School
- Sussex Avenue Elementary School

Roadside Vegetation

3.32

Total: \$5.70M

Review and Comment

- We want your feedback
- Provide comments via online form
[Comment Form](#)
- Online form available through March 24, 2026 at 11:59PM



732

HVUJ

WiFi USB

CAUTION WIDE BOARDING PLATFORM

selectbus service

CNG

Thank You



Br6 Br6 Br13

selectbus service Eastbound

Route	Destination	Minutes
Br6
Br6
Br6
Br6
Br6
Br6
Br6
Br6
Br6
Br6

JCDecaux
part of your city

TEXTING WHILE DRIVING CAN MAKE PEOPLE STOP AND WRECK.

Appendix C: Methodology for Determining Shared Allocation of Electric Truck Charging Infrastructure at Hunts Point Produce Market and Brooklyn Navy Yard

This document outlines the methodology for allocating the mitigating effect of installing electric truck charging infrastructure at the HPPM (\$10 million) and at the Brooklyn Navy Yard (\$3 million). A Community Mitigation Factor was developed that reflects both truck activity and population exposure to ensure that the allocation reflects not only where truck traffic is most concentrated but also where the greatest number of people are affected by its impacts and therefore the effects of expanded truck electrification.

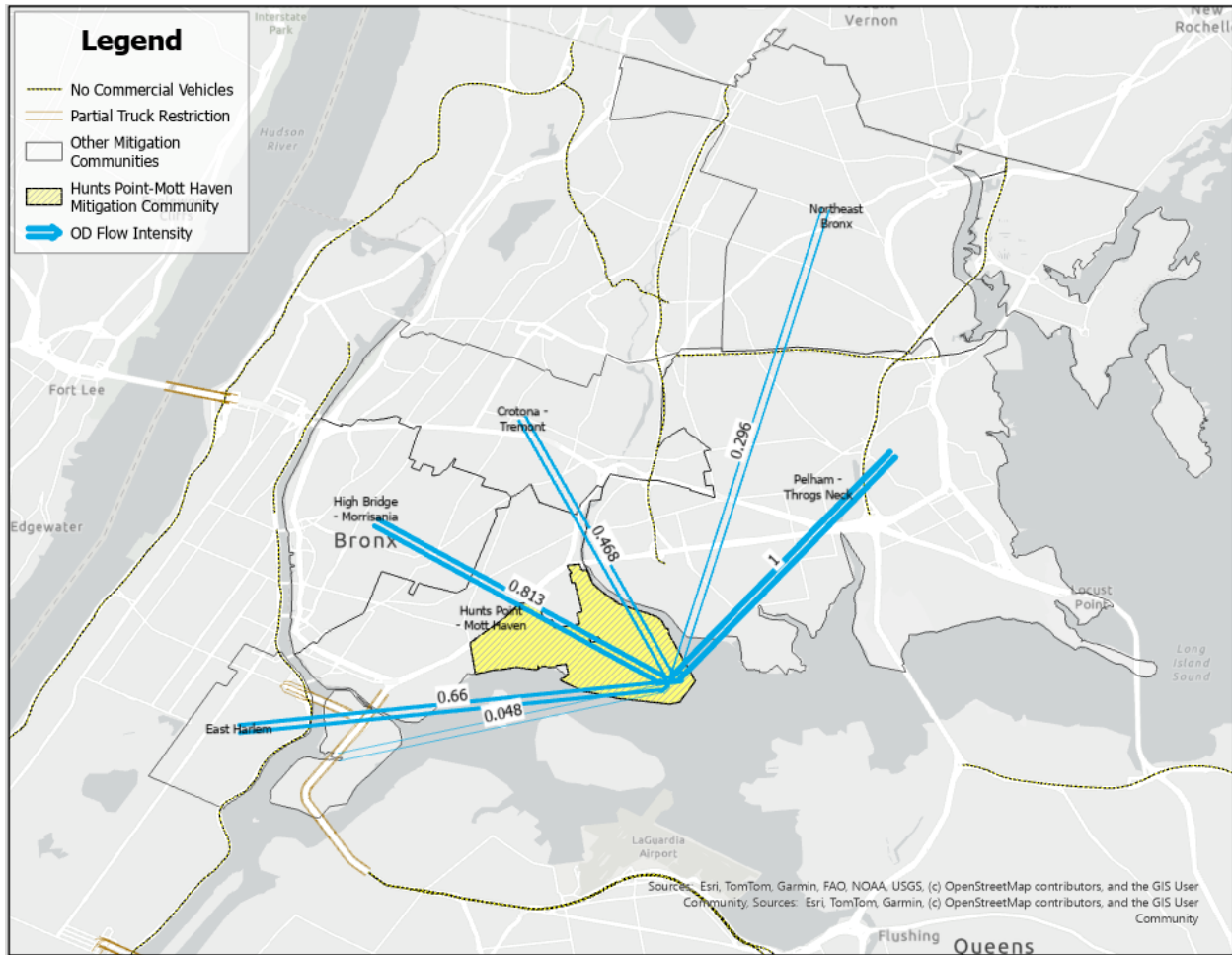
Step 1: Define Inputs

Origin-Destination Flow Density

The project team utilized StreetLight Data to track the relative volume of truck trips between these hubs and nearby mitigation communities and develop an origin-destination (OD) flow intensity. Built on StreetLight Data's OD index, the OD flow intensity measures the strength and volume of trips between two locations. StreetLight Data uses anonymized location data to trace complete trips. By transforming this into an OD flow intensity, a relative weight for each route was created. A higher flow intensity means a thicker, more heavily traveled "pipeline" of truck trips moving between two locations. See Figure C-1 for a visualization of these OD flow intensities. The analysis summed the OD flow intensity for both medium- and heavy-duty trucks. Because emissions are additive, summing these values provides a more accurate reflection of overall exposure than averaging, which could understate the impact in areas with significant volumes of both truck types. Table C-1 and Table C-2 show the medium- and heavy-duty truck flows for each community in both directions.

Final Mitigation Plan for Place-Based Mitigation

Figure C-1 | Visualization of OD Flow Intensities between Hunts Point-Mott Haven and Surrounding Mitigation Communities



Final Mitigation Plan for Place-Based Mitigation

Table C-1. Medium- and Heavy-Duty Truck Flows between Hunts Point and Nearby Mitigation Communities

Hunts Point to Mitigation Communities			
Community	Medium Truck	Heavy Truck	OD Flow Total
Crotona-Tremont	0.437	1	1.437
High Bridge-Morrisania	1	0.877	1.877
Hunts Point-Mott Haven*	1	1	2
Northeast Bronx	0.247	0.123	0.37
Pelham-Throgs Neck	0.793	0.527	1.32
East Harlem	0.57	0.089	0.659
Randall's Island	0.024	0**	0.024
Mitigation Communities to Hunts Point			
Community	Medium Truck	Heavy Truck	OD Flow Total
Crotona-Tremont	0.468	0.974	1.442
High Bridge-Morrisania	0.813	1	1.813
Hunts Point-Mott Haven*	1	1	2
Northeast Bronx	0.296	0.179	0.475
Pelham-Throgs Neck	1	0.915	1.915
East Harlem	0.66	0.12	0.78
Randall's Island	0.048	0.094	0.142

* Hunts Point-Mott Haven is assigned an OD flow value of 1, which reflects that it receives the maximum direct effect because the chargers are sited there. Since the Hunts Point-Mott Haven community hosts the infrastructure, its effectiveness in that community is not solely dependent on truck flow. Using 1 as the maximum provides a clear reference point for comparing indirect effects in other communities.

** There is a lack of samples for this OD pair. Per StreetLight Data, the low sample most likely points to 0 or near 0 demand.

Table C-2. Medium- and Heavy-Duty Truck Flows between Brooklyn Navy Yard and Nearby Mitigation Communities

Brookly Navy Yard to Mitigation Communities			
Community	Medium Truck	Heavy Truck	OD Flow Total
Downtown Brooklyn/Fort Greene	1	1	2
South Williamsburg	0.918	0.455	1.373
Mitigation Communities to Brooklyn Navy Yard			
Community	Medium Truck	Heavy Truck	OD Flow Total
Downtown Brooklyn/Fort Greene	0.998	1	1.998
South Williamsburg	1	0.431	1.431

Final Mitigation Plan for Place-Based Mitigation

Next, the team accounted for the fact that the trucks are traveling in both directions by aggregating the OD flows across both directions of travel. This represents the total truck movements impacting each community. Combining both directions provides a more accurate representation of total activity. Averaging these directional values would underestimate the intensity in communities with significant two-way traffic. Table C-3 and Table C-4 show the aggregate of the OD truck flows in both directions.

Table C-3. Aggregate of OD Truck Flows Between Hunts Point and Mitigation Communities

Aggregate of Origin-Destination Truck Flows Between Hunts Point and Mitigation Communities			
Community	Hunts Point to Mitigation Communities	Mitigation Communities to Hunts Point	Total Origin-Destination Flow Intensity
Crotona-Tremont	1.437	1.442	2.879
High Bridge-Morrisania	1.877	1.813	3.69
Hunts Point-Mott Haven	2	2	4
Northeast Bronx	0.37	0.475	0.845
Pelham-Throgs Neck	1.32	1.915	3.235
East Harlem	0.659	0.78	1.439
Randall's Island	0.024	0.142	0.166

Table C-4. Aggregate of OD Truck Flows Between Brooklyn Navy Yard and Mitigation Communities

Aggregate of Origin-Destination Truck Flows Between Brooklyn Navy Yard and Mitigation Communities			
Community	Hunts Point to Mitigation Communities	Mitigation Communities to Hunts Point	Total Origin-Destination Flow Intensity
Downtown Brooklyn/Fort Greene	2	1.998	3.998
South Williamsburg	1.373	1.431	2.804

Population Data

Mitigation census tract populations, as identified in the environmental review, were identified and summed up for each community to reflect exposure to truck traffic. Table C-5 and Table C-6 show each community's share of the total population among the mitigation communities as included in Table 17.14 in Reevaluation 1.

$$\text{Share of Population} = \frac{\text{Affected Population}}{\sum \text{Affected Population}}$$

Final Mitigation Plan for Place-Based Mitigation

Table C-5. Share of Population in Bronx Communities

Community	Mitigation Census Tract(s) Population	Share of Population
Crotona-Tremont	51,133	0.2936
High Bridge-Morrisania	20,884	0.1199
Hunts Point-Mott Haven	42,621	0.2448
Northeast Bronx	9,912	0.0569
Pelham-Throgs Neck	37,608	0.2160
East Harlem	9,968	0.0572
Randall's Island	2,009	0.0115

Table C-6: Share of Population in Brooklyn Communities

Community	Mitigation Census Tract(s) Population	Share of Population
Downtown Brooklyn/Fort Greene	12,819	0.4327
South Williamsburg	16,807	0.5673

Step 2: Calculate Community Mitigation Factor

In this step, the total OD flow intensity is multiplied by the share of the mitigation population for each community. Table C-7 and Table C-8 show the Community Mitigation Factor before normalizing in Step 3. For each community, the Community Mitigation Factor was calculated as:

$$\text{CMF} = (\text{OD Flow Intensity}) \times (\text{Share of Population})$$

Final Mitigation Plan for Place-Based Mitigation

Table C-7 Community Mitigation Factor for Bronx Communities

Community	Share of Population	Total Origin-Destination Flow Intensity	CMF (before normalizing)
Crotona-Tremont	0.2936	2.879	0.8454
High Bridge-Morrisania	0.1199	3.69	0.4425
Hunts Point-Mott Haven	0.2448	4	0.9790
Northeast Bronx	0.0569	0.845	0.0481
Pelham-Throgs Neck	0.2160	3.235	0.6987
East Harlem	0.0572	1.439	0.0824
Randall's Island	0.0115	0.166	0.0019

Table C-8. Community Mitigation Factor for Brooklyn Communities

Community	Share of Population	Total Origin-Destination Flow Intensity	CMF (before normalizing)
Downtown Brooklyn/Fort Greene	0.4327	3.998	1.7299
South Williamsburg	0.5673	2.804	1.5907

Step 3: Normalize and Allocate Funding

Once the Community Mitigation Factor is calculated for every participating community, all values are summed to create a Regional Total Community Mitigation Factor. To allow for direct comparison across different communities, the Community Mitigation Factors were normalized by dividing each community's score by the sum of all community scores. This process converts the data into relative weights that allows for a comparison of the proportional traffic burden each mitigation community carries relative to the others. Each community's share of the \$10 million (HPPM) or \$3 million (Brooklyn Navy Yard) is then determined by its individual proportion of that regional total.

This calculation is illustrated by the following equation:

$$\text{Funding Share} = \frac{CMF}{\sum CMF} \times \text{Allocated Funds (\$)}$$

Table C-9 and Table C-10 show the allocation of funding after normalizing the Community Mitigation Factor.

Final Mitigation Plan for Place-Based Mitigation

Table C-9. Allocation of Funding for Bronx Communities

Community	Normalized CMF	Allocation	Allocation (Rounded)
Crotona-Tremont	0.2729	\$2,728,810.39	\$2,730,000
High Bridge-Morrisania	0.1428	\$1,428,467.85	\$1,430,000
Hunts Point-Mott Haven	0.3160	\$3,160,196.21	\$3,160,000
Northeast Bronx	0.0155	\$155,256.01	\$160,000
Pelham-Throgs Neck	0.2255	\$2,255,199.38	\$2,260,000
East Harlem	0.0266	\$265,888.31	\$270,000
Randall's Island	0.0006	\$6,181.85	\$10,000

Table C-10. Allocation of Funding for Brooklyn Communities

Community	Normalized CMF	Allocation	Allocation (Rounded)
Downtown Brooklyn/Fort Greene	0.5209	\$1,562,873.32	\$1,560,000
South Williamsburg	0.4790	\$1,437,126.68	\$1,440,000

The allocation results align logically with community characteristics. For the chargers located in Hunts Point, Hunts Point-Mott Haven receives the highest allocation because it hosts the charging stations, has the greatest truck activity, and ranks second in population share, maximizing both exposure reduction and infrastructure utilization. Crotona-Tremont follows with the next highest allocation, driven by its status as the community with the largest population share and a relatively high OD flow total. After that, the allocations for Pelham-Throgs Neck and High Bridge-Morrisania reflect the relatively close connections between those communities and Hunts Point-Mott Haven. In contrast, Randall's Island receives the lowest allocation due to its minimal residential population, despite some truck activity, resulting in the smallest overall effect.

For the chargers at the Brooklyn Navy Yard, South Williamsburg and Downtown Brooklyn-Fort Greene receive almost equal allocations due to the similar OD flow totals and population counts.