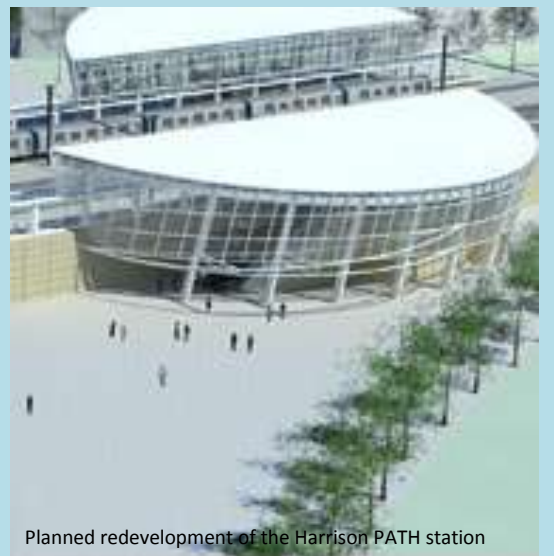


Hudson County Comprehensive Economic Development Strategy 2013 Annual Update



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Contributors and Affiliations

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CEDS COMMITTEE APPOINTMENTS & LOCAL REPRESENTATIVES

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Hon. Albert Cifelli, Hudson County Freeholder

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The Mayor of the Borough of East Newark, Ex-Officio

The Mayor of the Town of Guttenberg, Ex-Officio

The Mayor of the Town of Harrison, Ex-Officio

The Mayor of the City of Hoboken, Ex-Officio

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Anthony Corsi, Workforce Investment Board

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Dan Frohwirth, Jersey City Economic Development Corporation

Johnny Garce, Union City Community Development Agency

Patrick Kelleher, Hudson County Building Trades Council (United Plumbers 24)

Alan Lambiase, South Kearny Industrial Association

John Lane, Hudson County Division of Engineering

Debbie Alaimo Lawlor, AICP/PP, NJ Meadowlands Commission

Suzanne Mack, NJ Transit Citizens Advisory Board

Christopher J. Mackin, CFPR, Blue Water Advisors

Alan Magrini, Hartz Mountain Industries

Terriann Moore-Abrams, Esq., Port Authority of New York & New Jersey
Stephen Marks, City of Hoboken
Michael Novak, Hoboken Chamber of Commerce
Barbara Smith O'Neal, Business Incubator, Small Business Development Center
Elizabeth Spinelli, Hudson County Economic Development Corporation
Elnora Watson, Urban League of Hudson County
Jonathan Wharton, Stevens Institute

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Prepared By:

The Hudson County Division of Planning

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Source: Select D&B (Employment Locations); U.S. Bureau of Labor Statistics, Quarterly Census of Employment & Wages (QCEW) and Purdue Center for Regional Development (cluster definitions)

Addendum A: List of the Major Employers by Municipality

1. Arts, Entertainment and Media
2. Apparel and Textile Manufacturers
3. Chemical and Plastic Manufacturers
4. Energy Industries
5. Information and Technology
6. Material Manufacturers
7. Printing and Publishing
8. Financial Services
9. Food Manufacturing
10. Transportation Logistics

Addendum B: List of LEED Certified Buildings in Hudson County

Source: "LEED Credit Library"; US Green Buildings Council

Legend:

Gray Shadow = Updated for
2013 CEDS Annual Update

Organization & Management

This 2013 Hudson County Regional Comprehensive Economic Development Strategy (CEDS) Annual Update tracks the progress of Hudson County in meeting the economic growth goals outlined in its 2010 CEDS Regional Plan. The 2010 Hudson County Regional Comprehensive Economic Development Strategy, “CEDS Regional Plan” is a five-year economic plan to guide the growth of jobs, development and commerce in the County. The CEDS plan is a requirement of the U.S. Department of Commerce, Economic Development Administration, USEDA, in order to become and remain eligible for public works grants and economic development assistance from the federal EDA. The United States Economic Development Administration approved the Hudson County Regional CEDS Plan through a letter dated March 23, 2012. An additional requirement for grant eligibility is the submission of annual updates to the CEDS document, which highlights economic development projects, updates key economic growth metrics, and identifies priority infrastructure needs.

The federal regulations (13 C.F.R. § 303.7) require the establishment of a CEDS Committee to oversee development of the CEDS Plan and designation of a Planning Organization to administer the federally sanctioned CEDS process. In response, the County Executive issued Executive Order no. 71 establishing the Hudson County CEDS Committee. Appointments to the CEDS committee were made by the County Executive and confirmed by the Board of Chosen Freeholders on January 12, 2012 by way of Resolution No. 18-1-2012. Hudson County’s CEDS Committee is comprised of more than 30 individuals representing a broad range of interests, including local government officials from Hudson County and its twelve municipalities. There are also representatives from institutions of higher education, workforce development, minority organizations, non-profit groups, organized labor, chambers of commerce and economic development agencies. Major contributors include the financial services, insurance, real estate, transportation, and logistics industries are represented on the CEDS Committee. Finally, all regional transportation agencies and utilities that serve Hudson County have CEDS representation. The CEDS Committee has met on a quarterly basis to discuss economic development matters of regional concern since its establishment in 1999. Additionally, the governing body of Hudson County designated The Hudson County Division of Planning as the Planning Organization responsible for managing the CEDS process.

The approved 2010-2014 CEDS Plan analyzed the strengths, weaknesses, opportunities and threats facing the region; and sets out to identify economic clusters within the County. The CEDS Plan contains both broad goals and achievable objectives. The CEDS Plan was prepared with wide and robust community and private sector participation that involved interviews with dozens of stakeholders, an internet based survey in both English and Spanish that garnered nearly 800 responses, and a formal public hearing. The CEDS Plan contains a plan of action that identifies strategic projects, programs and activities and performance measures to evaluate the Plan’s success. The CEDS document also serves as an addendum and update to the Hudson County Master Plan’s Economic Development element of the 2002 Master Plan and the 2008 Master Plan Re-Examination Report.

Vision Statement

The CEDS Committee envisions a Hudson County in 2015 marked by economic growth in many sectors, a major turnaround from the economic recession that began in 2007. The County leads the State in total private sector job creation, wage growth, and new housing starts. Locally, communities have been successfully employing available resources including the Urban Transit Hub Tax Credit program, redevelopment powers, special improvement districts, public bonds and CDBG funds to leverage private investment and create local jobs. Funding from the federal EDA is used in vital infrastructure projects outlined within the County's approved CEDS, including roadway repairs, new utilities and storm sewer system construction, public transit upgrades, and improvements for pedestrian and bicycle mobility. Companies continue to be attracted to Hudson County because of its multi-modal transportation system, diverse labor pool, and ideal proximity between New York City and New Jersey. Additionally, Hudson County has been at the forefront of the "green economy" facilitating the creation of thousands of sustainable "green collar" jobs.

Despite the public investment and private job growth, Hudson County is still challenged by pockets of poverty and high unemployment. Hudson County remains one of the least affluent counties in New Jersey and working families are confronted by both the cost of living and the prohibitively high cost of housing in the New York City area. However, through affordable housing developments, the efforts of local Workforce Investment Boards ("WIBs"), the education efforts of local high schools and colleges, anti-poverty and homelessness policies, and state and federal funding initiatives, the economic future is bright for a variety of Hudson County's residents. The County will continue to grow in population, employment, developments, tax ratable, and economic vitality into 2015.

Superstorm Sandy

Super Storm Sandy was a major factor this past year for Hudson County's housing, commercial and retail sectors. The overall initial economic impact was estimated to be about \$49 million from housing damage, ratable losses and County facilities; with significant devastation in Bayonne, Hoboken, Jersey City, Kearny and Weehawken. [FEMA Source?](#)

According to the "NJ DCA Action Plan", 2% of the households in Hudson County had homes that sustained "severe" or "major" damage, totaling 4,407 units. Within Hudson County, nine census tracts had between 10% and 24% of households experience severe or major damage. Based on FEMA information, about \$21.65 million in housing assistance claims would be eligible for the funds through the Individual and Households Program. Preliminary data from the Hudson County Tax Assessor's Office estimated the total ratable losses for the 6 hardest hit municipalities (Bayonne, Harrison, Hoboken, Jersey City, Kearny and Weehawken) at about \$20.95 million. In addition, there were major power outages throughout the County with some lasting between 7 to 10 days.

In addition to all the personal property damage for Hudson County residents, County facilities were significantly impacted. The total estimated damage for all County facilities was about \$7.7 million. The Hudson County Corrections facility had about \$1.2 million in damage and the Juneau building, the future home of the county Office of Emergency Management, suffered about \$2.4 million in water damage.

Hudson County was particularly vulnerable due to its outdated infrastructure, specifically all of its combined sewer systems. The extensive public transit system was negatively affected. The NY/NJ Port Authority's PATH system sustained about \$800 million in damages especially to the low-lying stations. As part of NJ Transit's estimated \$4 billion in Sandy-related destruction, a third of the agency's fleet - 70 locomotives and 273 rail cars - were damaged by flooding to low-lying rail yards in Kearny and Hoboken and several rail stations were flooded, including the Hoboken Terminal. In addition, Hudson-Bergen Light Rail experienced track washouts at the Port Imperial and West Side Avenue stations and flooding in Hoboken.

The negative impact of Superstorm Sandy on the private sector was evident, but not fully measured quantitatively. There were clear losses for some of the County's major businesses according to their leaders. For example, Liberty Science Center lack of business due to less school trips, since schools need to make up lost time during breaks. South Kearny River Terminal where 70 tenants have laid off employees and that long-term damage may only recognizable months from now due to waterlogged equipment.

On December 4, 2012, Hudson County put together a stakeholder forum "Long-Term Economic Recovery Post-Super Storm Sandy" to address the concerns moving forward. Some of the efforts put forth were:

- The Hudson County EDC: Created a Post-Sandy loan program to issue loans between \$10,000 and \$25,000 at 2%.
- Jersey City EDC along with JPMorgan Chase & NJ Community Capital, created a program of \$1 million. This loan program issued loans of between \$10,000 and \$30,000 at 3 %.
- Provident Bank (Bayonne) issued unsecured loans of up to \$10,000 with a 2.99% rate over 5 years. The program is statewide.
- Hudson County Small Business Center [Barbara O'Neill] assisted with SBA applications.

Moving into 2013 the County is working with both state and federal agencies to put together programs that will ensure business continuity and disaster preparedness are elements of the CEDS. To this end the Division of Planning for the county is working with the Office of Emergency Management (OEM) and outside vendors such as ESRI to develop and coordinate all economic and emergency programs. It is anticipated that these programs will be developed in late 2013/early 2014 with implementation in mid to late 2014.

The full extent of Sandy's impact on Hudson County's economy and businesses need to be further evaluated as to the long-term effects. The Division of Planning, on behalf of the Hudson County CEDS Committee, intends to apply for a Post Sandy Planning Assistance Grant to hire a consultant who will produce a more comprehensive report on these conditions.

Hudson County Trends

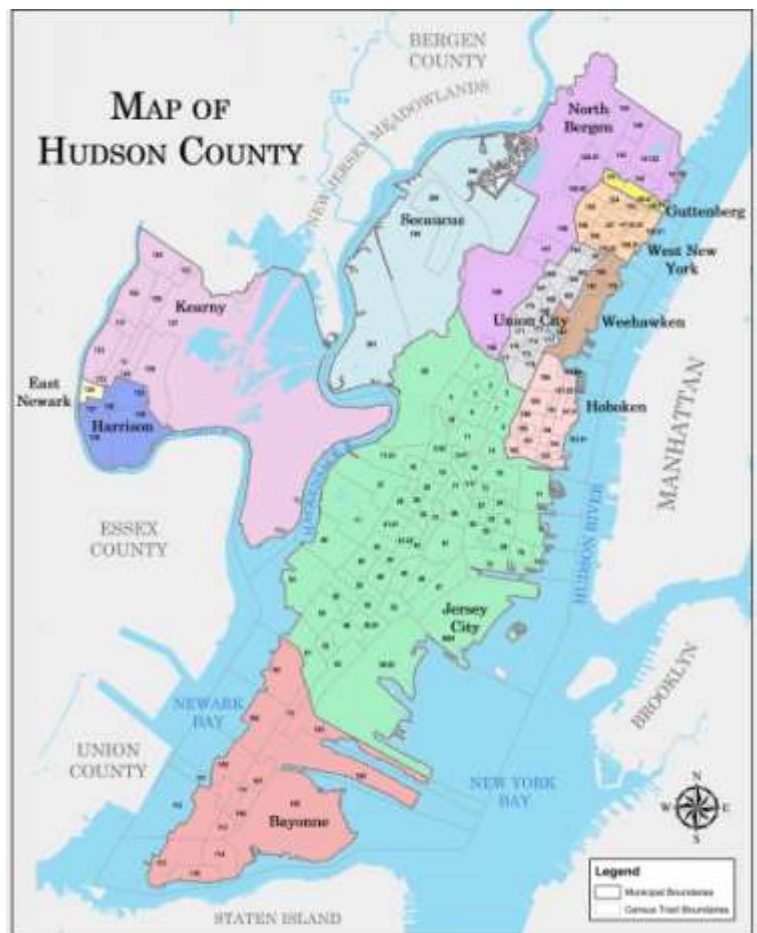
Geography

Hudson County is the smallest, most urbanized and most densely populated county in the State of New Jersey. Often referred to as part of New Jersey's "Gold Coast", the County is comprised of 12 incorporated municipalities, located in the northeastern region of New Jersey within the New York Metropolitan Statistical Area (as designated by the US Census Bureau). The County's urbanized core is comprised of the Cities of Hoboken and Jersey City. The northern swath of the County consists of the five densely populated communities of the Towns of Guttenberg and West New York, Townships of North Bergen, Weehawken, and the City of Union City. The County's southern peninsula is comprised of the City of Bayonne. West Hudson consists of the County's smaller, less densely populated areas and includes the Borough of East Newark, Town of Harrison, and the Town of Kearny. The northwestern area of the County is comprised of the Town of Secaucus.

Map 3.1

The land area of Hudson County is 46.6 square miles, making it the smallest of New Jersey's 21 counties. With the 2010 Census counting 634,266 inhabitants and an average population density of 13,731.4 persons per square mile¹, Hudson County is the most densely populated county in New Jersey and the sixth² most densely populated county in the country, trailing only four of New York City's boroughs and San Francisco County, California³.

The County is a coastal peninsula bounded by the Hudson River to the east, the Kill Van Kull strait to the south and the Passaic River and Newark Bay to the west. The Hackensack River also runs through the center of the County from north to south. The County is divided into four tidally influenced watersheds: the Hackensack Watershed to the north, the Passaic River watershed to the west, the Rahway River/Arthur Kill/Kill Van Kull watershed to the south and the Hudson River to the east. Newark Bay is located at the southwestern end of the County and there are four creeks, which are tributaries to the Hackensack River, including the Penhorn Creek, Bellmans Creek and Mill Creek.



¹ US Census Bureau 2008 Estimates

² Data is based on U.S. Census department data from 2010. Calculations made by dividing the population by the land area. All county-equivalents are included

³ *ibid*

The climate is typical of the Middle Atlantic seaboard, with the winters influenced by cold dry air masses, which have their origin over sub-polar continental regions, and summers affected by warm, humid air masses from sub-tropical regions, modified by their passage over land surfaces. The vegetation consists of planted lawns, trees and shrubbery and is typical of residential and commercial areas. The average annual rainfall averages between 43 and 47 inches⁴ and snowfall averages about 30 inches per year⁵. The average annual maximum temperature is 60.13 and the average annual minimum temperature is 45.08 degrees Fahrenheit⁶.

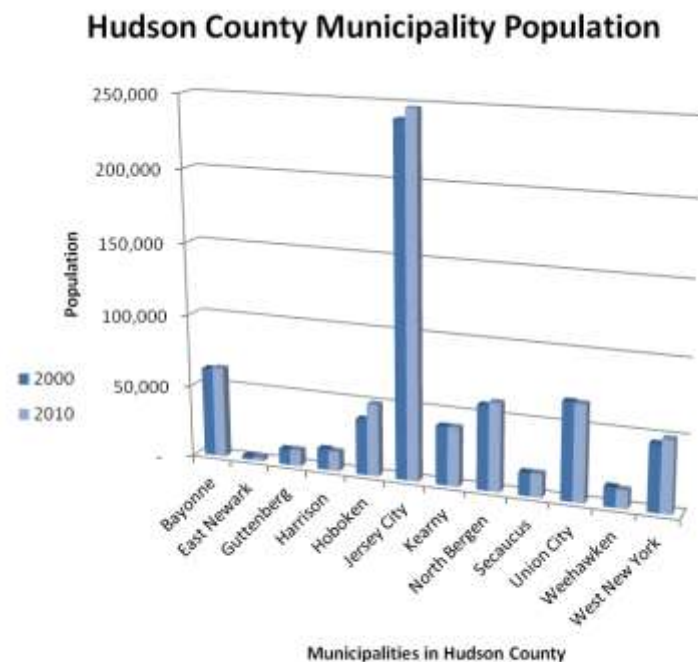
Population

Hudson County, despite its already high levels of density and limited developable space, continues to feature high population growth. The 2010 Census estimated the New Jersey population to be 8,791,894 and expected the state to grow by 1.4 million people by the year 2025⁷. From 1990 to 2000 Hudson County’s population grew 10 percent reaching a population of 608,975, while New Jersey had only an 8.85 percent increase. In 2010, the County’s population jumped to 634,266, up 4.2% from 2000,

Graph 2.1

according to the 2010 U.S. Census.⁸ This population change was highlighted by a significant increase in the city of Hoboken’s population as it reached 50,005, up 29.6%

from 2000. The result of this increasing population size and stable land area is an intensification of the County’s already high density. This trend is expected to continue with the North Jersey Transportation Planning Authority (“NJTPA”) and New York Metropolitan Transportation Council (“NYMTC”) predicting Hudson County’s population will rise to more than 800,000 people by the year 2040. Recent data supports the predication of an increase in Hudson County’s population: The 2011 ACS 1-year total population estimate was 652,302.



⁴ The Office of the New Jersey State Climatologist

<http://climate.rutgers.edu/stateclim/?section=uscp&target=NJCoverview>

⁵ Federal Emergency Management Agency Flood Insurance Study: Hudson County, New Jersey August 16, 2006.

⁶ Based Jersey City, NJ [NOAA U.S. Daily Climate Normals 1971-2000](http://www.climate-charts.com/USA-Stations/NJ/NJ284339.php). USA Climate Index <http://www.climate-charts.com/USA-Stations/NJ/NJ284339.php>

⁷ NJ Dept. of Labor and Workforce Development

⁸ 2010 United States Census. U.S. Census Bureau.

http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_DP_DPDP1&prodType=table

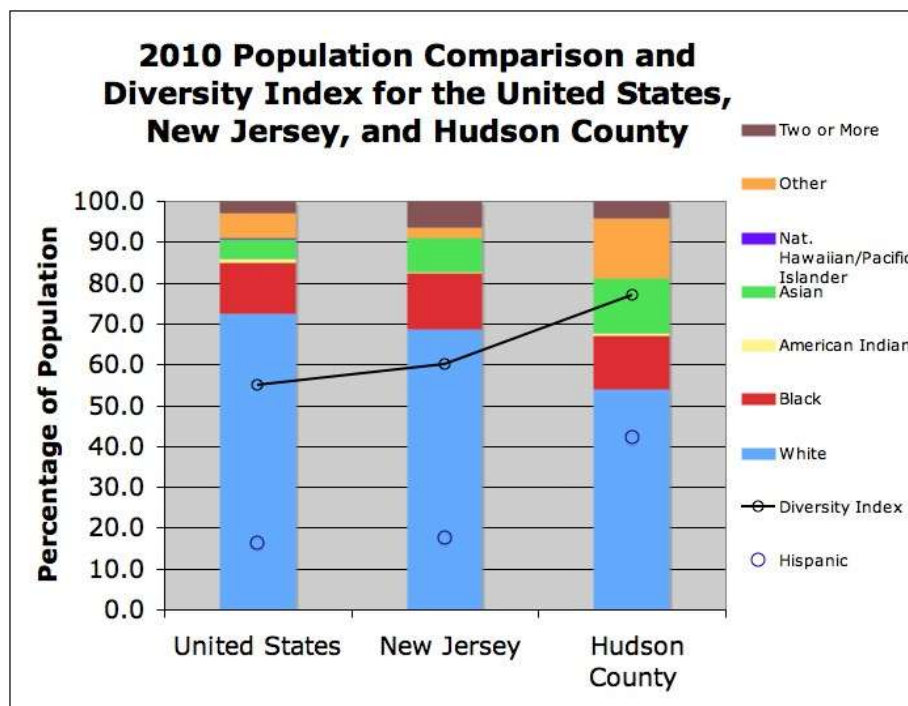
Table 1.1

Municipality	Demographic Data from the 2010 U.S. Census											2010 Housing Data		
	Total Population	African-American (Only)		Asian (Only)		Caucasian (Only)		Two or More Races		Hispanic (of any race)		Total Housing Units	Occupied Housing Units	Vacant Housing Units
		Total African-American Population	% of Total	Total Asian Population	% of Total	Total Caucasian Population	% of Total	Total Population of Two or More Races	% of Total	Total Hispanic Population	% of Total			
Bayonne	63,024	5,584	8.90%	4,861	7.70%	43,618	69.20%	2,448	3.90%	16,251	25.80%	27,799	25,237	2,562
East Newark	2,406	46	1.90%	188	7.80%	1,516	63.00%	94	3.90%	1,477	61.40%	794	759	35
Guttenberg	11,176	537	4.80%	818	7.30%	7,537	67.40%	585	5.20%	7,245	64.80%	4,839	4,473	366
Harrison	13,620	297	2.20%	2,217	16.30%	7,941	58.30%	570	4.20%	6,017	44.20%	5,228	4,869	359
Hoboken	50,005	1,767	3.50%	3,558	7.10%	41,124	82.20%	1,324	2.60%	7,602	15.20%	26,855	25,041	1,814
Jersey City	247,597	64,002	25.80%	58,595	23.70%	80,885	32.70%	10,956	4.40%	68,256	27.60%	108,720	96,859	11,861
Kearny	40,684	2,186	5.40%	1,793	4.40%	29,933	73.60%	1,478	3.60%	16,253	39.90%	14,180	13,462	718
North Bergen	60,773	2,456	4.00%	3,979	6.50%	40,705	67.00%	2,942	4.80%	41,569	68.40%	23,912	22,062	1,850
Secaucus	16,264	668	4.10%	3,318	20.40%	11,125	68.40%	402	2.50%	3,025	18.60%	6,846	6,297	549
Union City	66,455	3,487	5.20%	1,587	2.40%	38,549	58.00%	3,749	5.60%	56,291	84.70%	24,931	22,814	2,117
Weehawken	12,554	606	4.80%	1,024	8.20%	9,020	71.80%	491	3.90%	5,055	40.30%	6,213	5,712	501
West New York	49,708	2,289	4.60%	2,986	6.00%	30,839	62.00%	2,788	5.60%	38,812	78.10%	20,018	18,852	1,166
Hudson County Totals	634,266	83,925	13.20%	84,924	13.40%	342,792	54.00%	27,827	4.40%	267,853	42.20%	270,335	246,437	23,898

Additionally, Hudson County has one of the most diverse populations in the country. Data collected from the 2010 Census (displayed in Table No. 1) shows of the total population in Hudson County (634,266) about 13.2% are African American, 13.4% are Asian, 54% are Caucasian, 4.4% are mixed racially, and 42.2% are identified as Hispanic. Each of these minority percentages are well above the national averages in the 2010 Census. According to 2007 ACS estimates, 40 percent of Hudson County’s population is foreign born, and of that portion, over 60 percent (approximately 149,379 people) are from Central America, the Caribbean, or South America. In addition, over 50 percent of Hudson County speaks a language other than English at home.⁹

The USA Today Diversity Index formula¹⁰ illustrates how Hudson County’s diversity compares to the US and the State’s population. The index is a scale from 0 to 100, with 100 being the most diverse and 0 being not diverse at all. A score of 50 would indicate that when choosing two people at random from the geography, there is a 50% chance they would be of a different ethnicity. The graph shows that as the mix of ethnicities and races changes for the total population the diversity index increases. Hudson County has an extremely high diversity index of 77, the highest in New Jersey, and well above the state and the US averages (respectively 60 and 52)¹¹. This diversity is a great asset to the County and should be valued as a unique characteristic of the County’s personality and history.

Graph 2.2



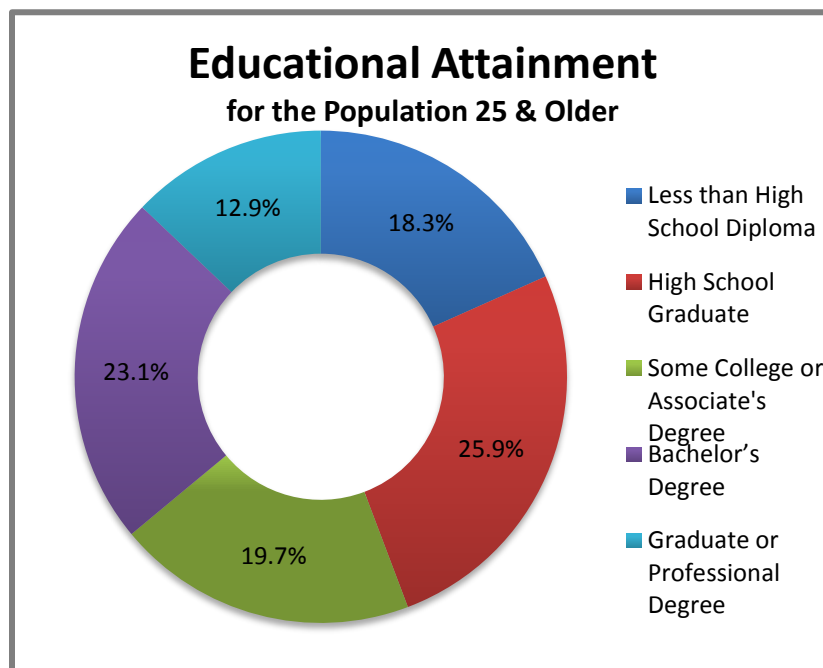
⁹ 2007 American Community Survey

¹⁰ <http://www.usatoday.com/news/nation/census/2001-03-14-diversityindex.htm>

¹¹ USA Today Diversity Index Data. <http://www.usatoday.com/news/nation/census/county-by-county-diversity.htm>

Educational attainment is extremely varied in the County. There is a wide gap between the population with High School diploma or less and those with a Bachelor's degree or higher. Out of the 440,860 Hudson County residents who are 25 and older, about 82% are high school graduates. However, only about 36% hold a bachelor's degree or higher. This is consistent with national educational attainment levels. The County and the region offer many opportunities for persons to receive job training and higher education. The County should continue to focus energy and efforts on providing career, vocational, and higher education for its residents, especially those with only basic job skills.

Graph 2.3



Unemployment

Hudson County is an eligible jurisdiction of the CEDS Program because it has a significantly higher unemployment rate than the national average. While the annual average unemployment rate for the United States has steadily decreased since 2010, both New Jersey's and Hudson County's rate dipped in 2011, but had a slight increase in 2012. At 10.5% for 2012, Hudson County's annual unemployment rate is nearly 2.5 percentage points greater than the national rate of 8.1%. Also, Hudson County's annual rate remains higher than the state's rate.¹² Based on the estimates within the County, the municipalities reflected varying unemployment outcomes for 2012. While Hoboken's average annual unemployment rate was only 5.0%, Union City's average was 13.3%, which was the highest of the Hudson County municipalities.¹³

¹² The annual average rate for the United States was 9.6% in 2010, 8.9% in 2011, and 8.1% in 2012. *Source: US Bureau of Labor Statistics*

¹³ *Source: NJ Department of Labor and Workforce Development, Labor Planning and Analysis; Prepared March 2013*

Graph 2.4

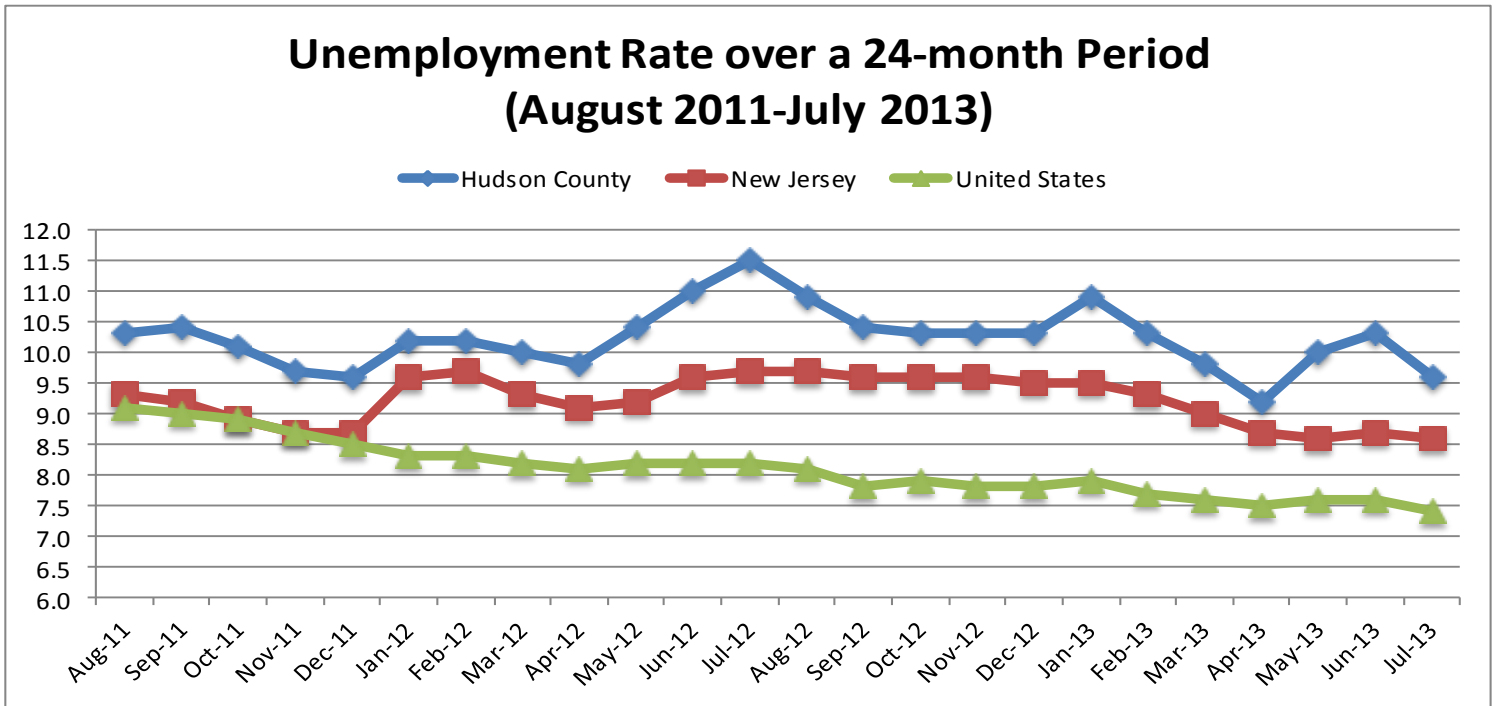
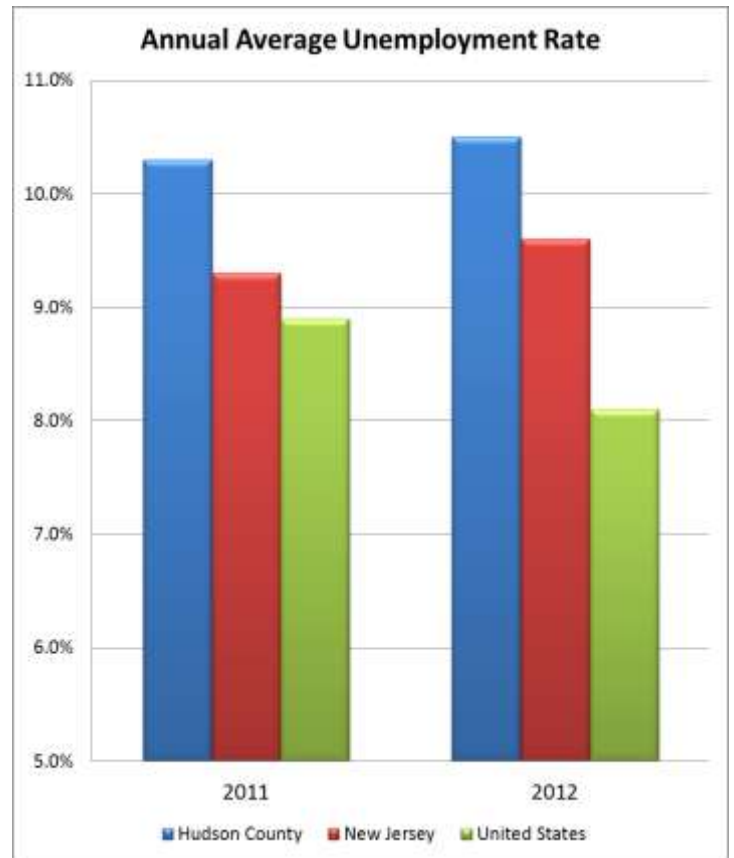


Table 1.2

2012 Annual Average Unemployment Rate Estimates by Hudson County Municipality* (with 25,000+ population)	
<u>Municipality</u>	<u>Unemployment Rate</u>
Bayonne	11.4
Hoboken	5.0
Jersey City	10.9
Kearny town	11.4
North Bergen	10.7
Union City	13.3
West New York	11.8
<i>NOTE: BLS areas (with 25,000 + population) are based on claims share.</i>	
<i>* Numbers may not add due to rounding.</i>	

Graph 2.5



Employment by Industry

Hudson County is part of the New Jersey Department of Labor’s Northern New Jersey Region, which includes Hudson, Bergen, and Passaic Counties as a defined Labor Area. The US Bureau of Labor Statistic’s NY-NJ Office released a report for this region in July 2013. According to the report, the average weekly wages for all industries in Hudson County is \$1,285.¹⁴

Overall, from June 2012 to June 2013, there was been a slightly increase in employment for all major nonfarm sectors. Leisure and hospitality saw the biggest increase of 10 major sectors. The majority of the sectors saw at least a modest increase. However, both Manufacturing and Financial Activities had a drop in payroll employment.

Table 1.3

Payroll employment in Bergen-Hudson-Passaic by major industry sector (in thousands)			
<i>Industry</i>	<i>June 2013</i>	<i>Change from June 2012 to June 2013</i>	
		<i>Number</i>	<i>Percent</i>
Total nonfarm	901.7	11.7	1.3
Mining, logging, and construction	27.5	0.7	2.6
Manufacturing	58.4	-1.2	-2
Trade, transportation and utilities	209.9	3.5	1.7
Information	18.2	-0.5	-2.7
Financial activities	68.8	-2.1	-3
Professional and business services	145.1	2.3	1.6
Education and health services	149.1	5	3.5
Leisure and hospitality	69	2.5	3.8
Other services	36.4	1	2.8
Government	119.3	0.5	0.4

*p = preliminary

*Note: Total includes industries not shown separately

¹⁴ “Bergen-Hudson-Passaic Area Economic Summary” July 31, 2013. Source: Bureau of Labor Statistic’s NY-NJ Office.

http://www.bls.gov/ro2/blssummary_bergen_div.pdf

Economic and Employment Clusters

Hudson County features a diverse economy and is home to many major employers (more than 50 employees) in the manufacturing industries, financial / insurance sectors, accommodations and food services, distribution facilities, corporate headquarters, and communications fields. This employer diversity is based on the County's close proximity to New York City, multi-modal transportation options, mixed skill labor force, former industrial facilities, and pockets of relatively low cost land. These factors often result in the clustering of businesses in particular geographic locations.

The Economic Cluster Maps included below display business (from 50-6000 employees) locations in 10 distinct industries: (1)Arts, Entertainment and Media; (2)Apparel and Textile Manufacturers; (3)Chemical and Plastic Manufacturers; (4) Energy Industries; (5)Information and Technology; (6)Material Manufacturers; (7)Printing and Publishing; (8)Financial Services; (9)Food Manufacturing; and (10)Transportation Logistics. While these maps provide insightful information about the clustering of major employers it is important to remember that businesses under 50 employees, such as restaurants or individuals stores in a mall, are not depicted for on these maps.

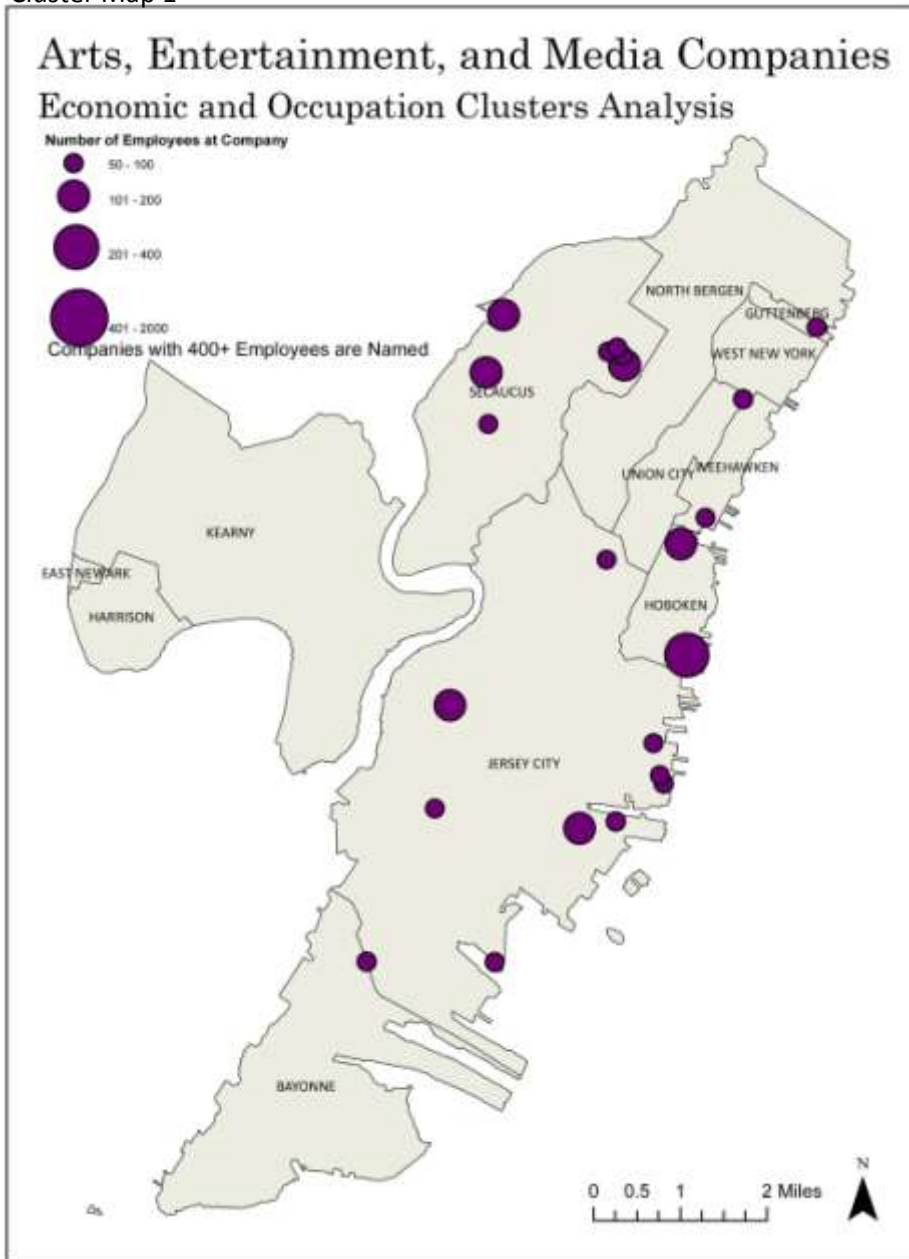
Overall, the largest clustering of major employers occurs at the Jersey City waterfront, Secaucus industrial centers, around the Hoboken transportation center, and throughout Kearny. While Kearny and Secaucus' clusters were generally made of companies that ship products, warehouse goods, or are corporate headquarters; Jersey City and Hoboken featured clustering for high skill technology firms and financial service providers. **Manufacturing of Chemicals, Materials, and Food** featured no clear clusters, with major employers disbursed throughout the County.

Kearny and Secaucus (as well as the smaller Harrison and East Newark) are the less densely developed areas of Hudson County, with former large manufacturing facilities and meadow areas suitable for business types that require large physical space. This available space is coupled with access to major roadways, trains, and waterways perfect for the transfer of goods (see maps for **Apparel and Textiles, Printing and Publishing, Transportation and Logistics**). Secaucus also has a major cluster of corporate headquarters for varied companies including Goya Foods, Hartz Mountain, The Children's Place, MLB Network, Red Bull New York, WWOR-TV, and National Retail Systems (see map for **Arts, Entertainment, and Communications**). Secaucus is also home to County's largest employer United Parcel Services (UPS), with more than 5,000 employees handling the shipping of goods for the New York-metro area.

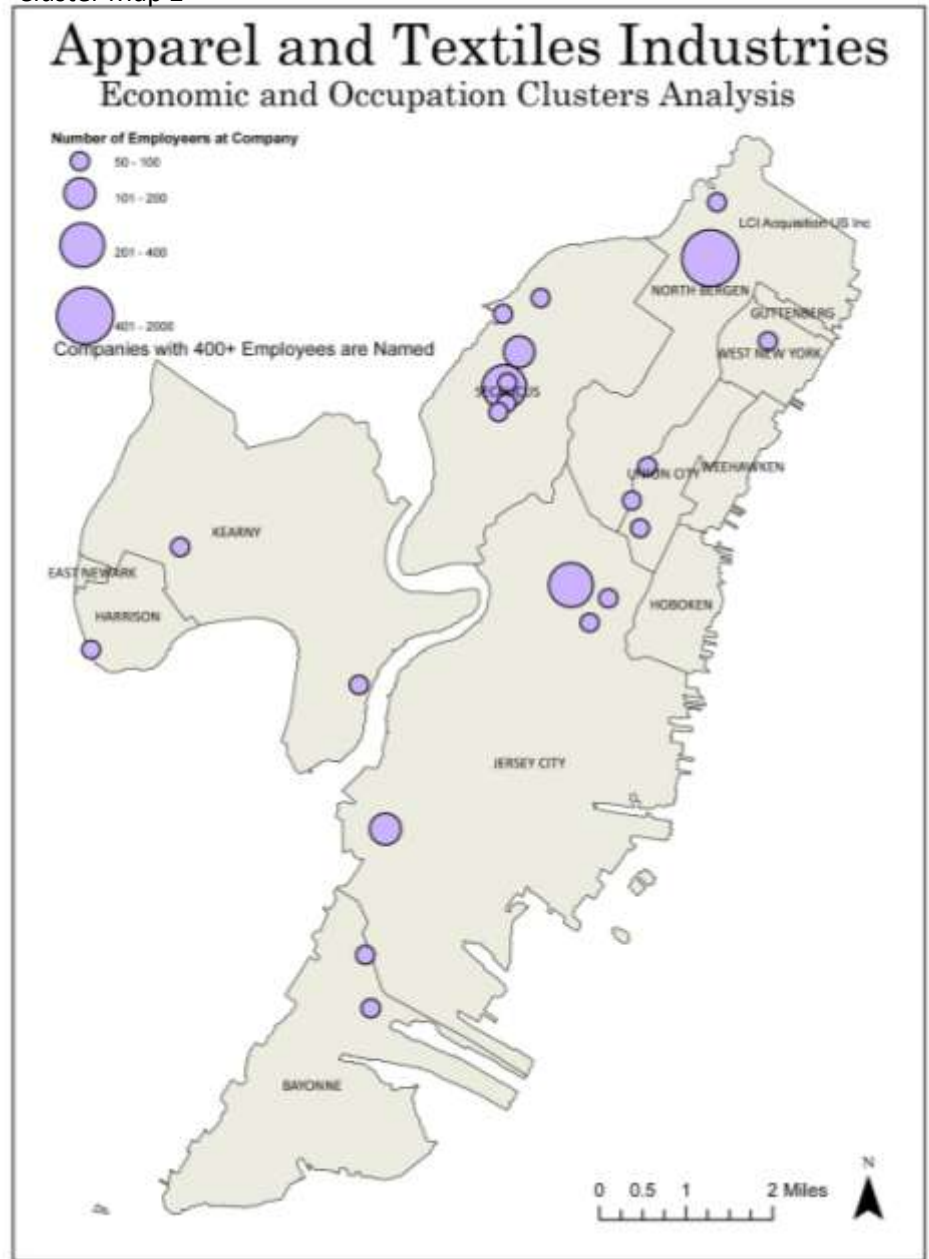
The clustering of major employers in Jersey City along the Hudson River, and to a lesser degree Hoboken, consists of high-skill employment industries (see maps for **Financial Services, Energy Management, and Information and Technology**). These areas feature high-rise buildings in a dense urban environment that are easily accessible by public transportation. Additionally, these areas are both close to the economic powerhouse of Manhattan and offer office and retail space at lower price. Both areas also feature dense housing stocks and rental spaces. The result is an area prime for company headquarters or back-end services for businesses that interact with other companies in the New York City area.

The outlook for these two cluster types, high-skill service providers along the waterfront and industries that rely on movement in West Hudson, remains promising. The unchanging proximity of Hudson County to New York City ensures that companies will continue to need goods and people transported around the area and that international corporations in areas such as technology and finance will remain close by. Primary threats to these clusters are the relocation of Secaucus' Panasonic headquarters to nearby cities and economic downturns that threaten the corporations located in downtown Jersey City. However, the continued growth of public transportation in the area will bolster these industrial clusters, as Hudson County has a highly developed and well-connected transit system.

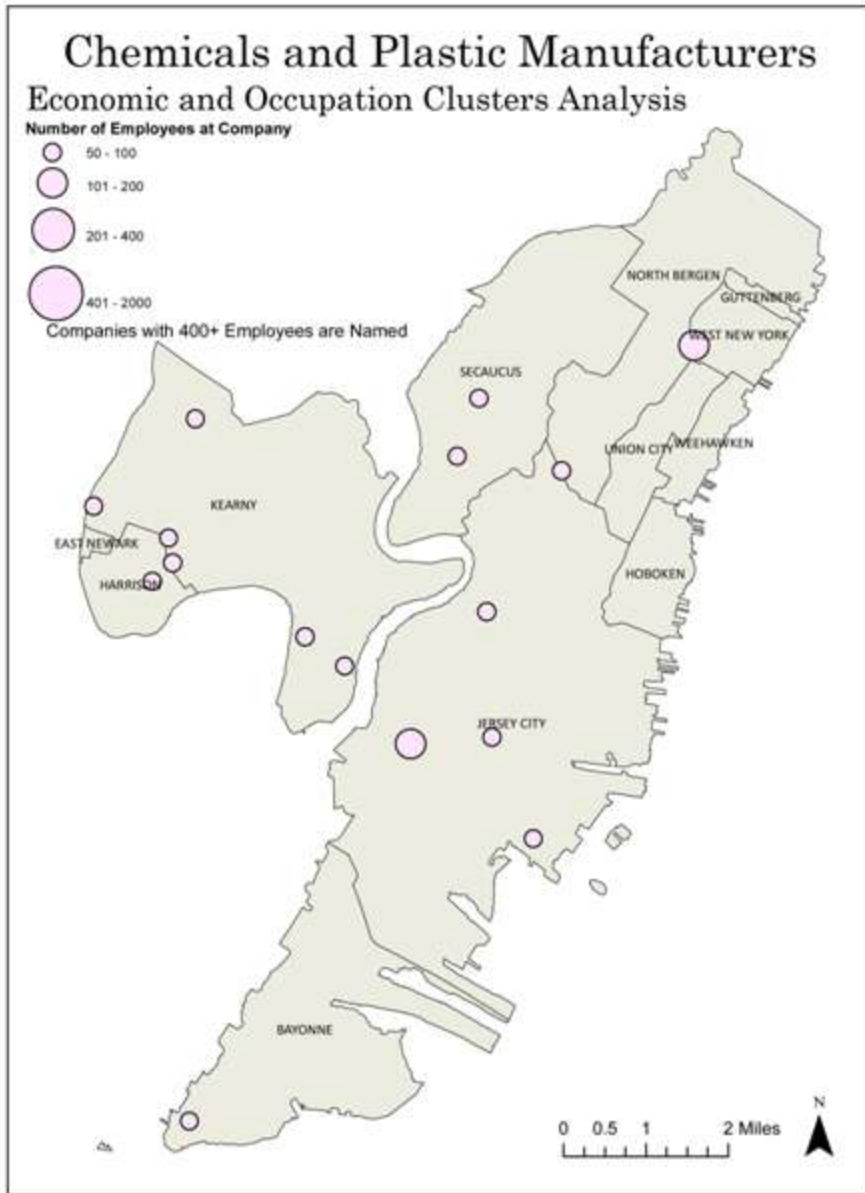
Cluster Map 1



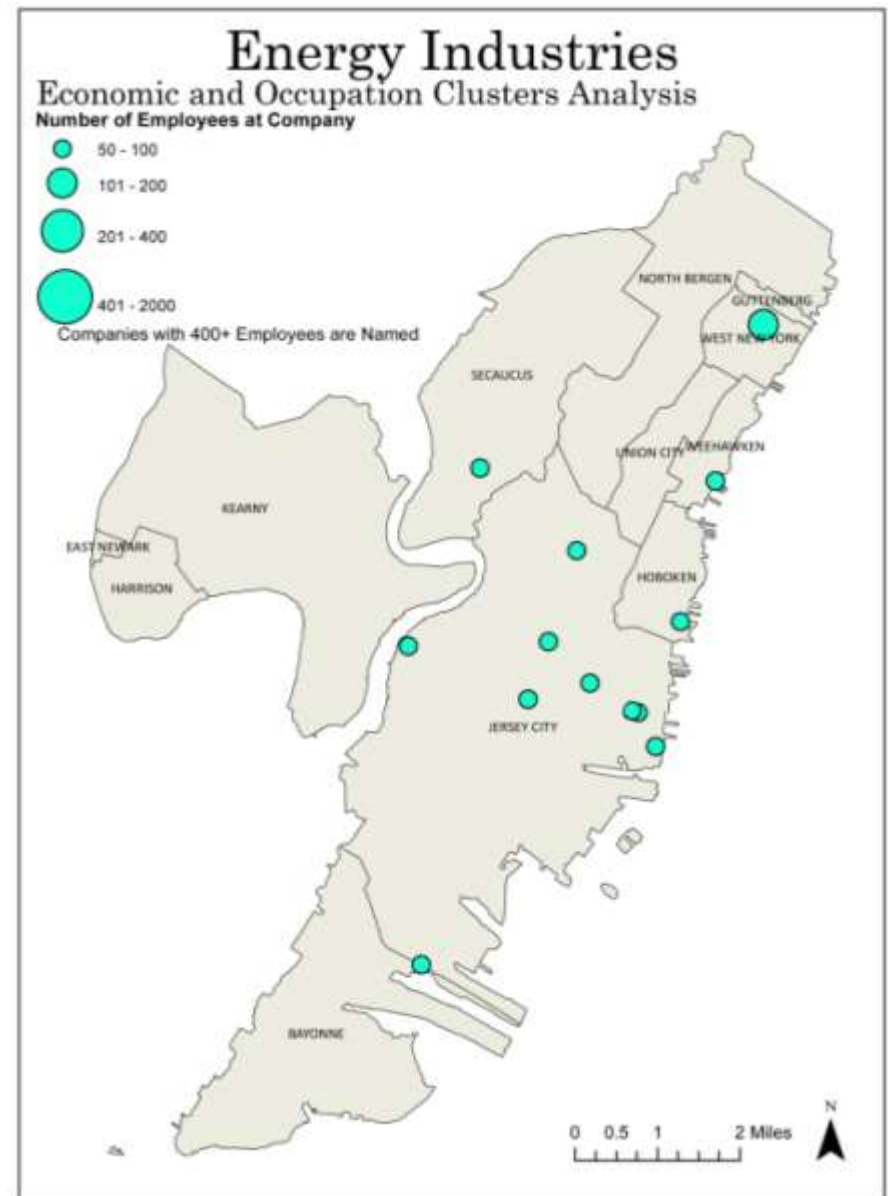
Cluster Map 2



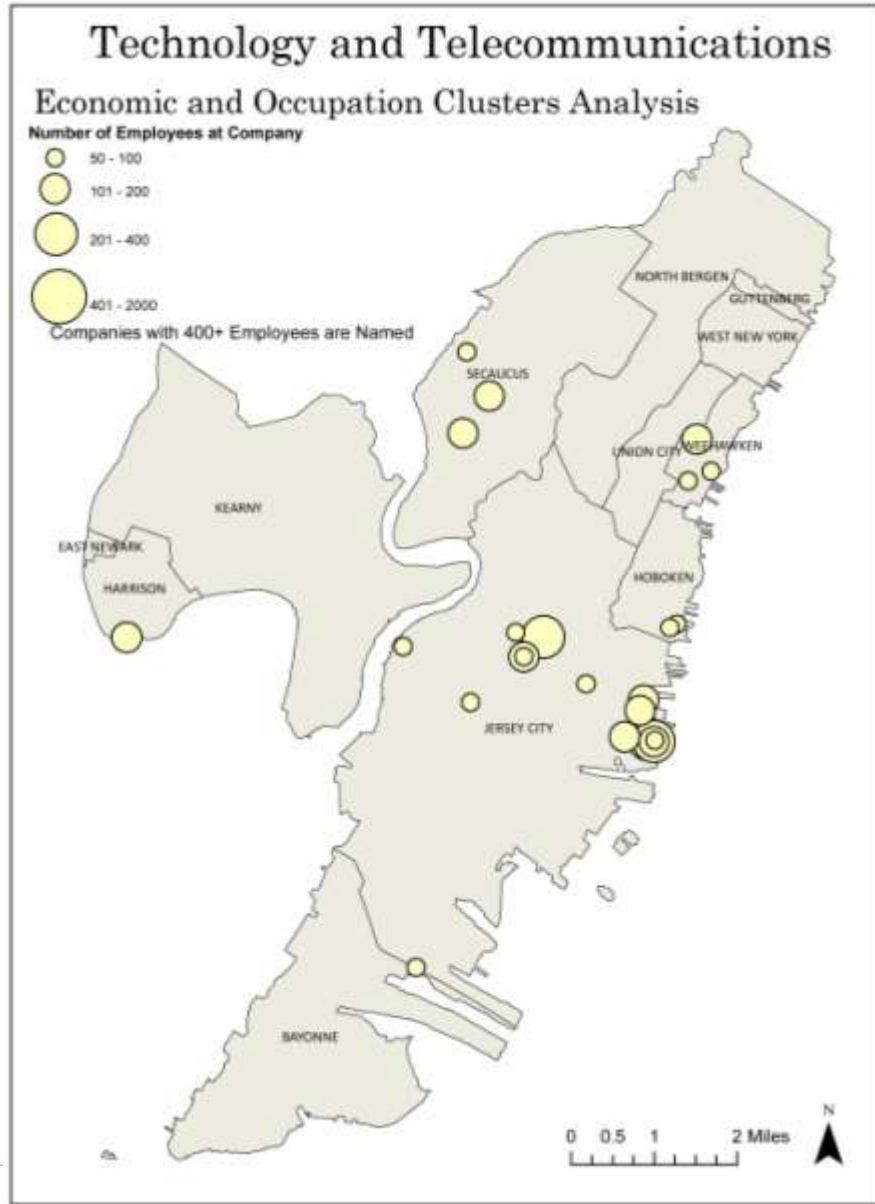
Cluster Map 3



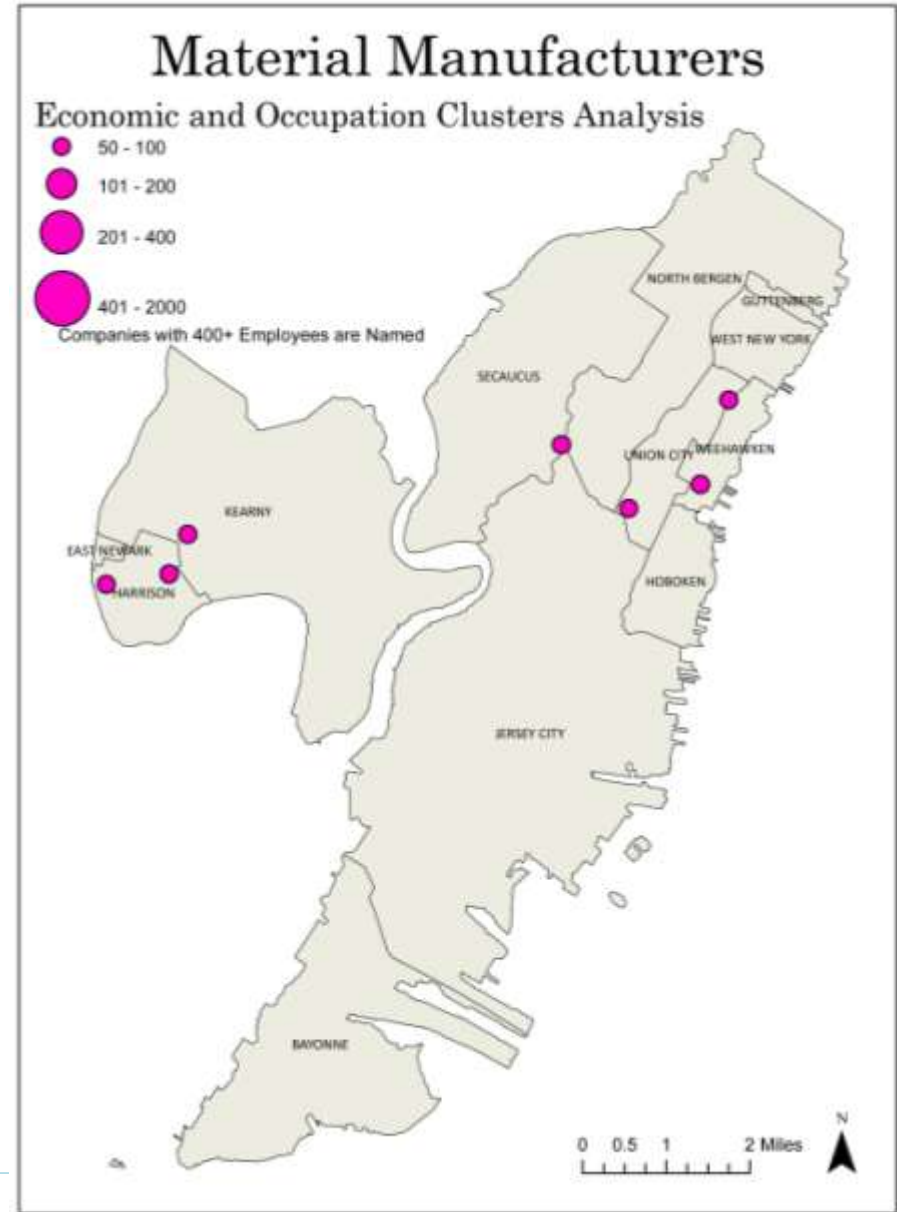
Cluster Map 4



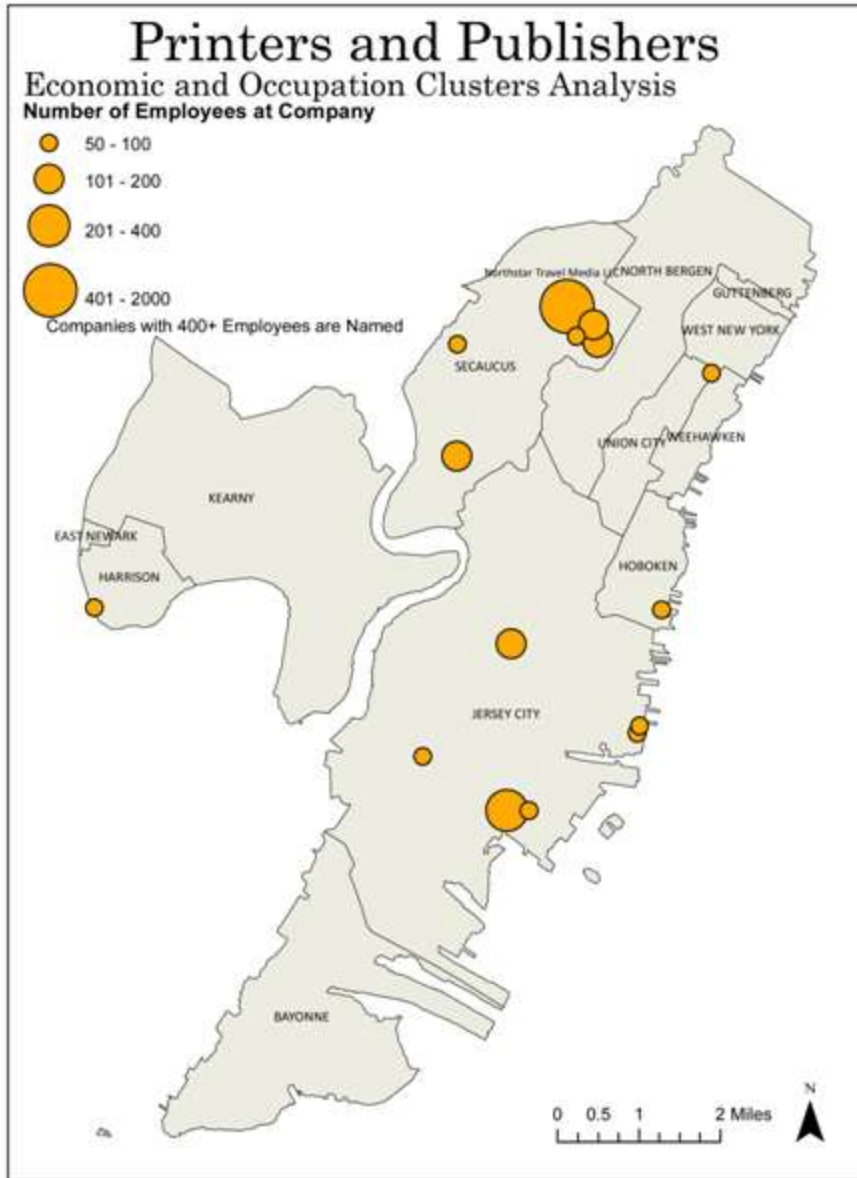
Cluster Map 5



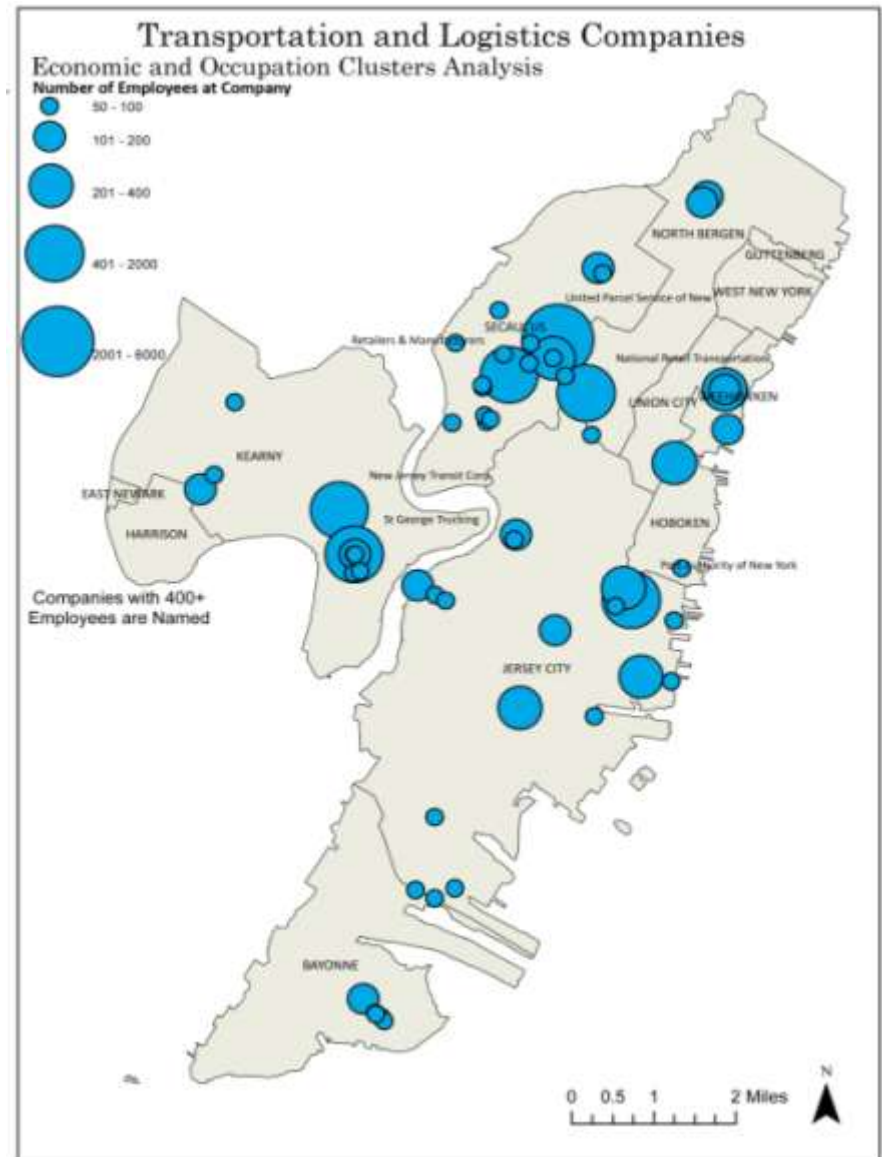
Cluster Map 6



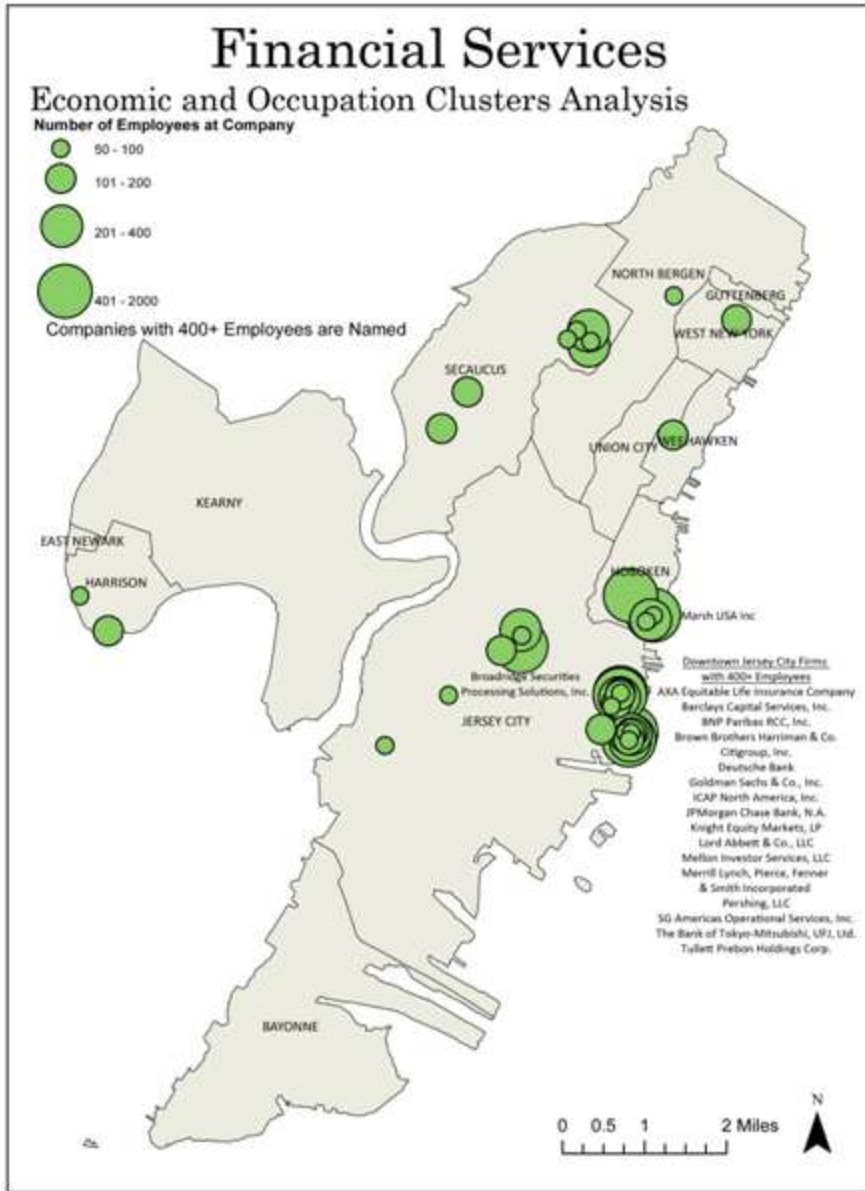
Cluster Map 7



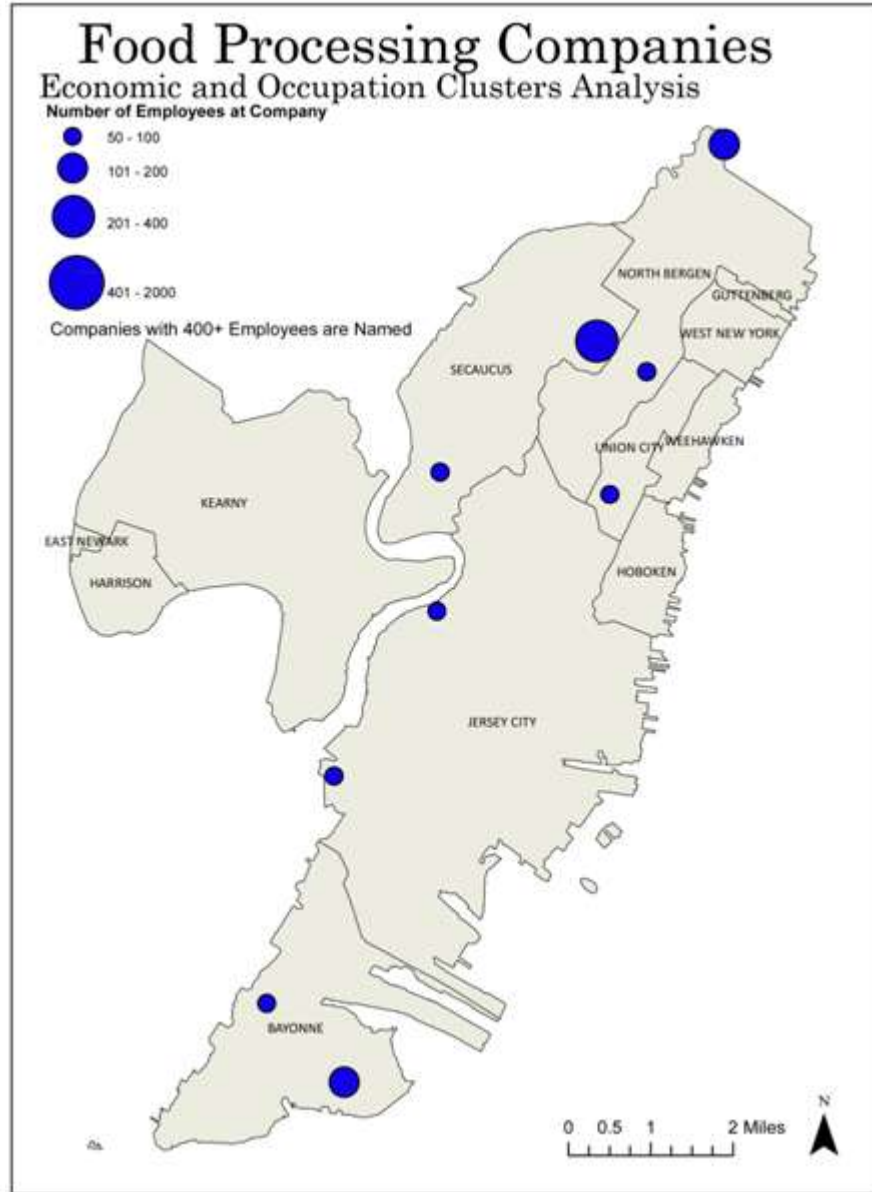
Cluster Map 8



Cluster Map 9



Cluster Map 10



Income and Housing

Comparing the most recent 3-year ACS estimates for Hudson County median family income, there is a clear indication of improvement: the 2007-2009 figure was \$58,724, the 2008-2010 figure of \$57,978, and the 2009-2011 figure is \$61,769. Currently, it is still slightly lower than the national average, but over \$20,000 less than the state median family median.

Overall, median household income tends to be lower than median family income. This is the case with the county, state, and national median figures. However, Hudson County's median of \$58,060 is significantly higher than the national median.

The income per capita data over the most recent ACS figures do not reveal definitive trends for Hudson County. The 2007-2009 ACS estimate for per capita income was \$31,778 and the 2008-2010 per capita estimate dropped to \$29,798. The 2009-2011 figure seems to have leveled off after the past few economically unstable years. As it has been the case in recent years, the County per capita remains significantly higher than the United States' per capita but less than the state per capita.

According to the ACS 3-year estimates, the poverty issue in Hudson County is worsening, even though County income levels have increased. The 2007-2009 dataset indicated that 14.6% of all individuals are living below the poverty line and the 2008-2010 estimated percentage of Hudson County individuals living in poverty was 15.5%. The most recent 3-year ACS estimate indicates an additional increase in people living below the poverty threshold. For all of the poverty indicators in Table 1.4, Hudson County percentages are below the overall United States' percentages.

Graph 2.6

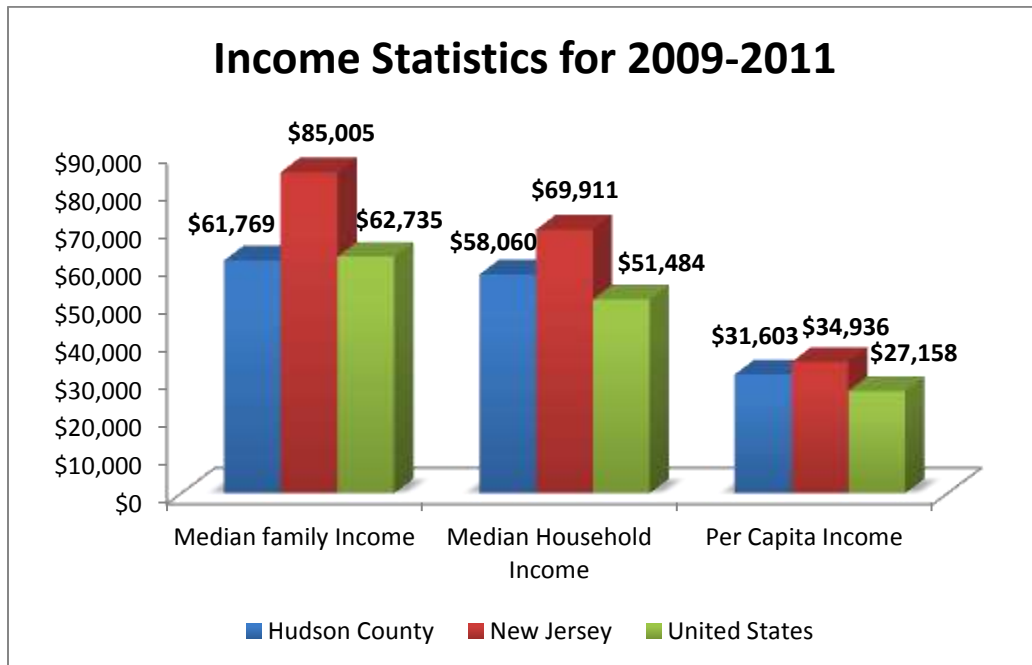


Table 1.4

Poverty Indicators based on the 2009-2011 ACS 3-year estimates	United States	Hudson County
All families	11.1%	13.2%
Married couple families	5.5%	6.0%
Families with female householder, no husband present	30.3%	29.5%
All people	15.2%	15.8%

Housing

Based on multiple indicators, housing development in Hudson County seems to be on an uptick since the recession. Based on state data, building permits have increased over the past few years. In 2010, there were only 917 issued in Hudson County and in 2012, the amount issued increased to 2,678.¹⁵ The total annual number of dwelling units proposed in site plan applications that were approved by the Hudson County Planning Board have steadily and significantly increased each year since 2010: 1,838 units were approved in 2010, 2,036 were approved in 2011, and 3,524 units were approved.¹⁶

According to the 2009-2011 3-year ACS estimates, there are 270,846 housing units throughout Hudson County. In addition, Hudson County continues to have a major portion of its population that rents rather than owns housing: 66.7% of housing units are renter-occupied.¹⁷

The 2009-2011 ACS 3-year estimates for housing statistics reveal noteworthy characteristics of Hudson County residents and its housing stock. The median rent is about \$1,135. Of about 158,000 rented occupied units, approximately 61% of these Hudson County residents pay more than \$1,000 in rent per month. For about 80,000 of the owner-occupied units, the median value of the unit was \$359,000.

As defined by National Low Income Housing Coalition, households paying over 30% of their income on rent are considered to be burdened by housing costs¹⁸. Out of 154,150, Hudson County households who pay rent, about 47% of them spend 30% or more of their income on rent.

Table 1.5

Gross Rent as a Percentage of Household Income (GRAPI)		
Total occupied units paying rent: 154,150*		
Less than 15.0%	22,631	14.7%
15.0 to 19.9 %	22,054	14.3%
20.0 to 24.9 %	21,463	13.9%
25.0 to 29.9 %	16,023	10.4%
30.0 to 34.9 %	13,366	8.7%
35.0 % or more	58,613	38.0%
*GRAPI calculation could be made.		

Based on HUD standards for fiscal year 2013, Fair Market Rent (FMR) for Hudson County is \$1,322 for a two-bedroom housing unit. An income of \$52,880 would be needed to afford this FMR. A household would need the equivalent of 3.5 full-time jobs at minimum wage to support this income and afford a two-bedroom unit at FMR.¹⁹

¹⁵ Source: N.J. Department of Labor and Workforce Development

¹⁶ Source: In- House Application data, Hudson County Planning Board.

¹⁷ Source: 2009-2011 ACS 3-year estimates.

¹⁸ "Out of Reach 2012: America's Forgotten housing Crisis" National Low Income Housing Coalition, March 2012

¹⁹ "Out of Reach 2013" National Low Income Housing Coalition, March 2013

Commuting Trends

Transportation

Hudson County residents exhibit a unique and impressive set of commuting trends in comparison to the rest of the state, as well as the nation. According to 2009-2011 ACS 3-year estimates, over 70% of US workers and New Jersey workers drive to work alone. However, only about 39 % of Hudson County workers drive alone. The national percentage of workers who use public transportation is about 5% and NJ's percentage is about 11%. On the other hand, about 39.5% of Hudson County residents commute to work via public transportation and another 9.2% walk to work. Hudson County's transit network infrastructure of light rail, PATH, ferry, bus, and regional commuter lines certainly foster these trends. In addition, car ownership in Hudson County sheds lights upon the varied commuting transit options of the County's residents. 33.4% of all occupied units do not have an available car and another 44.1% only have one car.

Hurricane Sandy heavily impacted Hudson County's mass transit infrastructure, with a commensurate effect on ridership trends for the PATH and HBLRT systems. The increasing trend across the board in terms of average daily ridership and total annual ridership on both systems from 2010 through 2012 reversed in every category for the Sandy-impacted period. For the Hudson Bergen Light Rail, Average Weekday Ridership fell from FY 2012 peak of 43,961 to 42,364 for FY 2013, and Total Annual Ridership decreased from 13,326,046 in FY 2012 to 12,865,393 in FY 2013. The PATH system saw a decrease to 198,431 Average Daily Trips in 2012 from a 2011 high of 209,535 and to 72,427,167 from 76,480,324 in terms of Total Annual Trips.

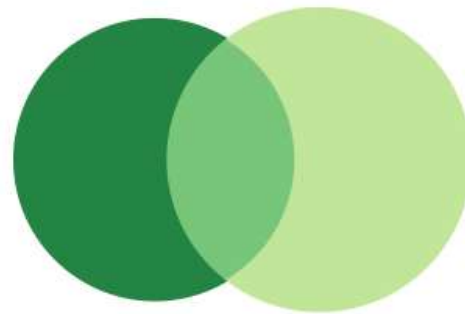
Workers

According to 2010 Census information, only about one-third of Hudson County workers are also residents of the County. More precisely, 66.2% individuals who work in Hudson County live elsewhere. Consequently, there seems to a significant correlation between residency and income for Hudson County workers. Out of the Hudson County workers who do not reside within the County, 58.9% make more than \$3,333 per month, while only 35.6% of Hudson County workers who are residents make more than \$3,333 per month.²⁰

Map 3.2



Inflow/Outflow Job Counts in 2010



Dark Green	157,290 - Employed in Selection Area, Live Outside
Light Green	195,598 - Live in Selection Area, Employed Outside
Medium Green	80,164 - Employed and Live in Selection Area

Note: Overlay arrows do not indicate directionality of worker flow between home and employment locations.

- ➡ Employed and Live in Selection Area
- ➡ Employed in Selection Area, Live Outside
- ➡ Live in Selection Area, Employed Outside

²⁰ Source: U.S.Census Bureau, Center for Economic Studies
2013 CEDS Annual Update

Action Plan by Municipality or Agency

The County of Hudson

In addition to particular developments throughout the municipalities, there have been various recent and upcoming exciting economic opportunities for the County as a whole.

Formula One Grand Prix, scheduled for 2014, will be held on a winding course along the Hudson River; spanning from Weehawken to West New York. This major worldwide event will put the international spotlight on Hudson County. Moreover, it is estimated that the event will attract over 100,000 spectators and generate an estimated \$100 million in economic activity.²¹

Field Station Dinosaurs opened in Secaucus in 2012 and has been highly successful; in the past year, it has seen substantial additional investment in improvements to the experience, including a theater and more automatons.

While the New Jersey/ New York region won the host bid in 2010, the anticipation for Super Bowl XLVIII is beginning to mount as planning coordination has begun for **the** event on February 2, 2014²². Hudson County's strategic position between New York City and the Met-Life stadium will allow for opportunities through various economic channels, especially its service and hospitality industry. Hoboken, Jersey City and Secaucus have been identified as Hudson County's "hospitality zones" for tourists headed to the Meadowlands in 2014 to watch the XLVIII Super Bowl.²³

Jersey City will host both the AFC and NFC conference champions; most of our hotels are sold out or near sold out. Several hotels are included in the NFL's official event packager, Fan Experiences. Consequently, there will be several new hotels opening in Secaucus Harmon Meadow – Marriott Renaissance (where the old movie theaters were). Secaucus is looking at least 2 more hotels in the next 2-4 years. Because of all this activity, the State will focus more resources towards event marketing, bringing large events to this region. Thus, the future is very bright for Hudson's hospitality and tour & travel industries.

The City of Bayonne

Despite its optimal location adjacent to New York City, Bayonne is a terminal peninsula located at the southernmost tip of the County, which has made it difficult to spur economic growth. In addition, Bayonne is largely a "bedroom community" that exports most of its labor force to the surrounding municipalities, and this has resulted in an imbalance between employment opportunities and the residential housing stock. However, Bayonne is strategically located in close proximity to a large consumer market, diverse labor pool and multi-modal infrastructure and transportation systems. In

²¹Formula 1 NJ: Start your engines! Grand Prix race to be held in West New York, Weehawken" (10/26/11)

http://www.nj.com/news/index.ssf/2011/10/gov_christie_announces_first-e.html

²²"NY/NJ 2014 Super Bowl.XLVIII <http://nynjsuperbowl.com/>

²³"Hoboken, Jersey City & Secaucus to be 'hospitality zones' for 2014 Super Bowl" (8/21/12)

http://www.nj.com/hudson/index.ssf/2012/08/hoboken_jersey_city_secaucus_t.html

order to capitalize on the competitive advantages of Bayonne, there are currently several projects that aim to increase economic activity and are of major significance to both the City and the County.

The redevelopment of the former military base, known as MOTBY, has undergone a major shift in recent years from the original 2001 vision. In 2010, the Port Authority of NY-NJ recently purchased three districts covered by the plan as part of their Long Range Capital Program: the Loft, the Landing, and the Pointe. The “Alexan City View” building on the Peninsula has been commended as the largest LEED certified residential building in New Jersey. In addition, the redevelopment of the peninsula has also generated a newly renovated docking berth for Royal Caribbean’s cruise ship operations and after pending litigations are resolved should also result in PortsAmerica operating its car import/export facility in the Maritime District at the Peninsula²⁴.

In November of 2009 ground was broken for the new Bayonne Crossing shopping mall along Route 440 East. The 30-acre project is a remediated brownfield site and currently has leases signed with Lowe’s Home Improvement Center, Wal-Mart and a Sonic Drive-Thru, with additional stores to be added. The mall will generate an anticipated \$1.5-\$2.million in UEZ revenues for the City as well as create approximately 1,200 jobs during construction and 900 retail jobs when it is completed²⁵.



Caption: Bayonne Bridge (Photo Credit: Jersey Journal File Photo)

The Bayonne Urban Enterprise Zone (UEZ) Program has continued to expand and promote the creation of jobs, bringing new businesses prosperity and raising the quality of life within the city. Since its inception in 2003, over 213 businesses have registered with the Bayonne UEZ Program. The UEZ Program also created a small business loan program that utilizes ARRA funds to help businesses in distress during the economic downturn.

The extension of the Hudson Bergen Light Rail began in March 2009, extending the light rail system from 22nd Street to 8th Street, completing a rail viaduct between 11th Street and 8th Street and building an 8th Street station.

The 64-acre Chevron-Texaco brownfield site located at the southernmost tip of Bayonne has a city approved redevelopment plan that includes 1,300 residential units and 500,000 square feet of retail. The project is waiting for NJDEP approval of the proposed Remedial Action Work Plan in order to remediate existing contamination on the site.

²⁴ Sullivan, Al. “One Small Step for Bayonne” The Hudson Reporter, March 2009.

²⁵ Rahman, Sarah. “Ground Broken for Bayonne Crossing” The Bayonne Journal. November 5, 2009.

Bayonne has also received NJ Environmental Infrastructure Trust funds (NJEIT) to help improve its storm water system. The Bayonne Municipal Utilities Authority received \$2,628,800 toward the installation of storm water sewer system with catch basins, pump station and force main.

The Bayonne Housing Authority has recently completed three workforce housing projects and Bayonne was the second city in the state to sign onto the “Live Where You Work” Program.

The current Special Improvement District is not achieving the desired results because the businesses along the 52-block Main Street are too spread out. There are currently many vacancies and the City is looking to focus efforts on the main center of activity to create a destination downtown area.

The Port Authority of NY/NJ expects construction for the \$1 billion project to raise Bayonne Bridge to begin in 2013 and be completed by fall of 2015. The agency has pre-qualified five general contractors who will bid on the bridge project. This is a vital infrastructure project in order for Hudson County to remain competitive in global economic markets.²⁶ Agency officials estimate that this project will create 6,300 construction and related jobs, which will provide about \$380 million in wages, over a nearly four-year period.

In 2008 funding was approved for the New Jersey Turnpike Exit 14A replacement project. This was a vital project in order to address operational and capacity deficiencies in the existing plaza. The \$6 million project to extend Pulaski Street to carry truck traffic from Exit 14A on the New Jersey Turnpike Extension to the Maritime Industrial District and the Ports America Terminal on the northern side of the Peninsula was completed in 2009 and the roadway is expected to be open for use in early 2010²⁷.

The current NJTPA sub-regional study is exploring the option of bus rapid transit (BRT) service in the City of Bayonne, the Greenville section of Jersey City and the Journal Square transportation center in the City of Jersey City using existing rights-of-way. This study will locate the necessary corridors and alternate routes where bus transportation is required to connect these communities to downtown areas and employment centers. The existing bus service is constrained by excessive headways, substantial travel times, low average speeds, lack of passenger amenities and the absence of transit priority along the route. As a result, there is a need for improved transit service in the corridor with a focus on improvement of the existing bus service for intra-county trips and transfers to PATH for out-of-county trips especially to Newark.



Caption: Hudson Bergen Light Rail 8th Street Station in Bayonne

²⁶ “Bayonne Bridge project will mean \$380 million in wages, say officials”. August 13, 2012

http://www.nj.com/hudson/index.ssf/2012/08/bayonne_bridge_project_will_me.html

²⁷ Hack, Charles. “Peninsula Roads to Open in January” November 19, 2009.

<http://www.nj.com/news/jjournal/bayonne/index.ssf?/base/news-5/1258617334146040.xml&coll=3>

Borough of East Newark

East Newark is the smallest municipality within the County. Over the past forty years, the Borough has evolved away from an industrially based economy leaving the Borough with the vacant Clark Thread Mill building, which comprises one-third of the town's land area. In addition, the local sewer infrastructure is in need of updating and the only school within the Borough is almost at its capacity. East Newark does not have any local transit stops, and a regional cross-municipality approach to train shuttles would help make the area more transit accessible. In order to revitalize the underutilized areas of the town and grow sustainably, East Newark has created a redevelopment plan that addresses three (3) areas in need of rehabilitation. The areas are commonly known as Clark Thread Mill; East Newark Elementary and surrounding lands²⁸; and the Saint Anthony's School and surrounding lands. The plans aim to utilize adaptive re-use to convert the mill and school buildings into mixed-use developments.

The Borough has been in negotiations with a developer about the Thread Mill building, plans for which include about 830 residential units, retail space, a 1500 space garage and a surface parking lot. Plans are also underway for a new green firehouse to replace the current one.

As noted, the only school in the Borough is almost at maximum capacity and any growth in the school-aged children from redevelopment projects will put a serious strain on the school system. The Borough is considering a new school to replace the existing outdated one.

The Borough holds an unconditional lease for a plot of land underneath Route 280 which is currently used for parking. This is an area that the Borough is looking to possibly convert into park space.

There is currently little transit access for residents of the Borough. It is important that Hudson County integrates shuttles and more frequent bus stops throughout East Newark to better service the local population and provide the workforce with more transit options.



Caption: East Newark's Public School

²⁸ <http://www.city-data.com/picfilesc/picc18226.php>

Town of Guttenberg

The Town of Guttenberg is the most densely populated town in the County. The largest obstacle for the Town is continuing to grow sustainably while ensuring that the existing infrastructure and local services are continuously upgraded to meet the increasing demands. The UEZ in the Town has been stable. However, because there are multiple townships that have UEZs located along Bergenline Avenue, there is little, if any, coordinated effort manage the area. This fragmented management of the UEZs along Bergenline Avenue is inefficient and a regional approach throughout the County would make the program more successful. In addition, there is an opportunity for increasing residential density and green space along Bergenline Avenue by updating the current zoning, which would be advantageous for economic activity in the area. The Town is about one-third done with streetscape improvements; additional funding is required to complete the remainder.

Guttenberg is concerned with emergency preparedness and is interested in conducting a study to identify vulnerable areas. This is a proactive approach to dealing with unforeseen events and it is important to develop a study and subsequent plan of action to address the study's findings. In addition, Guttenberg is concerned with their aging infrastructure and is assessing upgrades to the sewer system.

Because the land area for the municipalities in North Hudson is smaller, this area would benefit from a regional approach to development and policy implementation. The operational efficiency of North Hudson would be greatly improved with the creation of a North Hudson advisory board to coordinate projects and review the implementation of policies to ensure efficiency and regional functionality.

Town of Harrison

The Town of Harrison is currently undergoing a transformation as key underutilized areas are revitalized as transit oriented mixed-use developments that capitalize on the town's strategic location and robust access to mass transit. Because of the town's history as a dense, industrially based economy, there are large areas of industrially zoned lands that have outlived their efficiency and have left a legacy of large underutilized brownfields throughout the town. The town has multiple redevelopment projects underway to capitalize on the availability of transit, economic advantages of strategic growth and proximity of the Town to regional markets.

The Red Bull Soccer Stadium, with 25,000 seats, opened in April 2010²⁹. The stadium has provided employment for the construction industry during its development, will create employment opportunities for residents while in operation, and will increase the economic activity when events are held.

Significant upgrades are planned for the Harrison PATH station in order to better serve the existing and anticipated increase in ridership. Over the next four years, the Port Authority plans to drastically modernize Harrison station through a \$173 million renovation of the station. The new station will feature longer platforms for additional cars, wider platforms for an increased amount of standing room, and street-level-to-platform elevators in compliance with ADA regulations, as well as architectural

²⁹ Town of Harrison website. www.townofharrison.com/redevelopment.html

modifications to its appearance³⁰. The upgrades include signal replacement, a 10-car platform expansion, and general station improvements to make using the PATH more efficient and safe for riders.



Caption: Artist rendering of the new Harrison PATH Station³¹

Approximately 275 acres (35 percent of the Town) that includes the area surrounding the PATH station south to the Harrison/Newark border have been designated as a redevelopment zone. Redevelopment plans that are currently on the table include the creation of the “Harrison Commons” and “The Riverbend District”. The “Harrison Commons” will be the area immediately surrounding the PATH station and will include 2,600 residences and 80,000 square feet of office and street-level retail space³².



Caption: “Artist rendering of Riverbend District”
(Source: Advance Realty Group)

“The Riverbend District” will include over 15 million square feet of mixed-use space which is anticipated to include over 800,000 square feet of retail space, a 350-room hotel, over 1.7 million square feet of office space. The Harrison Port Authority Trans-Hudson (PATH) station is scheduled for additional space, 1,950 residential units and parking accommodations at a 4:1 ratio³³.

In addition to the NJEIT funds for the Harrison Commons, the Town of Harrison also received NJEIT funds of \$3,593,485 toward the installation of sanitary sewer extension and storm water improvements.

³⁰ “The New Harrison PATH Station” July 10 2009 <http://www.dailyharrison.com/new-harrison-path-station>

³¹ Source: <http://www.panynj.gov>

³² Applied Development Company. <http://www.appliedco.com/aboutUs/pipeline/harrison.shtml>

³³ Advance Realty Group. www.riverbenddistrict.com



The Town is concerned that Harrison Avenue will be ignored during the redevelopment of the waterfront district, which could negatively impact existing businesses. The CEDS supports the revitalization of Harrison Avenue as part of a larger redevelopment action that will connect the new communities along the waterfront with the business activities along Harrison Avenue.

Caption: Red Bull Stadium in Harrison

The Town received a \$5 million NJDEP Brownfield Development Area Grant for “Hazardous Discharge Site Remediation Funds” to clean up the remaining brownfield sites. Part of the program includes expedited permit review under the direction of a single case manager to help expedite the clean-up process.

The Town is seeking to upgrade the I-280 interchange because studies have concluded that the ramp is insufficient for downtown and that the new stadium traffic will worsen traffic. In addition, Harrison is seeking funding for infrastructure projects to upgrade the water and sewer mains as well as the local roads and interchanges.

There is an opportunity to make the area more accessible by re-opening the NJ Transit station located at the bottom of the Stickle Bridge. Because the new developments will bring more people, it would be an attractive amenity for this line to be re-opened as a possible “midtown direct” line. It is important to begin conducting further studies to address the feasibility of re-opening this line, considering the increase in potential ridership that will come to the Town.

City of Hoboken

The City of Hoboken is located in Hudson County, New Jersey immediately across the Hudson River from mid-town Manhattan (New York City). According to the 2010 U.S. Decennial Census, the community has a population of 50,005 residents. There are 25,041 occupied households in the 1.275 square mile city. This includes over 12,000 condominium units located mostly in mid-rise, high-rise and mixed-use buildings. The city is bounded to the east by the Hudson River and the Upper New York Bay. To the south is New Jersey Transit’s Hoboken Rail Yard and the “Downtown” neighborhood of Jersey City, N.J. with Route 78 and the Holland Tunnel. Immediately to the west are the Palisades cliffs, the “Heights”

neighborhood of Jersey City, N.J. and the City of Union City, N.J. To the north is the Township of Weehawken with the Route 495 “Helix” leading to the Lincoln Tunnel.

Hoboken’s “Castle Point” was originally an island outcrop surrounded by tidal mudflats and coastal wetlands until it was gradually filled-in and developed. The area was settled by Dutch and English colonist between 1633 and 1645. It became a self-governing township in 1849 and was incorporated as a city in 1855. Its grid-like roadway system was laid out in the early 1800s and its sewer system was constructed in the 1880s which still services the city to this day.

Topographically, the city resembles a bowl with higher elevations occurring along Castle Point and the Hudson River to the east and the Palisades Cliffs to the west. To the north and south are man-made structures including the Hoboken Rail Yards and the Hudson Bergen Light Rail tracks and embankment which are built at higher elevations than the center of the city.

Hurricane Sandy

On October 27, 2012 Governor Chris Christie declared a state of emergency for the State of New Jersey in advance of Hurricane Sandy. On October 28, 2012 President Barack Obama issued an emergency declaration for the State of New Jersey and the City of Hoboken issued a mandatory evacuation order for the occupants of all ground level housing units. On October 29, 2012 at approximately 8:45 p.m. the wave heights of the storm surge were recorded at nearly 14’ near the New York battery. Water piled into the city through the “Long Slip Canal” located immediately to the south of Hoboken and the “Weehawken Cove” located immediately to the north of Hoboken. As a result, an estimated five-hundred-million (500,000,000) gallons of water from the Hudson River breached Hoboken’s shoreline and flooded the central and western portions of the city.



Figure 1 - Observer Highway facing east toward the Hoboken Terminal's Lackawanna clock tower with flooded cars immediately after Hurricane Sandy.

After the storm surge, all three electrical substations in Hoboken were flooded and knocked off-line. Over 21,000 homes and businesses in the city lost electrical power, representing over 95% of the city. Only homes on 11th Street (between Garden St. and Washington St.) and Hudson Street (between 4th St. and 11th St.) did not lose power. Critical community facilities were flooded and severely damaged, including the Hoboken University Medical Center (“HUMC”), the North Hudson Sewerage Authority’s sewage treatment plant. And three out of four of Hoboken’s Fire Houses, the Ambulance Corps., the city’s Department of Public Works (“DPW”) garage and the city’s Multi-Service Center which houses public



Figure 2 - All three (3) of Hoboken's electrical substations were flooded and damaged during Hurricane Sandy causing widespread power outages for over 10 days.

health, social service, nutritional and recreation programs for children, seniors, the disabled and low-income residents.

The city's two major supermarkets were flooded, one sustaining over \$1 million in damages. The city's only gasoline stations were also flooded and rendered inoperable. Without power, Hoboken's municipal Police fleet and Fire Department apparatus had to refuel in neighboring communities. Without electricity, building mechanicals and systems failed, including fire alarms, hallway and stairwell lights and even water pumps. Water for both residential consumption and fire suppression did not reach above the third floor of most mid-rise and high-rise structures.

Communications became a major challenge during the event. Brackish saltwater from the Hudson River damaged underground copper telephone lines. Without electricity, televisions, cable boxes and fiber optic telephone systems did not work. Cell phone antennas did not work without electricity and cell



Figure 3 - Photo of flooded taxi cab lot near 14th Street viaduct.

phones were inoperable after a day or two. Emergency back-up generators that needed to be refueled every few hours powered the repeaters for the Police Department and Fire Department radio systems. Several times during the crisis radio systems failed.

In all, it is estimated that Hurricane Sandy caused more than \$100 million in property damages to over 1,750 ground level households and businesses which

were flooded and over 1,000 private automobiles and vehicles which were destroyed. It took nearly 5 days for the waters to recede throughout the city and a week to 10 days for power and gas to be restored to most areas of the city. Thousands of electrical subpanels and gas meters in residential and commercial buildings were damaged by flood waters and needed to be replaced.

The Fire Department did not return to its damaged headquarters or fire stations for over 10 days. It took over a month for the municipal DPW garage to become operational and the city's Multi-Service Center is still out of service.

Action Plan. The City of Hoboken has developed the following recovery and resiliency plan to address vulnerabilities and mitigate against future flooding and disaster events.

Energy Resiliency: The City of Hoboken is working with the U.S. Department of Energy, Sandia National Laboratory, the N.J. Board of Public Utilities and Public Service Electric and Gas ("PSEG") to design a "Micro-grid" which will utilize Energy Surety Design Methodology ("ESDM"). This is the first non-military application of this technology designed for an entire community. In conjunction with PSEG's "Energy Strong" program and the availability of funding, the City of Hoboken will designate critical community facilities to deliver un-interrupted electrical service during disaster events, black-outs and brown-outs. Critical community facilities will include the police headquarters, fire headquarters and fire stations, the Hoboken Volunteer Ambulance Corps., the Hoboken University Medical Center ("HUMC"), the North Hudson Sewerage Authority's sewage treatment plant and flood pumps, city hall, the DPW Central Garage, the Multi-Service Center, shelters, grocery stores and fuel stations, as well as residential buildings with large at-risk populations like seniors and the disabled. Design of the Micro-grid will be completed in the fall of 2013. PSEG has proposed eliminating one of its electrical substations in Hoboken and elevating the two remaining substations to protect them from future flooding. The City has applied to the State of New Jersey for \$1.3 million in Hazard Mitigation Grant Program ("HMGP") funding to purchase and install natural gas powered emergency back-up generators for critical municipal facilities. While this project may be constructed in 1-2 years, it is largely contingent upon funding.



Figure 4 - FEMA Deputy Administrator Rich Serino, second from left, discusses power restoration with U.S. Department of Energy Secretary Chu, red jacket, along with PSEG power engineers.

Shoreline Protection: The City of Hoboken applied to the State of New Jersey for \$33 million in Hazard Mitigation Grant Program ("HMGP") funding for the installation of seawalls and flood barriers to keep high tides and storm surges from breaching Hoboken's waterfront in the future. In addition, city officials have met with the Governor's staff, NJ Transit executives and FEMA representatives to formally request the elimination/hardening of the Long Slip Canal where flood waters entered the community. City officials also met with the U.S. Army Corps of Engineers to request that the Corps focus on Hoboken's shoreline as part of its \$20 million North Atlantic Coast Comprehensive Study. The City will examine the feasibility of incorporating an armored levee or flood barrier into the design of phase II of the 1600 Park

Avenue/Hoboken Cove park project at Weehawken Cove. While these infrastructure improvements may be constructed in 3-5 years, they are largely contingent upon funding.

Flood Mitigation: The City of Hoboken supported the North Hudson Sewerage Authority's ("NHSA") \$20 million grant application for Hazard Mitigation funding to construct new wet weather pump stations to alleviate flooding. In addition, the city submitted a Letter of Intent ("LOI") to the New Jersey Environmental Infrastructure Trust for a \$9 million low interest loan to install a new wet weather pump station at 11th Street along the waterfront. If funded, the City will pay for the pump station's construction and the NHSA will operate and maintain the pump station in perpetuity. Design of the H-5 pump station is complete and the project is "shovel ready". If funded, this project would be completed in 1-2 years.



Figure 5 - The emergency response vehicles of first responders were unable to rescue stranded residents trapped in the

Stormwater Management: The City of Hoboken has applied to the State of New Jersey for \$60 million in Hazard Mitigation funding to purchase three tracts of land in the flood hazard area. If funded, the tracts of land will be used for parks and open space with stormwater retention facilities incorporated into the design to reduce stormwater runoff. The City was recently chosen in a national competition by the "Re.InvestInitiative.org" to receive \$300,000-\$500,000 in technical assistance to design and fund sustainable and resilient "green infrastructure" to reduce the effects of climate change and extreme storm events. In addition, the City was chosen by "Together North Jersey" to receive \$90,000 in technical assistance to examine the City's combined sewer system and quantify the benefits that green infrastructure will have on reducing flooding and stormwater run-off. Finally, the City received a \$20,000 grant from "Sustainable Jersey" to design a rain garden which will be used as a prototype for other sites around the city to absorb and temporarily store stormwater runoff.



Figure 6 - The floodwaters from the Hudson River entered the PATH subway system through the unprotected elevator shaft.

The City is in active negotiations with the property owners of the aforementioned parcels. Acquisition of the first tract of land is expected to take place by the end of summer 2013. The Together North Jersey Local Demonstration Project and the City's Green Building and Environmental Sustainability master plan element will both be completed in the fall of 2013. Design of the curb extension rain garden is complete and the city expects to go to construction by the fall of 2013. The Re.InvestInititive.org plan is expected to take 1-2 years to prepare.

Critical Facilities/Infrastructure: Many of Hoboken's municipal facilities sustained significant damage during Hurricane Sandy. The Fire Headquarters and two Fire Stations were flooded during the event and had to be evacuated until flood waters receded. The Public Works central garage was flooded, evacuated and the city lost 36 municipal vehicles. The city's Multi-service Center which is a community center with space for several non-profits who serve special needs and low-mod income residents was significantly damaged and is still closed for renovations. The public library, volunteer ambulance corps, and midtown parking garage were also flooded and suffered significant damage. Finally, Hoboken's municipal parks and recreational facilities were damaged due to the hurricane, including Pier C, the Boys and Girls Club, and Jackson Street Park.



Figure 7 - Hoboken's Fire Headquarters and Fire Stations were flooded during Hurricane Sandy and were abandoned until the waters receded.

Damage to the above critical community facilities and municipal infrastructure highlights the need for rational and coherent municipal facilities plans and investment strategies. The City of Hoboken plans to submit a \$50,000 grant application to the NJ Department of Community Affairs ("NJ DCA") for Community Development Block Grant Disaster Recovery ("CDBG-DR") funding to prepare a Municipal Hazard Mitigation Plan to supplement the 2008 Hudson County All Hazards Mitigation Plan. Second, the City plans to submit a \$50,000 grant application to the NJ DCA for CDBG-DR to prepare an Open Space, Recreation and Historic Preservation Plan to examine the recreational and historic resources of the city in relation to flood hazard mitigation. Finally, the City plans to submit a \$30,000 grant application to the NJ DCA for CDBG-DR to prepare a 5 year Capital Improvement Plan that will focus on municipal resiliency and hazard mitigation. If funded, these plans will be completed in one year.

Emergency Notification: The City of Hoboken has applied to the State of New Jersey for Hazard Mitigation Grant Program funding to purchase programmable, solar-powered, mobile message boards which can be quickly deployed during emergencies and community events to warn motorists of impending hazards or provide residents with information and instructions. This is in addition to the 2013 CEDS Annual Update

relatively robust emergency notification system the city already employs, including Reverse 911 and Nixle Alerts, as well as Facebook and Twitter updates. If funded, the message boards could be deployed almost immediately.

Public Information: The City of Hoboken has applied to the State of New Jersey for Hazard Mitigation Grant funding to engage in a public information and awareness campaign to advise residents of natural and man-made hazards and recommend that citizens put together preparedness plans. While the City's social media program is relatively robust with over 14,000 followers, the public information campaign could be rolled-out in less than one year.

Resilient Building Codes: The City of Hoboken is a dense urban landscape with many mid-rise and high-rise residential buildings interspersed with historic brownstones and ground-level retail establishments. It is not feasible for building owners to raise their attached multi-story structures to comply with the Federal Emergency Management Administration ("FEMA") and National Flood Insurance Program ("NFIP") regulations and requirements. Therefore, the City is working with FEMA, the N.J. Department of Environmental Protection ("NJDEP") and the N.J. Department of Community Affairs ("NJCA") to reconcile the city's zoning code with state and federal regulations to allow for "wet floodproofing" and "dry flood proofing" of ground level floors located below the Base Flood Elevation ("BFE"). Of particular concern, is the utilization of space on the street level of buildings in the flood hazard area. State and federal regulations prohibit/discourage residential and mixed-use buildings from having usable space on the ground floor if that level is located below the BFE. This would have an adverse impact on street life and community character. If implemented, existing state and federal regulations would discourage urban design which facilitates "eyes on the street" which in turn would adversely impact public safety and security. In addition, state and federal regulations prohibit/discourage elevator mechanicals from being located anywhere below the BFE. Therefore in some areas the lowest level an elevator may be located in is the second floor. This in turn necessitates the construction of elaborate and excessive handicapped ramps to comply with the Americans with Disabilities Act ("ADA"). The City is applying to the NJCA for \$50,000 in Community Development Block Grant Disaster Recovery ("CDBG DR") to update its design standards and another \$20,000 to update its stormwater management and floodplain protection zoning ordinances. If funded, these projects would be completed within one year.

Resiliency Task Force: The Mayor has created a "Resiliency Task Force" within her administration to develop ideas, policies, projects and programs to advance community recovery and resiliency and to oversee the implementation of those projects which are ultimately approved and/or funded. The task force will also be involved with the implementation of a Community Rating System ("CRS") which will ultimately make the City more resilient and reduce homeowners' flood insurance premiums by as much as 45%. The work of the task force is on-going.

City of Jersey City



Caption: Jersey City's Downtown Waterfront

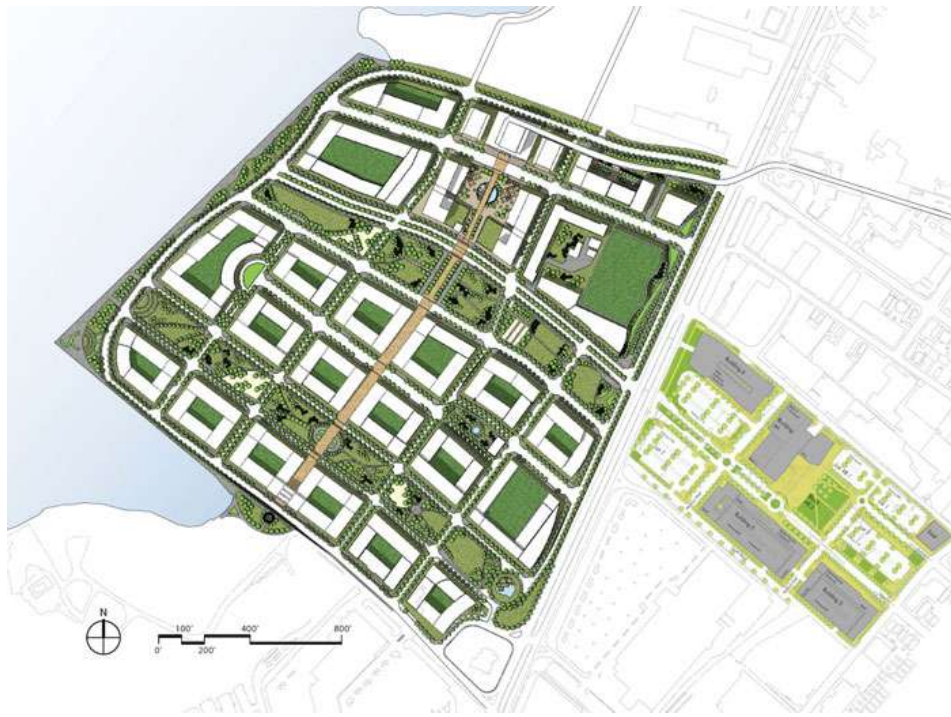
Jersey City is the largest municipality in Hudson County and the second largest city in the State of New Jersey. It houses over one-third of the County's population. The City benefits from having the most public transit available in the state. The City is home to several Hudson Bergen Light Rail stations and four Port Authority Trans-Hudson (PATH) stations. Statistics show that 51 percent of residents use mass transit at some point during the day and an additional 10 percent walk to work.

Over the past few decades, Jersey City has attracted financial firms from New York City and created a new industry cluster in the County. In the first ¼ of

2013, Depository Trust & Clearing Corporation, a company that handled more than \$1.66 quadrillion in securities transactions in 2010, relocated 1,900 jobs to Jersey City. The company renovated one of the J.P. Morgan Chase buildings. However, since Jersey City is now tied to the NYC financial markets, the recession has cost the City jobs and office development has slowed. The Newport Associates Development Company has begun marketing "Pier Six", a Build-to-Suit Class A office project with up to 1,250,000 square feet of space on the pier adjacent to the Newport Marina. This will be the first major office construction in Jersey City since 9/11.

The City's developers, in response to the increasing demand for luxury rental apartments, will soon begin construction of towers along the Hudson River waterfront and in Journal Square. Tenants are moving into apartments in a 20-story building with 155 rental units, 175 parking spaces, & 11,070 square feet of retail in the area north of the Holland tunnel. This project is a response to a redevelopment plan designed to transform this industrial zone into a new vibrant residential and retail neighborhood. To further enhance the desirability of this location, a new stop on the Light Rail system is being designed. Construction is about to begin on four residential towers downtown - a 69-stories at Harborside, 60-stories on a Colgate site, 55-stories at the Grove Street PATH Station and a 38-stories in the Powerhouse Arts District.

Today, the "Journal Square 2060 Redevelopment Plan" envisions the creation of a "street car" / bus rapid transit link from Journal Square to McGinley Square. This Plan envisions a neighborhood incorporating the best principals of sustainable development; including the combined principals of Smart Growth, New Urbanism and Green Building. All new buildings will be required to comply with the "LEED for New Construction Rating System" (LEED-NC) or equivalent. It is now time to begin the process of re-planning and redeveloping this former focal point and center of activity within the larger neighborhood.



Caption: Jersey City Bayfront Plan (Photo Credit: Honeywell image)

The KRE Group is about to begin construction of the first of three residential towers on the East side of the Journal Square PATH Station. Called Journal Squared (or J2), the ambitious project would bring 2,000 units to three glass-tower buildings. The plan includes open space for a dog run, outdoor seating envisioned as a place

for barbecuing or just sitting outside reading and relaxing in the sun. Some of this space will be on top of the “super lobby” that will conjoin all three skyscrapers, with new restaurants and retail all around the development and a pedestrian passageway from the towers to the PATH station.

Jersey City faces the same issues as other dense, urban areas in the world; a lack of vacant land for development. The City has utilized the Jersey City Redevelopment Agency to redevelop former industrial sites. Much of the redevelopment in Jersey City has occurred on the waterfront where many of these brownfield sites were located. It is important to continue development efforts along the waterfront while also incentivizing revitalization and redevelopment actions in more distressed areas and to diversify the economy. One such initiative is the proposed McGinley Square East Redevelopment Plan. The intent of this Redevelopment Plan is to promote the resurgence of McGinley Square as a center of commerce, education, entertainment & culture within a revitalized & livable transit-oriented neighborhood. The area consists of 10.2 acres located near the geographic center of the City, about ½ mile south of Journal Square.

On the eastern edge of McGinley Square, “The Beacon” redevelopment project is proceeding at breakneck speed. Residents began moving into the two condominium towers in 2007. A new developer completed a rental residential tower in 2012 and another in 2013 along with an 570-car parking garage covered by a private park. The final four towers are under construction.

The Jersey City Redevelopment Agency (JCRA) in partnership with Honeywell, TRF Development Partners and the Interfaith Community Organization (ICO) is developing 22 energy-efficient townhomes on long-vacant land adjacent to the Martin Luther King (MLK) Drive HUB Shopping Center that community leaders hope will help transform the trouble-plagued area.

Jersey City has initiated its extensive plans for redevelopment on the Western Waterfront. These plans include new residential units, increased multi-modal transportation options, complete street improvements, open space, and a public walkway along the Hackensack River. The centerpiece of the redevelopment plans is Bayfront, a large-scale development of combined residential, commercial, and open space on a former brownfield site funded by Honeywell. The remediation is complete. Jersey City has broken ground on a new \$87 million headquarters for the city Department of Public Works and the Jersey City Incinerator Authority, a 150,000-square-foot facility on Linden Avenue East that will replace the two entities' aging Route 440 homes. The new facility, expected to be completed next year, will lead to demolition of the current DPW and JCIA headquarters, which will allow the Bayfront development to begin construction.

In addition, the Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion Concept Development Study was released in May 2011. It identifies a locally preferred alternative (LPA) for Route 440 and Routes 1&9T that resolves current traffic congestion, and transforms the highway into a boulevard and complete street in the middle section, and into a complete street at the north and south ends. This study also features the extension of the HBLR along the West Side and the Hackensack River.

Jersey City will benefit from the Jersey City/Hoboken Subregional Transportation study, a 2-year study that evaluated the vicinity of the border between Hoboken and Jersey City. The Palisade Cliffs divide the study area into two sections, one on the cliffs and one at the foot of the cliffs. The portion of the study area at the foot of the Palisades is in both Hoboken and Jersey City and is bound by Paterson Plank Road (in Jersey City) to the west, 2nd Street (in Hoboken) to the north, Willow Avenue (in Hoboken) to the east, and 18th Street (in Jersey City) to the south. The purpose of the study was to identify recommendations to improve the connectivity of the street network between Jersey City and Hoboken in the vicinity of Paterson Plank Road. After 4 open houses, 2 held in each municipality, and 4 TAC meeting, recommendations included: altering the flow of traffic; installing additional traffic signals; and introducing additional pedestrian and bicycle elements.

The NJTPA sub-regional study, completed in March 2013, explores the option of bus rapid transit (BRT) service in the City of Bayonne, the Greenville section of Jersey City and the Journal Square transportation center in the City of Jersey City using existing rights-of-way. This study will locate the necessary corridors and alternate routes where bus transportation is required to connect these communities to downtown areas and employment centers. The existing bus service is constrained by excessive headways, substantial travel times, low average speeds, lack of passenger amenities and the absence of transit priority along the route. As a result, there is a need for improved transit service in the corridor with a focus on improvement of the existing bus service for intra-county trips and transfers to PATH for out-of-county trips especially to Newark.

The City has a business assistance program, which is administered by the Jersey City Economic Development Corporation.

Because it has little vacant land, the City is always looking for possibilities to preserve open space or to create new parks. Reservoir #3 is currently being protected and the City is working to create a viable city park on this oasis in the urban landscape.

The Jersey City Redevelopment Agency (JCRA) is spearheading the creation of Berry Lane Park, located in the Morris Canal neighborhood. This ambitious project will ultimately transform more than 17 acres of property—including former rail yards, junk yards, auto repair shops, industrial facilities, and warehouses—into a recreational amenity. When complete, the project will result in a 9% increase in the amount of useable open space in Jersey City. A baseball field is now ready for play.

The City also hopes to convert the 6th Street Embankment into both a park and to reopen the rail service. The embankment is wide enough to allow for a mixed use that could include parks and open space, pedestrian/bike lanes, as well as rail service. The rail lines could serve as an added branch to the HBLRT as well as freight service during off-peak hours to service businesses in the downtown area. The City also has potential for extending the Hudson Bergen Light Rail through the Bergen Arches as well as a westward out across Route 440 to the Bayfront development.

The City is also looking into creating more cultural centers for the community. The Powerhouse Arts District is becoming a haven for local artist and the City plans to renovate the Powerhouse building for use by the public. In addition, the County and City have funded the Friends of the Loews Theater to help restore and preserve this historic building in Journal Square. The City hopes to create a center that combines transit, arts and recreation, and commerce through redeveloping Journal Square and the PATH station.

There are five active Special Improvement Districts (SIDs) in the City; Central Avenue, Historic Downtown, Journal Square, McGinley Square and the Jackson Hill Main Street Management Corporation. One third of the City lies within an Urban Enterprise Zone (UEZ). These designated areas have benefited from various policies that make it easier for retail businesses to open and attract customers with a lower sales tax.

Superstorm Sandy

The City of Jersey City is surrounded by water - New York Bay, Hudson River, Tidewater Basin, Mill Creek, Newark Bay, and the Hackensack River. The 13-foot surge of Sandy caused widespread water inundation, which led to crippling power outages, severed transportation lines – especially the PATH connection to Manhattan. Businesses shut down for at least a week.

Many critical facilities – the Jersey City Medical Center, fire stations, and shelters - were located within flood hazard areas. Loss of communications made updating the residents of the City difficult. There was significant damage to Jersey City Housing Authority properties.

Flood Hazard Mitigation measures are being studied and implemented:

- a. Engineered barriers – Redundancy and tiered approach
- b. Harbor based mitigation
- c. Land based mitigation – neighborhood level protection
- d. Mitigation for critical facilities and public buildings -- back up power, back up locations, dry

flood proofing, wet flood proofing, flood gates.

e. Mitigation for private buildings – dry flood proofing, wet flood proofing, flood gates.

Storm Water Management Plan: Jersey City Municipal Utilities Authority (MUA) and Jersey City Office of Emergency Management (OEM).

- a. Detention tank at MUA site / Phillips Drive.
- b. Outfall pumps
- c. City / neighborhood level barrier -- Stitch together a combination of the following to provide an area wide protective barrier:
 - a. Raise elevation of land through redevelopment (Liberty Harbor North, Grand Jersey, Bayfront, Newport, Western Waterfront, Harborside, etc.)
 - b. Harden existing modern structures along the waterfront
 - c. Raise elevation of streets in strategic locations
 - i. Route 440/1&9T
 - ii. Kellogg Street
 - iii. Evaluate locations along Hudson River side of Jersey City (potentially portions of Grand Street, Washington Boulevard, etc.)
 - iv. Potentially raise elevation of portions of Hudson River waterfront walkway
- d. Install land-based flood gates in public right of ways between natural uplands, newly created uplands, and hardened structures.
- e. Install pumping systems to remove water in the event of overtopping of flood barriers.

The City and private developers must deal with V Zone prohibition. The Regulation's "discouragement" of commercial development in the V Zones removes the most desirable sites for office development, each of which are within one block of major mass transportation hubs. The creation of office space near transportation hubs has been a high priority for New Jersey for many years and New Jersey has invested heavily in the mass transportation infrastructure serving these sites.

At the Newport development, we estimate that the loss of 1,600 residential units and 600,000 square feet of office space (these numbers represent projects already fully permitted) at Newport as a result of the V Zone prohibition would be as follows:

- Total Gross State Product lost from reduced construction activity: \$325 million
- Total Gross State Product lost from reduced business operations starting in 2020: \$706 million annually
- Total jobs years lost from reduced construction activity: 5,300
- Total jobs years lost from reduced business operations: 6,300 annually

Town of Kearny

Kearny historically was an industrial center, but as the economy has evolved, so has the direction of the Town's redevelopment interests. Kearny has approved two redevelopment plans in conjunction with an overall vision statement that aims to capitalize on currently defunct industrial lands while reclaiming the waterfront as both a valuable amenity for the public and high value real estate.

The Town continues to move forward with two redevelopment plans detailed in the most recent Master Plan. They include the Passaic Avenue and Schuyler Avenue Redevelopment Plans. The Passaic Avenue plan aims to reclaim the Passaic waterfront for public use, a riverfront park and mixed-use development. The Schulyer Avenue Plan suggests development of a transit village with additional park space and mixed-use development.

In November of 2009, Kearny's Passaic Avenue Redevelopment Zone (approximately 77 acres) was designated as a Brownfields Development Area by the NJDEP which qualifies properties for funding of up to \$5 million dollars annually for cleanup of contaminated sites³⁴. Kearny still has two active Superfund (CERCLA) sites which are still in need of continued remediation efforts.

In 2009 Kearny became the first Hudson County municipality to enroll in the Sustainable Jersey Program, and the town was designated as a Certified Community in the programs first year.

Kearny continues to support the UEZ, which have resulted in continued improvements to the business atmosphere in the Town. Kearny has made substantial streetscaping improvements through its Urban Enterprise Zone Program.

In November of 2009, Kearny was awarded a \$725,000 grant from the Hudson County Open Space Trust Fund. The funds were approved for three separate projects, one of which will be a new field house that will achieve Leadership in Energy and Environmental Design (LEED) Certification³⁵.

The Town recently completed two projects with the Hudson County Economic Development Corporation (HCEDC) in which former brownfield sites were developed into senior housing and a community park. The senior housing project currently has a wait list of potential residents. The township is in need of additional senior housing options, and is considering working with the EDC on additional brownfield redevelopment projects.

Kearny has an excess supply of drinking water and they have begun selling it to other municipalities. The Town has undertaken a multi-year project to address all of its combined sewer over flow points, which includes completed sewer separation and netting chambers at overflow points.

In 2007, the Town hired the Regional Planning Association (RPA) to conduct a Transit-Oriented Development (TOD) study for a proposed new train station in Kearny. The area in the study consisted of the area surrounding a proposed new rail station at the intersection of Bergen Avenue and the Kingsland branch of NJ Transit's existing rail service. In addition, the Town would seek to create a more sustainable

³⁴ "Kearny's Passaic Avenue Redevelopment Zone Designated as Brownfields Development Area (BDA)". November 8, 2009. <http://www.kearnynj.org/node/525>

³⁵ "Kearny Awarded \$725,000 from the Hudson County Open Space Trust Fund". November 8, 2009. <http://www.kearnynj.org/node/526>

and walkable community around the proposed station. The RPA used stakeholder meetings, a community design workshop, and other public participation meetings to develop a vision plan. A full report of the vision plan was released in the summer of 2009.

Township of North Bergen

The Township was granted Urban Enterprise Zone (UEZ) status, which enables businesses within the UEZ to charge one-half (3.5%) of the State sales tax that would normally be charged, with a portion of the proceeds of the sales tax deposited into a fund for improvements within the zone. Since 1997, more than \$5 million has been accumulated. Currently, the State of New Jersey retains 100% of such sales tax receipts.

UEZ projects that have been completed include the construction of a \$2.9 million pump station at 83rd Street, which alleviates flooding during rainstorms and positively impacts businesses at 85th and 91st Streets and a \$880,000 streetscape project that has revitalized the commercial areas of Bergenline Avenue from 79th Street to 91st Street. Another recently completed \$1,415,000 UEZ project aimed at increasing economic development, replaced six 40-year-old traffic light signals along Bergenline Avenue with modern equipment that now promotes safe pedestrian passage and maintains a reasonable flow of traffic through this busy retail area. Additionally, the Township has renovated its P.A.L. Building in order to house a monitoring station for an 80-90 closed circuit television camera (CCTV) system that has now been implemented throughout the UEZ. The Township also utilized \$950,000 of UEZ funds to acquire 3 police cars, 1 full-size street sweeper, 2 sidewalk sweepers, 2 regenerative air street sweepers, 2 salt spreaders with snowplows, 1 all-wheel drive payload, and 1 roll-off truck. The acquisition of such maintenance equipment allows for a safe and clean environment within the UEZ business districts.

The use of UEZ funds has enabled the commercial rebirth of the Tonnelle Avenue corridor from 69th Street to 91st Street. Recently approved UEZ projects totaling \$2.8 million have been further improved the sewers along 91st Street and Tonnelle Avenue and repaired the Westside Avenue Road. The elimination of flooding and upgrade of these roads will increase the demand for commercial activity and relocation to this area. Recently completed development and existing retail properties along this corridor include: Target, Home Depot and Loews. Completed commercial projects include the Vornado retail shopping center project, which includes Walmart, BJ's, Staples, Applebee's, and Wendy's. This retail revitalization has added at least \$100 million to the Township's ratable base.

Other retail developments underway include the River Road Retail Project. This 20,000 square foot of retail space is designed to complement the residential area along River Road. The project includes a completed Bank of America that opened in 2011 and a major convenience store and coffee shop that are currently under construction and are expected to open in 2012. It is expected that the project will increase ratables by \$3-4 million.

The Township has acquired property directly on the Hudson River adjacent to a parcel owned by the Town of Guttenberg. Both towns have recently entered an inter-local agreement to develop a public park that should be completed in the spring of 2012

Jitney services run along major roads through several towns and often into NYC, bringing residents to shopping, work, or recreation. However, these jitney services often lead to further congestion through

frequent stops and idling illegally as they pick up passengers Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase. North Bergen will benefit from the results of this jitney study.

Town of Secaucus

Secaucus is a less urbanized area of Hudson County with 88 percent of its land falling within the Meadowland district. The Town has a large amount of residential development and a large amount of warehousing, retail, and outlet malls. According to the Secaucus planning office, about 70 percent of the tax ratables for the Town are commercial.

Most of the Town's recent development is occurring near the Secaucus Junction transit station. The redevelopment plan for the area includes mixed-uses of 2,000 residential units and 30,000 sq. ft. of retail space. The residences include rentals, age restricted housing, and condominiums. The development also includes shuttle service to the Secaucus Junction trains station where residents can access major transit lines and connections. A new 1,000-space parking lot was constructed near the station to serve as both a park and ride and to service residents.

In the summer of 2012, Secaucus became home to Hudson County's newest and most promising tourist location, the Field Station Dinosaurs. This 20-acre "Jurassic park", located in Secaucus near the Frank Lautenberg Station, cost just under \$2 million dollars. The attraction features over 30 life-size animatronic dinosaurs.³⁶

The Town has goals of redeveloping other areas of the town as well. The Town wants to improve and beautify the entrance to the town on Paterson Plank Road. They are also attempting to beautify and revitalize the downtown business district. Secaucus also has a beautiful waterfront. The Town would like to continue the construction of its waterfront walkways, much like the Hudson River side of the County.

City of Union City

Union City has the longest continuous stretch of retail stores in the state along Bergenline Avenue. Bergenline Avenue is home to everything from restaurants and clothing stores to realtors and banks. Union City has been using Community Development Block Grant (CDBG) funds to help property owners restore facades of buildings to beautify the City and stimulate business. There are very few vacant storefronts along Bergenline, however, there are opportunities to utilize the vacant apartment and office space on the 2nd and 3rd floors of these buildings. The City is in need of more senior and affordable housing space and this is one possible use for this space. The City would like to look into building codes and ordinances to help bring these spaces back to current standards and help fulfill the housing demands of residents.

³⁶ "Outdoor dinosaur exhibition previewed in Secaucus" (12/11/11)

http://www.nj.com/jjournal-news/index.ssf/2011/12/outdoor_dinosaur_exhibition_pr.html

2013 CDA Road Program: CDBG - HUD

46th Street-New York Avenue to Bergenline

36th street-New York Avenue to Palisade Avenue

8th street-Bergenline Avenue to West Street

Street Improvements, Sidewalk Improvements, Tree Planting Program, Multi-Unit Rehab, Commercial Facade Program

1. Street Improvement Program: Curbing, repaving and catch basins on various streets in eligible low/mod income target areas.
2. Sidewalk Improvement Program: replace sidewalks on various streets in eligible low/mod target areas.
3. Tree Planting Program: Plant street trees in various locations throughout the City in eligible low/mod income target areas
4. Multi Unit Rehab Program: Provide grants to owners of residential property for rehabilitation activities. Grants available where at least 5.5 of tenants are of low/moderate income.
5. Commercial Facade Program: To make improvements to the commercial and industrial base of the City to increase job opportunities and improve conditions for low/moderate income residents.

New York Avenue infrastructure improvements:

New York Avenue from 19th Street to 48th Street (Sidewalks-Pavement and Tree planting) (City of Union City Projects)

Roosevelt Stadium Redevelopment; 22nd and Summit Avenue

Reservoir has been purchased; planning for use is now ongoing.

Traffic:

Bergenline Avenue and Park Avenue also continue to have severe traffic congestion problems. Jitney services run along these major roads through several towns and often into NYC, bringing residents to shopping, work, or recreation. However, the jitney services often lead to further congestion through frequent stops and idling illegally in order to pick up passengers. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase. Union City will benefit from the results of this jitney study.

The City has also had an extensive beautification program of Park Avenue, from Second street to 48th, which has led to the creation of new businesses and increased foot traffic. A new North Hudson campus of Hudson County Community College has been built at the 49th Street light rail station. The City has also received Open Space Trust Fund dollars for the building of a new municipal pool which opened in the summer of 2009.

Township of Weehawken

Weehawken is bedroom city that is closely tied to the NYC job market. There is very little retail except for a long a few streets and most of the commercial development is along the waterfront. For a small city, Weehawken has a wealth of transit options and access. With both a ferry terminal and light rail station, Weehawken residents can easily get into NYC for work and recreation. Most of the new development in Weehawken is occurring along the waterfront, where land has remained vacant until recently. Since the U.S. economic recovery Roseland Development has begun construction on a second waterfront high-rise on Block 13 of the Port Imperial South tract and hopes that a hotel vendor will be signed up within the next year. An 850 space parking garage opposite the Ferry terminal has been completed. When all projects are completed, there will be a total of 2,873 units of residential housing along the waterfront. The Township is building 28 units of senior housing at 4800 Park Avenue with completion scheduled for November 2013.

In August 2012, the developer Lennar Urban, broke ground on a \$50 million condo complex at 1000 Avenue at Port Imperial. The building is part of a 200-acre, \$2 billion community that is taking shape. The complex, scheduled to be completed by the summer of 2014, will contain a total of 74 units, ranging from one to three bedrooms.³⁷

Beyond the waterfront development, the Township has some infrastructure concerns. The Township has completed work on the Baldwin Avenue intersection near the entrance to the Lincoln Tunnel. The improvements include a widened street and more efficient pedestrian and bike access along the waterfront. As with other northern County municipalities, a major issue for the Weehawken is the jitney service and the idling and congestion that come with it. Consultants for the NJTPA completed an in-depth analysis on the jitney industry throughout Hudson County in the summer of 2011. The study revealed important information on the industry and operators and produced broad policy recommendations, including regulation. While the implementation of these recommendations is still in the concept phase, Weehawken will benefit from the results of this jitney study.

Weehawken has expressed interest in green building and sustainable projects. With the federal and state stimulus funding available, the Township can receive funding for renewable energy and weatherization initiatives. In addition, the Sustainable Jersey program offers strategies and guidelines on making strides toward reducing environmental impacts. The Sustainable Jersey program is a useful tool for sustainable development and each municipality in the County joining the program and utilizing it as a valuable resource.

³⁷ “Weehawken groundbreaking for million-dollar waterfront condos” August 15, 2012
http://www.nj.com/jjournal-news/index.ssf/2012/08/weehawken_breaking_for_m.html

Town of West New York

West New York is mostly a residential community with several centers for retail and commercial establishments. The Town hopes to revitalize the community through various public works projects.

The Town has just begun a large resurfacing project to pave between 20-30 streets. The Town is using CDBG money to fund the current project, and additional funding is needed. In conjunction with road resurfacing, the Town has undertaken a large tree planting and parks improvement program. Throughout the Town, there are 19 parks, for which playground equipment is out-of-date and considered unsafe by today's standards. In addition, the foundation of Veteran's Park is severely unstable. The Town has received \$400,000 in Open Space Trust Fund money from the County for repairing this park, but the estimate for complete repair is upwards of \$3 million.

The Town has some development projects in the planning phases. One potential plan is to construct a 22-story high-rise apartment building on Park Avenue. Near the HBLRT station, the Town received \$1.4 million from the Port Authority to build a parking facility to service that station. The site still needs to be remediated, though the Town is running out of funds for this project. The current plan is to run a free shuttle service to the light rail station until the parking facility can be completed. The Town is looking for funding to make further improvements to road and parks infrastructure as well as access to multi-modal forms of transit.

Hudson County Economic Development Corporation (HCEDC)

The Hudson County Economic Development Corporation is a not-for-profit organization serving Hudson County. The mission is job creation and economic development through business attraction and retention. HCEDC assists small businesses with financing, technical assistance, relocation and site selection. The Hudson County Economic Development Corporation serves as a New Jersey State Data Center Affiliate, providing up-to-date census, business and industrial data. HCEDC also produces comprehensive reports and demographics specific to the County. These include the Hudson County Major Employers List, the Hudson County Demographic Profile, the Hudson County UEZ Zones, and the Hudson County Zoning A to Z directory.

Since 1994 HCEDC has over 4 million dollars working throughout Hudson County and has contributed to the creation of over 600 jobs. Sixty-four percent of the loans that were produced were awarded to minority and women owned businesses. For every \$35,000 provided, a job must be created or retained for low moderate-income individuals. HCEDC has four major financial institutional partners that have contributed to the success of their loan programs. HCEDC works in conjunction with the New Jersey Economic Development Authority to provide business loans up to \$1,000,000 and bonding up to \$10,000,000 for eligible businesses. Additionally, HCEDC's Business Financial and Economic Outreach Program offers educational workshops and seminars to assist small businesses and entrepreneurs with business development and financing opportunities throughout Hudson County. Over the last five years, HCEDC has hosted forty events.

HCEDC's Business Loan Program assists Hudson County businesses that are established but unable to obtain conventional financing. The program offers below market rate funding up to \$100,000. The interest rate is blended to the Prime Rate. Loan proceeds can be used for working capital, the purchase of machinery or equipment and the purchase or renovation of property in Hudson County. The Micro

Loan Program provides up to \$25,000 direct funding to small businesses comprised of five or fewer employees. Loan terms vary depending on purpose of loan. Eligible uses include purchase of equipment and machinery, purchase supplies and inventory, façade improvements and expansion or renovation of commercial real estate.

HCEDC introduced the Brownfields Cleanup Revolving Loan Fund (BCRLF); a new resource available to assist Hudson County property owners in remediating Brownfield sites. Hudson County competed for and was awarded a \$500,000 grant from the United States Environmental Protection Agency. The purpose of the program is to provide low interest rate loans to eligible borrowers for cleanup activities only. The program is managed by HCEDC.

HCEDC is engaged with the Jersey City Redevelopment Authority to fund the remediation of two large parcels for the Berry Lane Park Project in Jersey City. The Park will become the largest park in the city. Additionally, there are no green spaces in this neighborhood so this will be the first park in a heavily industrial area. HCEDC is offering JCRA a loan and a grant from the Brownfield Revolving loan fund to remediate these two sites.

HCEDC competed and was awarded a \$200,000 Brownfields Area wide Assessment Grant from the United States Environmental Protection Agency. This grant enables Hudson County municipalities to look at larger segments of their town to make decisions on their findings for redevelopment. The Area wide grant is a proven analytical tool used by the towns of Harrison and Secaucus for their redevelopment planning. A key partner of HCEDC on this grant is the New Jersey Institute of Technology.

The HCEDC also competed for and was awarded a Brownfields Development Area (BDA) Grant from the New Jersey Department of Environmental Protection to help Harrison obtain an additional \$2 million dollars of Hazardous Discharge Site Remediation Funds (HDSRF). This was for assessment and remediation activities, to expedite the permit process and provide a single point of contact with the New Jersey Department of Environmental Protection. The BDA has been instrumental in the redevelopment of two hundred and fifty acres of prime waterfront real estate. The site is being developed into a vibrant mixed use, transit and pedestrian orientated location. The plan includes residential housing, commercial and retail business, and various entertainment venues. There has been a hold on BDA funding since 2008 but the Town of Harrison is still on the short list for additional BDA funding when these funds become available again.

Site Selection is a key factor to attracting businesses to Hudson County and to assist companies that what to relocate within Hudson County. HCEDC now has the benefit of the relocation tool –Costar. The tool enables us to locate space with pin point accuracy, and to match the client with space that meets most if not all of their space requirements. Additionally, working with Greener by Design we are able to produce a specific Incentives plan for our clients. These plans offer a comprehensive approach to development, construction and sustainability of projects and address the long term objectives of clients.

Hudson County Improvement Authority

The Hudson County Improvement Authority (HCIA) is an autonomous public agency with broad responsibilities in solid waste & recycling management, public finance, economic development,

brownfield redevelopment, renewable energy initiatives and transportation management throughout Hudson County.

The HCIA owns and manages facilities throughout the County, and has the authority to issue bonds to assist municipalities and support selected projects. In January, 2010, the HCIA completed construction of a 1,460-space parking structure adjacent to the Harrison PATH station serving as a park and ride for the PATH rail system, as event parking for the new Red Bull Stadium, and as parking for residents and visitors of the new mixed use development in the Harrison Redevelopment area. In addition, the HCIA has facilitated financing through the New Jersey Environmental Infrastructure Trust (NJEIT) of up to \$30,000,000 toward the infrastructure necessary for the new stadium and surrounding brownfield redevelopment in Harrison. The HCIA also serves as the local lead entity for the federally funded study be conducted for proposed improvements to the Route 280 interchange serving Harrison.

The Authority is responsible for guiding the redevelopment of the HCIA owned 140 acre brownfield property on the South Kearny peninsula known as the “Kopper’s Seaboard” site. The site was long anticipated to be utilized as a new rail yard by NJ Transit to service the ARC Tunnel until that project’s recent cancellation. Thereafter, the HCIA issued an RFP for interested parties to redevelop all or part of the property in coordination with the Town of Kearny (which owns an adjacent 30 acre parcel) and adjacent property owner Tierra Solutions, for a development site of 200 acres. A significant number of proposals have been received. Those proposals are currently under review. The location of the presently vacant property provides development opportunities for a number of uses. The site provides excellent riverfront access and the opportunity for improved highway access. It is adjacent to Route 7 and easily accessible from the New Jersey Turnpike. Adjacent highway improvements to the Wittpenn Bridge and approaches are planned or presently under construction. Redevelopment of the site will require significantly improved road access, as well as storm water, sanitary sewer and utility infrastructure improvements on and off site. Estimated costs for the infrastructure improvements are approximately \$5,000,000. Those improvements would also benefit the redevelopment of adjacent brownfield sites. “Kopper’s Seaboard” is accessible by ship and barge. Improved facilities include the northern dock with a berth in excess of 300 ft. and 34 ft. draft. The southern dock has a recently improved mooring dolphin. Both dock facilities on the Hackensack River are in active use. The HCIA owned Koppers Site is presently being remediated pursuant to an Administrative Consent Order and a Remedial Action Work Plan filed with the New Jersey Department of Environmental Protection. The Kearny owned Standard Chlorine is a Superfund site administered by the USEPA. The HCIA has coordinated closely with the Town of Kearny, NJDEP, NJDOT, USEPA, Office of the Governor and the New Jersey Meadowlands Commission (NJMC) to facilitate reuse of the site. At the request of the Town of Kearny, and in cooperation with the HCIA, the NJMC designated the entire Koppers Peninsula as a redevelopment area and adopted a plan in February, 2013.

The Lincoln Park West Project in Jersey City consists of a landfill closure and construction of Hudson County’s first 9-hole public golf course along the Hackensack River. The project area is an approximately 90 acre brownfield site located adjacent to the river, at the intersection of Route 1-9 and Duncan Avenue. The Project is being conducted by the HCIA in conjunction with a large scale ecological restoration effort recently completed in conjunction with the NJDEP and NOAA through the Natural Resources Damages (NRD) program at a site immediately adjacent to the planned golf course. Approximately 45 acres of the project site contains remnants of an old municipal landfill, no longer in use. The redevelopment of the site consists of the landfill closure and construction of the golf course and associated public walkway. Material being excavated from the adjacent Restoration Project area is

being placed on top of the existing landfill at the project site. This area has been properly capped and graded, and active construction of the final landscaped golf course is underway. A 10-foot-wide public access walkway will be constructed through the restoration area and adjacent to the golf course along the river waterfront. The Restoration Project converted more than 31 acres of degraded freshwater wetlands/landfill area into tidal and intertidal high vigor wetlands, and restored tidal flow to a pond that is approximately 10 acres.

The HCIA's Office of Planning and Energy has completed the 2.5 megawatt Countywide Solar Initiative with multiple Hudson County Municipal Governments and Boards of Education, installing Photovoltaic Solar panels on 28 public buildings and locations throughout Hudson County. The Countywide Initiative takes advantage of the HCIA's leadership and economy of scale to provide the solar installations at no cost to the municipalities as well as long term savings on energy costs at each location.

Other priorities for the HCIA Office of Planning and Energy are coordinating with Hudson County to realize the long sought connection of Central Avenue through the one block gap between Hoboken and Newark Avenues, which will create a critical link for pedestrians, bike and bus transportation between the Jersey City Heights, the Hudson County Justice complex and the Journal Square Transportation Center. The Office has also conducted a traffic study and geotechnical analysis of the area surrounding the existing County Administration building on Newark Avenue and the Central Avenue connection evaluating the feasibility of a new parking facility in the vicinity of the "Bergen Arches" and Route 139.

The HCIA has also led the effort to acquire and renovate the office building at 830 Bergen Avenue, which will house the HCIA and various County offices.

Hudson County: Division of Community Development

The Division of Housing and Community Development is responsible for the planning, designing, implementation, financial management and monitoring of programs funded by the U.S. Department of Housing and Urban Development.

Community Development Block Grant (CDBG) Program: Eight (8) municipalities in the County of Hudson including East Newark, Guttenberg, Harrison, Hoboken, Kearny, North Bergen, Weehawken and West New York form the Hudson Urban County for the purpose of accessing funds from the U.S. Department of Housing and Urban Development's (HUD) Community Development Block Grant (CDBG) Program. The federal government qualifies an "Urban County" based upon a population of at 200,000, excluding the populations of "Entitlement Cities". Four (4) municipalities in the County of Hudson including Bayonne, Jersey City, North Bergen and Union City are Entitlement cities, having a population in excess of 50,000 people and, as a result, receive a direct allocation from HUD.

The CDBG Program provides annual grants to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low and moderate income persons. A wide range of community development activities are directed toward revitalizing neighborhood, economic development and the provision of community facilities and services. Consistent with this primary objective, CDBG funds must be used for activities that benefit persons of low and moderate incomes or aid in the prevention or elimination of slums or blight. CDBG funds may not be used for activities which do not meet these broad national objectives.

Home Investment Partnerships Program: September, 1991, the City of Bayonne and the City of Union City joined with the nine municipalities that composed the Hudson Urban County to form the Hudson County Consortium for the purposes of accessing funds from the HUD's most recent initiative, the HOME Investments Partnerships Program. The Hudson County Consortium has sponsored activities including acquisition, rehabilitation, and new construction of rental housing; homeowner rehabilitation; and first-time homebuyers' assistance programs.

Emergency Shelter Grant Program: The Emergency Shelter Grants (ESG) Program awards grants from HUD for the rehabilitation or conversion of buildings into homeless shelters. It also funds certain related social services, operating expenses, homeless prevention activities, and administrative costs. The intent of the ESG Program is homelessness prevention and an emphasis is placed on providing a foundation for homeless people moving to independent living.

The Continuum of Care Program: The Hudson County Division of Housing and Community Development is the lead agency for the Continuum of Care Program. The Continuum of Care Program is an annual allocation from HUD for the benefit of Hudson County's social service providers for the County's homeless population. The Hudson County Alliance to End Homelessness reflects the collaborative effort of CDBG Entitlement Jurisdictions as well as all municipalities in Hudson County who are involved in the development and execution of the ongoing Continuum of Care planning initiative and annual application process, and the development and implementation of Hudson County's Ten-Year Plan to End Chronic Homelessness.

The Homelessness Trust Fund: On September 8, 2009, the New Jersey Legislature approved a measure that would provide funding for the implementation of locally developed Plans to End Homelessness. Public Law 2009 Chapter 123 permits a county to impose a surcharge of \$3 on each document recorded with a county, for deposit into a county homelessness trust fund. Of this, five percent of which may be used annually for administrative costs and the remainder of the monies in the fund may be used solely for the operation of a homelessness housing grant programs.

The uses of the Homelessness Trust Fund are, as follows: (1) for the acquisition, construction, or rehabilitation of housing projects, or units within housing projects, that supply permanent affordable housing for homeless persons or families, including those at risk of homelessness; (2) rental assistance vouchers, including tenant and project based subsidies, for affordable housing projects or units within housing projects that provide permanent affordable housing for homeless persons or families, including those at risk of homelessness; (3) supportive services as may be required by homeless individuals or families in order to obtain or maintain, or both, permanent affordable housing; and (4) prevention services for at risk homeless individuals or families so that they can obtain and maintain permanent affordable housing.

Hudson Transportation Management Association

New Jersey is the only state in the United States where every county within its borders is served by a TMA. There are eight TMAs that serve New Jersey's twenty one counties. Each TMA is funded through a grant from the Federal Highway Administration under the supervision of the North Jersey Transportation Planning Authority. Due to the density of its population in relation to its size in square miles, there is one TMA solely dedicated to Hudson County, the Hudson Transportation Management Association (Hudson TMA).

The Hudson TMA, which was founded in 1994, is headquartered in Jersey City and is a division of the Hudson County Improvement Authority. The TMA performs many unique functions for different types of travelers. Its objective is to lessen automotive carbon emissions by reducing congestion and traffic on roads and highways within Hudson County. The Hudson TMA accomplishes this by providing programs to commuters, tourists and other travelers that simplify their commute and encourage the use of alternative modes of transportation. Through these efforts, the TMA helps drivers of single occupancy vehicles to drive less and/or choose to use mass transit, walk, bicycle, vanpool, carpool, carshare or telework.

Through a grant with New Jersey Transit, the TMA provides a “Transit First” policy by marketing transit use and serving as a resource to the public for mass transit information. Through the use of its website and other marketing tools, as well as its participation in community events, local festivals and employer sponsored programs, TMA staff members encourage travelers to use mass transit. The Hudson TMA provides the public with mass transit schedules, maps, timetables, brochures and one-on-one trip planning. The TMA also offers incentives for commuters to buy monthly transit passes through its “Switch to Mass Transit” program. Education classes are also provided by the TMA which teach newcomers to the community as well as seniors and students how to take mass transit. TMA staff offers free guided instructional tours on using the Hudson Bergen Light Rail System. To further assist the public and to help resolve specific transportation related issues, the TMA serves as a liaison to all transit agencies.

For commuters who either cannot or will not utilize mass transit, the Hudson TMA provides another travel option, the Rideshare program. Through its statewide ride matching database, HTMA matches potential rideshare candidates who are interested in carpooling or vanpooling. After providing the match information to the applicant, TMA staff guides the commuter through the process of joining or forming a carpool or vanpool. Hudson provides all ridesharing commuters with the Emergency Ride Home program and the Green Commuter Rewards program. Various vanpool subsidies are available through the TMA as well.

The Hudson TMA offers businesses several free programs that address the transportation needs of their employees. TMA staff provides Hudson employers worksite assessments, on-site transit fairs, a Car Free Day event, Bike to Work Week activities, a Preferential Parking program, Commuter Choice Federal Tax Benefit planning, employer sponsored shuttles, application assistance for the LEED program and transit/safety related information lunch time seminars.

Employers who are moving their offices or operations to Hudson County receive the TMA Relocation Assistance program which prepares all employees for their new commute. Hudson TMA will travel to the company’s current location, in or out of state, to provide large and small group presentations as well as individual trip planning at no cost to the employer.

Businesses that partner with the Hudson TMA in easing or simplifying their employees’ commute are recognized for their efforts through the New Jersey Smart Workplaces award program. This statewide initiative acknowledges an employer’s collaboration via Bronze, Silver, Gold or Platinum level designations.

To mitigate traffic for motorists, drivers are encouraged to subscribe to the Hudson TMA free Traffic Alert System. Once enrolled, the program sends customized alerts and detour information to

subscribers' computers or cell phones in real time. Agencies such as the NJ Department of Transportation, Transcom, PSE&G and the Hudson County Division of Roads provide alerts for the TMA to disseminate to its subscribers.

To further assist in reducing traffic, the TMA provides outreach and information sessions to the community, area businesses and work sites prior to major construction events such as the Pulaski Skyway and Route 139 projects as well as major sporting events such as the Super Bowl and Formula One.

The Hudson TMA addresses mass transit connection issues by sponsoring and promoting shuttles within municipalities, which connect residential or business areas to various transit hubs. The TMA currently operates a shuttle between Kearny and the Harrison PATH station to provide an express service for morning and evening commuters. Provisional stop-gap shuttles have also been implemented by the TMA when bus services were temporarily cancelled or rerouted. Examples of these short term services which were provided by the TMA are the Central Ave Shuttle, Route 139 Pedestrian Shuttle and the Liberty State Park Shuttle.

To assist in the County's efforts to improve our transportation infrastructure, the Hudson TMA participates as a member of the Technical Advisory Committees of NJTPA sponsored traffic and transit studies for Hudson.

The HTMA also participates in neighborhood events such as National Night Out, West Hudson Wellness Fair, Earth Day, Everything Jersey City, Hoboken Arts & Music Festival, Secaucus Green Day, etc. These public events provide a platform for sharing transportation and safety related information and assist in launching community programs such as the Hudson Anti-Idling Campaign.

In addition to encouraging travelers to bike more often, the Hudson TMA advocates for cycling by working with municipalities and other bike advocacy groups to increase the number of bike racks, bike lanes and "sharrows" (pavement markings) as well as educating the public in their use. In order to address biking safety issues, the TMA also provides classes which teach adult individuals how to bike safely in an urban area. The classes not only improve safety, but support bike use for short trips and local errands as well as commuting to work.

Hudson assists disadvantaged individuals who can use a bicycle as part of their commute, but cannot afford to buy one. The TMA collects and rehabilitates used bicycles and provides them to individuals through local Community Action Programs.

In an effort to improve bicycle safety for children, the Hudson TMA provides an interactive bike safety program which it presents at local grammar schools each spring. To augment the program, the TMA hosts bike rodeos in Hudson County which provide children hands-on safety instruction through eleven interactive stations and obstacle courses. The TMA supports the concept that when children have greater exposure to cycling, paired with positive experiences, they are more likely to use a bike more often when they become adults.

Through a grant with the NJ Safe Routes to School program, the Hudson TMA assists municipalities and school districts in making it safer for children to walk or bike to school by providing infrastructure grant assistance, walkability audits, school travel planning and pedestrian safety assemblies. HTMA staff also

provides several programs for children and their family members to encourage more children to walk or bike to school. The Walk to School program brings children with their family members on a group walk to school while engaging the adults on the positive impacts of walking. These programs not only help reduce emissions but provide early education to children about the health and environmental benefits of walking and biking. The Golden Sneaker program challenges children carrying TMA provided pedometers in a school sponsored walking competition to walk with family members more often rather than be driven by car. The TMA also provides “NJ Bike School,” a program which trains grammar school physical education teachers in bike education and then loans the school a fleet of bicycles, free of charge, incorporating biking into the regular gym curriculum.

Through a grant with the New Jersey Division of Highway Traffic Safety, the Hudson TMA works with the senior community of Hudson County to improve pedestrian safety for its senior citizens. NJHTS also funds the TMA’s Bike Education for Driver’s Ed Students. In this program, students preparing for their driver’s license learn the bicyclist’s perspective, how to better share the road and avoid the most common bicycle/motorist accident situations. The TMA also provides seminars to the public on the following topics: Crosswalk Safety, Distracted Driving, Safety Belt Use, Be Safe Be Seen, Distracted Walking and the “Stop and Stay Stopped” law. These programs improve safety for motorists, pedestrians and bicyclists and enhance the quality of life for all Hudson County residents.

Hudson County Workforce Investment Board (WIB)

The Hudson County Workforce Investment Board (WIB) provides planning, policy guidance and oversight over Hudson County’s workforce development system, which includes two (2) One Stop Career Centers in Jersey City and Union City. The Hudson County WIB has partnered with local universities, community colleges, private schools and community organizations to provide skills training for a wide range of jobs throughout the County. The WIB has not been able to meet demand for its services due to budgetary problems and a high unemployment rate, and has hundreds of people on its waiting list for job training.

The Hudson County WIB, along with eight counties in North Jersey calling itself “North Jersey Partners”, embarked on an initiative to approach workforce development on a regional scale. The initiative is a useful tool to spur economic development and job growth. The north New Jersey employment market and dense development provide job mobility and employment opportunities, which can, and should, be addressed regionally along growth industry sectors.

The Hudson County WIB has worked to promote itself and has worked with local businesses to participate in their programs. It would be beneficial for the WIB and the Chamber of Commerce and Economic Development Agencies to coordinate their efforts to achieve high rates of private business participation in the WIB’s programs and to provide workers with the skills needed to work in Hudson County. In addition, the Hudson County WIB promotes “first hire” agreements in which businesses or projects located in Hudson County planning to benefit from tax abatements or other incentives are required to first seek County residents for employment. The WIB will continue its efforts to partner with the private business community to enhance the skills of the workforce and find employment for County residents.

New Jersey Meadowlands Commission

A large part of Hudson County lies within the wetlands and environmentally sensitive areas of the Meadowlands District. The New Jersey Meadowlands Commission (NJMC) manages this land as a unique regional planning area of the state. The Meadowlands Commission has undertaken several initiatives to help the Meadowlands District become more sustainable and protect the environment.

In 2006, the Commission passed a green building ordinance providing expedited permitting, reduced fees, and density bonuses for projects that provide evidence of green building practices.

The Commission continues to promote solar projects in the Meadowlands District, focusing on large warehousing buildings which have thousands of square feet of space for potential rooftop solar energy generation.

In early 2012, operation commenced for the first solar farm on a State-owned landfill, an innovative approach to finding a productive use for a landfill that had been closed for 30 years. The 3 megawatt installation at the NJMC 1A Landfill in Kearny, New Jersey includes 12,506 photovoltaic panels mounted on 13 acres atop a 35-acre landfill that supply electricity directly to the electric grid. The energy generated by the solar farm is enough to power approximately 500 average-sized homes. The project is a joint effort between the NJMC, the New Jersey Board of Public Utilities, SunDurance Energy and Public Service Electric & Gas Company.

On the transportation side, in 2013 the NJMC activated the first phase of the Meadowlands Adaptive Signal System for Traffic Reduction project (MASSTR). This far reaching initiative entails modernizing 128 signalized intersections throughout the region by using adaptive traffic signal control software, vehicle detection devices and wireless communication. Using an intricate system of technology, NJMC transportation engineers program traffic signals to continuously adjust timings based upon the changing flows of traffic in real-time and are able to make adjustments from the Commission's administration building. MASSTR is the first adaptive signal system of its kind in New Jersey and the largest system to be implemented at one time in the country. The state-of-the-art project is expected to reduce vehicle delays by 1.2 million hours per year, gasoline consumption by more than 1.2 million gallons per year and harmful greenhouse gas emissions by more than 11,000 tons per year.

New Jersey Transit (NJ Transit)

NJ Transit provides a number of services to Hudson County. As noted above, Hudson County is home to NJ Transit's Hudson-Bergen Light Rail, Hoboken Terminal, Secaucus Junction, and extensive bus service. Hudson County's density provides a large market base for transit services. Recent New Jersey legislation, the Urban Transit Hub Tax Credit, incentivizes further density and commercial development in areas with access to heavy and light rail. Hudson County serves to benefit more than any other county in the state from this new legislation.

NJ Transit recently expanded the HBLRT service to 8th Street in Bayonne with the new station opening. In addition, funding has been allocated to study extending the line north into Tenafly in Bergen County. The HBLRT system carries 67,000 passengers daily, and the Bergen extension may add an estimated 24,000 daily riders. The HBLRT has been a tool for fostering economic development, but the system is at capacity. NJ Transit is seeking to provide more service by lengthening platforms for longer trains to

handle the growth in demand. A priority expressed by representatives from NJ Transit is the “Y-bypass” near Hoboken Terminal. This intersection of lines is currently inefficient and investment is needed to streamline this intersection.

In addition to infrastructure repairs and extending its service, NJ Transit also is also considering some development projects and studies. The Allied Junction development at Secaucus Junction is partially complete and the final construction is currently underway. When complete the development will include a hotel, offices and residences. In Hoboken, NJ Transit is considering developing over the existing train lines that end at Hoboken Terminal Rail Station. Several public charrettes were held to get public opinions about the project. NJ Transit also has concerns about the jitney service in the County and wants to help coordinate solutions to this problem. Jitneys have begun to take passengers away from NJ Transit bus lines, and could eventually cause NJ Transit to abandon some lines or services, which would make the passengers dependent on the jitney service. However, the jitneys are under no obligation to keep servicing an area. This is clearly a major issue and efforts to develop the most efficient solution must be coordinated between all parties.

North Jersey Transportation Planning Authority (NJTPA)

The NJTPA has long emphasized the importance of goods movement for the regional economy; and thus places a high priority projects that could improve the flow of freight in Hudson County. Perhaps the most critical of these is the need to raise the Bayonne Bridge to accommodate the large post-Panamax ships that will be coming to the region’s port following the opening of a larger Panama Canal, scheduled for 2014. The Port Authority of New York & New Jersey is now moving forward with a \$1 billion project to raise the bridge. Other freight-related improvements through the Liberty Corridor and Portway programs also will be essential for improving goods movement in both Hudson County and the larger region.

In addition to the Bayonne Bridge and other freight-related projects, the NJTPA has identified in its Plan 2035 many infrastructure projects needed to improve transportation in Hudson County and their costs (see Appendix B for a complete list).

The NJTPA works to improve traffic safety in Hudson County. Through its Local Safety Program and other initiatives, the authority has invested in improved traffic and pedestrian signaling, pedestrian bridges, and bicycle route improvements. The NJTPA has funded a study of the bus system in Hudson County and is looking into Express Bus Lane (XBL) opportunities and priority signaling for bus service. The current XBL into the Lincoln Tunnel is already at capacity and the region needs to find a solution to improve traffic flow into Manhattan and nearby employment centers.

The Bergen Arches and the 6th Street Embankment rail right of way in Jersey City are opportunities for extending the HBLRT, freight rail, or incorporating parks or bike lanes along the route. The NJTPA also sees opportunities for creating additional transit hubs for buses, i.e. Bergenline Avenue and Journal Square. The NJTPA has provided funding to Hudson County and the City of Jersey City to look at Bus Rapid Transit options in the corridor from Journal Square to Bayonne.

The NJTPA encourages efforts to create additional transit-oriented development in Hudson County, building on successful residential and commercial development spurred by the Hudson Bergen Light Rail. The NJTPA amended Plan 2035 to incorporate the Locally Preferred Alternative for the light rail extension west of Route 440 in Jersey City.

Finally, the NJTPA (as well as Hudson County and the City of Jersey City) are partners in Together North Jersey, a regional planning consortium led by Rutgers University that includes many public agencies, counties, municipalities, nonprofit organizations, private sector representatives and others. As part of this effort, a regional Comprehensive Economic Development Strategy for the 13-county NJTPA region will be developed. The NJTPA is working with Hudson County and other partners to ensure that this regional CEDS is consistent with existing local CEDS in the region, including that of Hudson County.

The Port of Authority of New York & New Jersey (PANYNJ)

The Port Authority of New York and New Jersey (PANYNJ) is a bi-state agency that manages several critical infrastructure facilities in Hudson County including the Holland and Lincoln Tunnels, the Bayonne Bridge, PATH service to Manhattan, and the several maritime terminals. The most pressing issue for PANYNJ is the Bayonne Bridge, as described above, and developing a solution that will permit the passage of post-Panamax ships into the Elizabeth Port Authority Marine Terminal and Port Newark. Developing a timely solution to this issue is important for the tens of thousands of port-related jobs in the region.

PANYNJ is working with its tenants to expand existing maritime facilities at the Port Jersey Port Authority Marine Terminal and at the Greenville Yards in Jersey City and Bayonne. The Greenville Yards have access to major road and rail arteries for goods movement, and has the potential to generate new businesses and jobs. It is important to evaluate the development of Port Jersey and the Greenville Yards for freight movement needs and improvements to NJ Turnpike Interchange 14A in order to move goods from Hudson County throughout the region.

PANYNJ is conducting the Cross Harbor Freight Movement Program Environmental Impact Statement (EIS) in conjunction with the Federal Highway Administration (FHWA) to analyze alternatives that would provide short-term and long-term strategies for improving the movement of goods across the harbor. In the interim, the existing rail float system is in need of rehabilitation and repair to make the system more efficient and reliable. PANYNJ plans to utilize federal funds from SAFETEA-LU to start to rehabilitate this system. With significant investment, this cross-Hudson goods movement can create jobs and commerce.

Redevelopment of Journal Square is another priority for PANYNJ. Due to the recent recession, private interest in developing over the existing PATH station has diminished. The PANYNJ has plans to improve PATH service to Hudson County. The Port Authority expects to spend \$170 million to improve the Harrison PATH station in the next five years. New train cars, extended platforms, and signaling improvements are being added to increase service for passengers and make the system more efficient.

Key Economic Development Projects

Project Name	Municipality	Organization	Description	Funding Source	Time Frame	Status
Peninsula at Bayonne Harbor	Bayonne	Bayonne Local Redevelopment Authority; Port Authority of NY and NJ	Plan calls for 6,700 housing units, 1.5 million sf of office space, 345,000 sf of retail, and 50 acres of open space Includes Alexan City View LEED Certified building. 130 acres purchased by PANYNJ in 2010 to be used as a container port.	Private Developer	20 years	Plan amended 2008 with Zoning approval to 2038; In 2010 Port Authority purchased 130 acres for use as a container port.
Bayonne Crossing Shopping Mall	Bayonne	Bayonne Local Redevelopment Authority	30-Acre Mall on Rt 440 has 22 tenants (92% occupation) including a Walmart, Lowe's, Michael's, and Sonic. The property was sold to Inland Diversified Real Estate Trust for \$67.9 million.	Private Developer and Brownfield Remediation	n/a	Opened
Bayonne Energy Center	Bayonne	Bayonne Local Redevelopment Authority	Environmentally advanced gas-fired energy supplier in the Constable Hook industrial area of Bayonne is now supplying 512 megawatts of energy to New York City.	Hess Corporation, Pure Energy Resources, ArcLight Capital Partners	n/a	Opened June 2012
Texaco Site	Bayonne	Bayonne Local Redevelopment Authority	64 acre brownfield site at Bayonne Point slated for 1,300 residential units and 500,000 sf of retail.	Private Developer	6 years	Redevelopment plan approved

Best Foods Site	Bayonne	Bayonne Local Redevelopment Authority	Former Best Foods site, owned by Unilever, closed since 2003 was approved as an area in need of redevelopment in 2012.	Private Developer	7 years	Council approved declaration of redevelopment area
Workforce Housing	Bayonne	Bayonne Housing Authority, Reagen Development	40 units at 900 sf affordable and 6 units market rate on Avenue E and 45th Street, received \$900,000 from the Federal Home Loan Bank of New York.	CDBG	1 year	Construction
Sewer System Upgrades	Bayonne	United Water	United Water took over the Bayonne Municipal Utility Authority in a deal for \$150,000,000 for 4 years. A portion of the deal will go towards capital improvements on sewer system.	New Jersey Environmental Infrastructure Trust Fund		Planning Stages
Broadway SID	Bayonne	Special Improvement District	Bayonne UEZ took over Bayonne town center. Plan to refocus 52 block SID to a smaller area that targets parks and entertainment areas.	SID, Local funding, Private funding	5 years	Planning Stages
Bayonne Bridge	Bayonne	Port Authority of NYNJ	\$1 billion project to raise the roadway of the bridge for larger container ships will be completed by 2015. Received a federal grant for \$11.4 million to begin construction.	Port Authority of NY-NJ/ Federal	Due to be completed in 2015	Construction Underway
Turnpike Exit 14A	Bayonne	Turnpike Authority	Community input being considered to replace the congested turnpike exit.	Turnpike Authority		Planning Stages

Maidenform Affordable Housing	Bayonne	Bayonne Local Redevelopment Authority	First adaptive reuse project in Bayonne; 5-story manufacturing facility will become 99 units of housing, 10,000 sf of commercial, near light rail at E and 17th St.	Private Developer	3 years	Planning Stages
Bus Rapid Transit (BRT) Study	Bayonne/ Jersey City	Hudson County Division of Planning	Locate the necessary corridors and alternate routes where bus transportation is required amongst Bayonne, the Greenville section of Jersey City, and Journal Square	NJTPA, Federal Transit Administration, Federal Highway Administration	1 year	Study Underway
Royal Wine Headquarters	Bayonne	Private company	LEED-certified complex of over 400,000 square feet, including corporate offices, warehouse storage, and a 100,000 square foot hydroponic greenhouse with an expected output of eatable food stuff on the equivalent of a 20-acre farm. 120 additional jobs at the company expected.	Private, 30-year Bayonne PILOT		Site remediation underway
Royal Caribbean Cape Liberty Cruise Port	Bayonne	Private company	\$50 million redevelopment investment will include new terminal, 2 parking facilities, and bring in 600,000 people every year.	Private	1 year	
Clark Thread Mill Building	East Newark	Municipal	Plans for 830 residential units, retail space, and a 1500 space garage in the conversion of former manufacturing facility.	Private	9 years	Planning Stages

Clark Thread Mill Historic District	East Newark	Municipal	Conversion of historic district with a footprint 1/3 the land area of municipality, for a school, housing units, and retail space	Private	10 years	Planning Stages
Passaic Avenue Redevelopment	East Newark	Municipal	Plan to redevelop entire waterfront area, which is currently made of vacant industrial building and spaces, including the former BASF Facility.	Private Developer	5 years	Planning Stages
Rt-280 Bridge	East Newark	NJDOT	Repainting of historic bridge.	NJDOT	1 year	In-progress
Firehouse	East Newark	Municipal	Construction of a new firehouse station using environmentally sound methods.	Municipal Funds	3 years	Planning Stages
First Republic Building	East Newark	Municipal	1,000,000 sf former Industrial Complex sold to Alma Realty Corp. for luxury apartments and retail.	Alma Corp.	5 years	Planning Stages
Waterfront Park	Guttenberg/ North Bergen	Joint Municipal Effort	Construction of Waterfront Park along the Hudson River, in conjunction with North Bergen. Funding being secured.	Hudson County Open Space, Green Acres, Municipal	1 year	Under Construction
Recreation Center	Guttenberg	Municipal	Looking to a construct a recreational facility near Kennedy Blvd. East with a projected cost of \$2.2 million.	CDBG, Hudson County Open Space	3 years	Construction Delay
Harrison Path Station	Harrison	Port Authority of NYNJ	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators in compliance with ADA regulations, and architectural modifications to its appearance.	Port Authority of NYNJ	Set for Completion April 2017	Under Construction

Harrison Commons	Harrison	Harrison Redevelopment Agency	Area next to PATH station planning to house 2,300 residential housing units and 80,000 sf of office space, in 4-phase project.	Private Developer	2 years	Phase III Construction
Riverbend District	Harrison	Harrison Redevelopment Agency	District along Passaic River slated for 800,000 sf of retail space, 350 room hotel, and 1.7 million sf of office space.	NJEIT, Local Funds, Advanced Realty Group		Under Construction
Hotel Construction	Harrison	Harrison Redevelopment Agency	Local zoning amended to make way for hotel construction in redevelopment area.	Private Developer	2 years	Planning Phase
I-280 Interchange	Harrison	NJDOT, HCIA	Study showed ramp insufficient for new traffic related to stadium and development projects.	NJDOT	3 years	Planning Phase
Riverfront walkway	Harrison	Municipal, Harrison Redevelopment Authority	Looking to construct park space along Passaic River	Potential Open Space, local funds, private developer	3 years	Planning Phase
Newark Street Improvements	Hoboken	County and Municipality	Rehabilitation of two-block segment of county roadway near Hoboken Terminal from River Street to Washington Street, to make more bicycle and pedestrian friendly through implementation of "Complete Streets" strategies.	Federal Highway Administration, N.J. Department of Transportation and City of Hoboken	1 year	Engineering design plans and environmental documents complete and submitted to NJDOT for review and approval.
Observer Highway / "Boulevard" Rehabilitation	Hoboken	County and Municipality	Rehabilitation and resurfacing of county roadway from Marin Boulevard to Hudson Street, to calm traffic, replace traffic signals, and implement "Complete Streets"	Federal Highway Administration, NJ DOT, County of	1 year	Engineering design plans and environmental documents complete and

			strategies including installation of bicycle lanes.	Hudson and City of Hoboken		submitted to NJDOT for review and approval.
Washington Street Rehabilitation and Improvements	Hoboken	Municipality	Washington Street functions as the “Main Street” or “Central Business District” for the City of Hoboken. The roadway which is lined with restaurants, cafes and local businesses is in need of rehabilitation to improve safety, traffic and aesthetics.	City of Hoboken	1 year	City council budgeted \$190,000 for the complete redesign of Washington St. City issued RFP for transportation planning and traffic engineering services.
Frank Sinatra Drive Rehabilitation	Hoboken	Municipality	Frank Sinatra Drive is a waterfront roadway with scenic views of New York City and the Hudson River. It is visited by thousands of tourists every week. The roadway needs to be redesigned to improve safety, ease traffic and accommodate the tens-of-thousands of bicyclists and pedestrians who visit every year.	City of Hoboken	1 year	City council budgeted \$110,000 for the redesign of Sinatra Drive from 4 th St. to 11 th St. City issuing RFP for transportation planning and traffic engineering services.
14 Street Viaduct Rehabilitation and reconstruction	Hoboken	Funded by Federal Highway Administration , Overseen by NJ DOT and locally	Total reconstruction of a 75 year old major arterial bridge structure connecting the City of Hoboken with the City of Jersey City, City of Union City and Weehawken Township near the Lincoln Tunnel.	Federal Highway Administration	3 years	Under Construction. To be completed 1Q in 2014.

		managed by Hudson County Engineer.				
1600 Park Avenue Park/ Hoboken Cove Walkway	Hoboken	Municipality	Phase I of new park includes synthetic surface multi-use playing field, adjacent passive park and various site improvements. Phase II includes boathouse and new waterfront park along Hudson River.	NJDEP Green Acres, HDSRF Brownfield Funds, Hudson County Open Space Trust Fund and City of Hoboken capital funds, US Soccer Foundation Grant	1 year	Phase I of construction substantially complete. Phase II moving forward.
Frank Sinatra Park and Castle Point Walkway Reconstruction	Hoboken	Municipality	Reconstruction of existing Hudson River waterfront park and walkway due to severe damage from coastal forces and infestation of toredo shipworms in wood pilings.	NJDEP Green Acres program, Hudson County Open Space Trust Fund and City of Hoboken capital funds	1 year	Construction substantially complete.
Pier A Park Rehabilitation	Hoboken	Municipality, Port Authority of NY&NJ, Private Developers	Repair of 1700 concrete encased steel 'H' piles due to coastal forces and shifting mudline of Hudson River under pier.	City of Hoboken, Port Authority of NY&NJ, and Private Developers	1 year	Preliminary design complete, looking for sources of additional funding

Southwest Park Acquisition and Construction	Hoboken	County and Municipality	Acquisition of parcels in industrial area to create a new one-acre park for residents of new buildings in adjacent neighborhood.	Hudson County Open Space Trust Fund and City of Hoboken capital funds	1 year	City instituting eminent domain proceedings to purchase surface parking lot from property owner for fair market value.
Cognis Henkle property acquisition and remediation	Hoboken	Municipality	Former 6.5 acre chemical plant property being considered for acquisition and remediation to construct new park and recreation facility was stormwater management facilities.	City of Hoboken capital funds	3 years	City has been negotiating with property owners on acquisition and clean-up costs.
Flooding and drainage improvements, new flood pumps and "Green Infrastructure"	Hoboken	North Hudson Sewerage Authority, County of Hudson and City of Hoboken	As a low-lying coastal community, most of Hoboken is within a flood hazard area and subject to severe and repetitive flooding. The community also has antiquated combined sewer overflows (CSO's) which release untreated sewerage into Hudson River during storm events.	Federal Emergency Management Administration, N.J. Environmental Infrastructure Trust, North Hudson Sewerage Authority, City of Hoboken	3 years	Plans to reduce flooding, stormwater run-off and non-point source pollution prepared. In need of funding.
Pearson Education Relocation	Hoboken	Pearson Education	Relocation of Pearson Education publishing company to Hoboken's Waterfront Corporate Center III with a 200,000-square-foot lease and 900 jobs.	NJ Urban Transit Hub Tax Credit		Pending

Hoboken Rail Yards	Hoboken	NJ Transit	Controversial NJ Transit redevelopment of rail yards along Hoboken's observer highway, including office and residential space.			Planning and negotiation stages
Park Place	Hoboken	Bijou Properties	\$131 million, 12-story, 212-unit mixed-use development at 1415 Park Ave. on Hoboken's north end. Will offer 13,000 square feet of retail space, 32,000 square feet of educational space and a six-level parking garage. Environmentally-friendly additions include a vegetated roof terrace, a combined heat and power (CHP) module to produce hot water and electricity using a single natural gas fuel source, 12 charging bays for electric cars, and over 100 bicycle spaces.	Private developer		Under construction
Jitney Study	Hudson County	NJTPA	In-depth analysis of private bus services in Jersey City, Union City, Weehawken, North Bergen, West New York, and Guttenberg	NJTPA, Federal Funding	Completed	Recommendations being evaluated for further action.

Gateway Tunnel	Hudson County	Amtrack	blog.nj.com/ledgerupdates_impact/print.html?entry=/2013/05/gateway_commuter_rail_tunnel_t.html 7 train, Amtrack , NJ Transit			
Relocation of Depository Trust and Clearing Corporation	Jersey City	Municipal, State	The international securities company relocated 1,900 jobs from Manhattan to a renovated JP Morgan Chase Building downtown.	Private funds, (UEZ funds not available-delete) Recovery Zone Facility Bonds and Business Employment Incentive Program	Relocation complete	Transition accomplished first 1/4 2013
Fidelity Investments opens new regional facility	Jersey City	Municipal, State	This financial firm, which provides investment management, retirement planning, portfolio guidance & brokerage services, invested \$30 million to outfit 185,000 square foot office space in Newport Office Centre 3 for 605 full-time employees.	Private funds, Urban Enterprise Zone Certification, Business Employment Incentive Program	complete	Opened 2012
Powerhouse Arts District	Jersey City	Jersey City Redevelopment Agency	The Powerhouse Arts District looks to renovate the historic former energy facility as the centerpiece of the live and work arts district.	Private funds, Municipal funds, Historic Preservation Fund	5 years	Planning Phase, Developer designated , Stabilization funded by the UEZ

Journal Square Redevelopment	Jersey City	JC Division of Planning, Port Authority NYNJ, HCIA	Journal Square Redevelopment Plan outlines a vision for the growth of the area up to 2060, centered on its transportation links.	Private funds, municipal funds, state funds	49 years	Planning phase, groundbreaking expected by end of 2013
Journal Squared	Jersey City	KRE Group	2.3 million square feet: 3 residential rental towers adjacent to the Journal Square PATH station. 1 st phase: 550-foot tall, 540 units + retail	Private Developer, Urban Transit HUB Tax Credit	6 years	1 st phase Construction - fourth ¼ 2013.
Journal Square Estate	Jersey City	Journal Square Estate, LLC	5-story residential building with 46 rental units + 22 parking spaces	Private Developer	9 months	Under Construction
Hudson County Community College Library and Classroom building	Jersey City	Hudson County College	6-story, 117,000-square-foot building with library + 30 classrooms. Large lobby and exhibit space for art installations, lectures and student gatherings on the 6th floor	County of Hudson	9 months	Under Construction
Bayfront Development	Jersey City	JC Division of Planning, Jersey City Redevelopment Agency	Remediation of former Honeywell brownfield site & construction of a new JCIA/DPW headquarters on the east side of the City will allow for the demolition of current structures & construction of residential,	Private Funds, Brownfield Development Grant, Honeywell Remediation,	40 years	Remediation complete

			commercial, and open space + new Hudson-Bergen Light Rail Station.	Municipal Funds		
The Boulevard and Complete Street for Routes 440 and 1&9	Jersey City	Jersey City, New Jersey Dept. of Transportation	Western Waterfront plans for increased multi-modal transportation options, including a West Side extension of the HBLR, and complete street improvements	Department of Transportation, Federal Highway Administration	1 st Phase – 2020; 2 nd Phase - 2035	Study released; Concept Development Phase II will commence in 2013
The Beacon	Jersey City	Building and Land Technology	Adaptive reuse conversion of former medical facility into 8 luxury residential towers with park space, retail and amenities, estimated at \$350 million.	Private Developer, UEZ Certification, Urban Transit HUB Tax Credit	2 years	2 condo + 2 rental towers and 800 car garage completed. 4 rental towers under construction. Complete in 2015.
Mac Mahon Student Center at Saint Peter's University	Jersey City	Saint Peter's University	6-story, 90,000-square-foot, LEED-Silver certified facility for dining, fitness, learning and socializing. The Duncan Family Sky Room provides space for special events and community meetings.	Private University		Completed March 2013
Jackson Green	Jersey City	TRF DP, Honeywell, ICO & Jersey City Redevelopment Agency	22 energy-efficient townhomes, mixing affordable and market-rate housing.	Land donated by the JCRA, \$2.5 million from Honeywell + nonprofit developer	3 months	Under construction

O' Malley Manor	Jersey City	Jersey City Redevelopment Agency	16 Unit workforce housing development in the Jersey City Heights neighborhood.	Parkview Manor Development	XXX	Completed 4/2013
Greenville Yard and Lift Bridge	Jersey City/Bayonne	Port Authority of NY NJ	\$80+ million in projects includes the replacement of two transfer bridges with modern hydraulic bridges, new rail tracks, a new barge, and the acquisition of 41.5 acres of yard property.	NJTPA, Port Authority	5 year	Planning Stages
Jersey City Marina	Jersey City	Jersey City Redevelopment Agency	350 slips will be created at Jersey City waterfront to accommodate boats, ensure public access, and stimulate economic development.	Private Developer	5 years	Developer chosen
18 Park	Jersey City	KRE / Ironstate Development	10-story rental residential building in Liberty Harbor North adjacent to the Marin Boulevard Light Rail Station. 422 units, 14,400 square feet of retail space and a 230-space garage + new facility for the Boys & Girls Club.	Private Developer, UEZ Certification, \$42 million through the Urban Transit Hub Tax Credit program	6 months	Under Construction

99 Hudson	Jersey City	Hartz Mountain Industries	2 rental residential towers 1000 units 1 st phase: 609 Rental units + 41,000 square feet of retail.	Private Developer, UEZ Certification	3 years	1 st phase: First 1/4 2014
Harborside Residential	Jersey City	Mack Cali Realty Corp. / Ironstate Development	3 rental residential 69-story towers with 2,280 units + retail. 1 st phase: 763 rental units	Private Developer, UEZ Certification	2 years	1 st phase: 3 rd ¼ 2013
Provost Square	Jersey City	Toll Brothers City Living	3 residential towers - 30, 35, and 38 stories. 1 st phase: 38 story tower with 417 rental units. 2 nd phase includes a 550-seat performing arts theater with art gallery space and the 24,000-square-foot Provost Square Plaza.	Private Developer, UEZ Certification	3 years	1 st phase Under Construction
The "Laguna"	Jersey City	Newport Associates Development Co.	14 story residential rental tower. 144 units, 95 parking spaces, 7,772 square feet of ground floor retail	Private Developer, UEZ Certification		Completed July 2013
70, 80 and 90 Columbus	Jersey City	Ironstate Development / Panepinto Properties	70/90 Columbus: 2 rental residential 55-story towers with 942 units + 12,000 sqft retail + 80 Columbus, a 144-room hotel 1 st phase: 70 + 80 Columbus	Private Developer, UEZ Certification, Urban Transit HUB Tax Credit	2 years	1 st phase Under Construction
Cast Iron Loft	Jersey City	Manhattan Place Realty	Residential tower - 20 stories along Jersey Avenue & 7 stories along Eighteenth Street. 155 rental units, 175 parking spaces, and 11,070 square feet of ground floor retail.	Private Developer, UEZ Certification		Completed

Cast Iron Lofts II	Jersey City	Manhattan Building Co.	232-unit luxury residential development	Private developer		Under construction
The Madox	Jersey City	Fields Development Group	7-story 131 unit rental residential building Paulus Hook with 4,000 square feet of ground-floor retail space. LEED Silver certification from the U.S. Green Building Council.	Private Developer, UEZ Certification	18 months	Completed Summer 2012
366 West Side Avenue	Jersey City	Shuster Development	5-story, 32 rental units + 15 parking spots and 2 retail spaces covering 40,000 square feet	Private Developer		Completed Summer 2013
Kennedy Lofts	Jersey City	Hopkins Group	Renovation of existing 8 story office building to 56 residential rental units.	Private Developer, UEZ Certification	9 months	Under Construction
Bergen at Fairmount	Jersey City	Shuster Development	68 rental units + 5,000 sqft of retail. 34 parking spaces	Private Developer	20 months	Planned
Headquarters for the Department of Public Works and the Jersey City Incinerator Authority	Jersey City	Municipal, Jersey City Redevelopment Agency	\$87 million, 150,000-square-foot facility on Linden Avenue East that will replace the two entities' aging Route 440 homes.	Economic Stimulus Funds, Municipal Bonding	2 years	Broke Ground 7/2012

Berry Lane Park	Jersey City	Jersey City Redevelopment Agency	Former brownfield site in Lafayette neighborhood, will be remediated, and turned into a 17-acre public park.	EPA Funds, Hudson County Open Space Trust Fund, Green Acres, Municipal	3 years	Under construction. Baseball field complete
McGinley Square Redevelopment Plan	Jersey City	Jersey City Division of Planning	Redevelopment Plan looks to boost the economic vitality of this commercial area.	Municipal, Private Developers	10 years	Plan Approved
9-Hole Golf Course	Jersey City	HCIA	Hudson County's only public golf course is set to open after the remediation of large plot of wetlands along the Hackensack River. Plans include clubhouse and community center.	ARRA Stimulus, Superfund, NJDEP, NOOA	2 years	Under construction, Completion planned for Spring 2015
Morris Canal Greenway Plan	Jersey City	Jersey City Division of Planning with the RBA Group	Plan for a future continuous 6-mile bicycle and pedestrian greenway that follows the former path of the Morris Canal.	NJTPA	1 year	Complete Spring 2013
Bus Rapid Transit (BRT) Study	Bayonne/ Jersey City	Hudson County Division of Planning	Locate the necessary corridors and alternate routes where bus transportation is required amongst Bayonne, the Greenville section of Jersey City, and Journal Square	NJTPA, Federal Transit Administration, Federal Highway Administration	1 year	Complete March 2013
Liberty State Park Circulator Cost-Benefit Analysis	Jersey City	City of Jersey City Division of Planning	Study potential public transportation service in and near Liberty State Park. Identify recommendations that enhance the mass transit network to serve current and future park visitors in order to reduce usage of private	NJTPA		Final Report May 31, 2013

			automobiles.			
Goya Headquarters	Jersey City	City of Jersey City, NJ Economic Development Authority	New 615,000 square foot Goya headquarters on County Road in Jersey City with 577,000 square feet of warehouse space and 40,000 square feet of office space, creating 80 new jobs and transferring 500 current employees.	Private company, NJ Urban Transit Hub Tax Program, Jersey City PILOT Abatement		Under construction
Pulaski Skyway Reconstruction	Jersey City, Kearny, Newark	New Jersey Department of Transportation	1 st phase: replacing the 3.5-mile long deck. Future phases: rehabilitate the steel superstructure and the substructure; rehabilitate ramp structures; strengthen the structure against seismic events; improve drainage and lighting; repaint the structure.	NJDOT, Port Authority of New York & New Jersey	7 years	1 st phase: 2016
Bindi HQ	Kearny	Municipal	Italian dessert-maker relocated headquarters to Kearny and brought 90 jobs to area.	Private Funds	1 year	Construction completed and operating
Passaic Ave Redevelopment	Kearny	Municipal	Redevelopment plan looks to revitalize road along the Passaic River. Former aluminum bat manufacturing facility has received remediation funding for 20 acres. Developer has been designated.	Brownfield Remediation Grant, Private Developer	3 years	New Redevelopment Plan under review
Schuyler Crossing	Kearny	Municipal	Commercial development including a bank, convenience store, and later 200+ units of residential parking.	Russo Development	3 years	Development approved- Construction in Progress

South Kearny River Terminal Development	Kearny	Municipal	Expansion of over 5 million sq. ft. of warehouse and distribution facilities with access by water, road, train and air.	River Terminal Development	2 years	In Progress
Commuter Shuttle Service	Kearny	Hudson TMA	Shuttle service for commuters to Harrison PATH station during peak rush hours to reduce traffic in Kearny and Harrison.	Federal Highway Administration	Completed	In Progress and Successful
Seller's Street Road Reconstruction	Kearny	Municipal	3-Phase repaving of roadways and infrastructure reconstruction in major industrial complex to retain business and create economic growth.	CDBG-R, UEZ	1 year	All 3 Phases are completed
Wal-Mart Expansion	Kearny	Municipal	Expansion into a Super Wal-Mart	Wal-Mart	2 years	Construction completed and operating
Dukes Street Pump Station	Kearny	Municipal	Engineering Study has been undertaken to review the design considerations (needs, costs, permits, easements, etc.) for a future pump station at the foot of Dukes Street.	Partial Developer Contributions	3 years	Planning Phase
Koppers & Standard Chlorine Sites	Kearny	Municipal	Superfund Clean-up Site. Pending Redevelopment approval by NJ Meadowlands Commission.	Private Developers	5-10 years	RFP's have been sent out
Wa-Wa	Kearny	Municipal	Construction of a Wa-Wa with a gas station.	Wa-Wa	2 years	Construction completed and operating

PSE&G Peaking Units	Kearny	Municipal	PSE&G is constructing five (5) 'Peaking Unit Generators' on their property in South Kearny. These generators are to be used to supplement the power grid during peaks in the usage of power.	PSEG	1 year	Construction completed and operating
Passaic Avenue	Kearny	Municipal	Netting chambers put in place and received maintenance. Further water and sewer upgrades needed to spur development of corridor	Private Developers	5-7 years	Planning Phase
Wittpenn Bridge	Kearny	State DOT	Bridge replacement needed to support connection between Kearny and Jersey City along Rt. 7.	State Funds	5-10 years	In Progress
Avalon Bay	North Bergen	Private Developer	164 unit residential development with 17,000 square feet of retail space valued at \$50,000,000 being constructed	Private Funds	6 months	Apartments for Rent with continued construction
7601 River Rd	North Bergen	Private Developer	300 units of residential housing planned along River Road with an estimated cost of \$210,000,000	Private Fund, 30-year North Bergen Tax Abatement	3 years	Approved by North Bergen Planning Board
Westchester Lace	North Bergen	Private Developer	150 residential units at former apparel and textile production facility.	Private Funds	3 years	Approved by North Bergen Planning Board
Church Hill Estates	North Bergen	Private Developer	56 additional units of residential condominiums in a tower adjacent to the existing townhomes portion of the development.	Private Developer	1 year	Townhomes for sale with tower portion approved by North Bergen

Century Land Group	North Bergen	Private Developer	128 units of residential housing with a projected cost of \$38,400,000 approved by municipal planning board.	Private Developer	1 year	Approved by North Bergen
32 nd Street/ JFK Boulevard Pedestrian Overpass	North Bergen/ Union City	Hudson County	The County will be constructing a pedestrian overpass at 32 nd Street which will allow for safe and convenient walking and biking access over JFK Blvd.	NJTPA, Federal Funding	2 years	In Construction
Xchange at Secaucus Junction	Secaucus	Secaucus, NJ Meadowlands Commission	2 locations of 2,000 residential units & 30,000 sq. ft. of retail space; residences include rentals, age restricted housing, and condominiums; shuttle service. Phases 3 and 4 to include 317 additional residential units (open) and a marina on the Hackensack.	Private funding: Fraternity Meadows	2 years	3rd Phase Open
Dinosaurs Field Station	Secaucus	Private Company		Private		Opened in Summer 2012
Bergenline Façade Improvements	Union City	Municipal	Funds to help property owners beautify businesses and stimulate economic growth	CDBG, Municipal	1 year	In construction
Yardley Soap Factory Redevelopment	Union City	Municipal	Former manufacturing site on Palisades Ave. and contaminated lands are slated for remediation and redevelopment into retail space and housing units	Private funds	3 years	Planning Phase

Zoning Amendment	Union City	Municipal	Rezoning around light rail station would allow for redevelopment area around Union City's light rail station.	No cost	1 year	Ordinance adopted
Weehawken Cove Walkway	Hoboken/ Weehawken	Municipal	Waterfront walkway around cove area will create pedestrian access from Hoboken to the Weehawken waterfront	ARRA Stimulus, Hudson County Open Space Trust Fund		Completed & Open for public access
Senior Housing	Weehawken	Municipal, Housing Authority	20-22 units of senior housing at 4800 Park Avenue	Private funds, CDBG	3 years	Under Construction to be completed Nov. 2013
Roseland Development	Weehawken	Municipal	Hotel with 450 units and a three level parking garage	Private Funds	1 year	Garage Complete no Hotel selected by developer
Ferry Station Garage	Weehawken	Municipal	850 space parking garage for Ferry Station will allow for greater access to transit and development to occur on existing ground parking, pedestrian bridge between the Port Imperial light rail station and the New York Waterway ferry terminal	Roseland Property Company, Local funds, NJEDA	1 year	Completed
1000 Avenue at Port Imperial	Weehawken	Lennar Urban	The building will contain a total of 74 units, ranging from one to three bedrooms	Private funds	2 years	Under Construction
RiverParc at Port Imperial	Weehawken	Roseland, Prudential Insurance	10-story, 280-unit luxury residence just south of the Weehawken ferry terminal including a garage and health club	Private funds		Under construction, completion scheduled 3 rd quarter of 2014

The Avenue Collection	Weehawken	Lennar Urban	Planned complex of 5 buildings, each a \$50 million, seven-story building housing 74 one, two and three-bedroom units costing an average of \$1.4 million each.	Private funds		Ground broken
Park Avenue Development	West New York	Municipal	Proposed 22-story high rise between 57th & 58th Street; No current municipal approval - developer may need to scale down	Private funding	1 year	Conception Phase
66st Street Promenade	West New York	Municipality	Along Bergenline; Textured walkway; Potential culturally significant mural	West New York	2 years	Structure completed
55th Street Housing	West New York	West New York Housing Authority	32 units of affordable housing & market value units at 55th Street & Jackson Avenue with potential open space component	D.R. Mon Group, Inc	3 years	Property acquired, planning phases

Goals

The following set of goals served as a guide in the development of this document. These goals form the foundation for the CEDS, establish the direction of the Strategy, and define the specific details of actions, which will be executed to achieve these goals.

1. Create a diversified economy to maintain full employment and continue economic growth.
2. Develop an equitable distribution of jobs, support services, and facilities consistent with the needs of the population.
3. Retain and expand existing businesses, attract new business, and provide for the economic revitalization of the County's commercial and industrial base.
4. Strengthen the tax base of the County.
5. Improve all aspects of the transportation system to facilitate the flow of goods and people, enhance economic growth, connect people and jobs, and improve the quality of life.
6. Foster the cleanup and reuse of contaminated sites as an integral part of both economic and community development, while maintaining and improving areas that provide centers for employment, education, entertainment facilities, services, shopping and other resources.
7. Support the development of cultural, recreational and historic amenities that not only benefit County residents, but foster the development of the travel and tourism industry.
8. Assist in the development of Quality of Life factors that make Hudson County a more attractive place for businesses and people to live and work.
9. Support efforts to provide a variety of housing types for households of all income levels.
10. Promote job training and retraining services to close the employment "skills gap" and meet the employment needs of the County and the region.
11. Promote sustainable, smart growth developments.

Additional Goals:

- Invest in infrastructure systems and technology to continue economic growth, stimulate new development and redevelopment, and enhance the quality of life.
- Identify, evaluate and implement alternate strategies and tools that promote economic development and economic growth.

Strategies

Based on the goals and objectives noted in these documents, the Hudson County CEDS Committee has defined the County's economic development objectives in the six primary categories listed below. A number of these strategies overlap between categories or affect one another directly and thus may be repeated in the list below:

Economy

- Encourage existing industries to expand, remain and relocate in Hudson County by utilizing both regional and local resources, labor skills and other assets
- Attract new industries to the County by improving the prospect of developing industrial areas, improving infrastructure and providing sufficient access to transportation facilities
- Enhance workforce preparedness
- Improve access to the port areas and facilitate goods movement to increase international trade opportunities, and support the expansion and use of foreign trade zones,
- Review on a case-by-case basis the conversion of industrial facilities that have become functionally obsolete while also maintaining/relocating the stock of land available for industrial uses throughout the County
- Provide a variety of retail and personal services to serve the community
- Support the revitalization of central business districts as mixed-use, pedestrian-oriented, downtowns with diverse economic services and opportunities, encouraging local community-based organizations such as special improvement districts, urban enterprise zones, neighborhood improvement districts and local economic development corporations
- Facilitate the coordination of multi-jurisdictional revitalization projects that create connectivity between vibrant downtowns and economic centers
- Continue development of the Hudson River, Passaic River, Hackensack River, and Newark Bay Waterfront, fostering strong linkages between the waterfronts and interior neighborhoods
- Foster strong central business districts/downtowns by encouraging local community-based organizations such as special improvement districts, urban enterprise zones, foreign trade zones, neighborhood improvement districts and local economic development corporations
- Facilitate the coordination of multi-jurisdictional revitalization projects that create connectivity between vibrant downtowns and economic centers
- Encourage the grouping of complementary services within the core areas of the County
- Identify and foster the growth and development of demand driven clusters and facilitate connectivity between inter-regional markets

Population and Geography

- Stress public participation in the planning process of development activities
- Continue to monitor and identify businesses and their needs
- Plan, administer, and monitor economic development activities
- Coordinate programs between the 12 municipalities ensuring cooperation and regional perspective
- Encourage cultural and entertainment activities within the core areas of the County to foster a sense of community while spurring economic activity
- Encourage a land use agenda that focuses on “Placemaking”, maintains the classic “Main Street” character and walkability of districts while creating a favorable business climate
- Assist in the implementation of programs, projects, and services that support economic development
- Promote the County as an “umbrella” resource for municipal organization and coordination
- Evaluate and coordinate zoning districts to meet the demands and capitalize on the economic potential of the changing settlement patterns of the County
- Foster public-private partnerships
- Preserve and promote historic sites and cultural resources throughout the County
- Maintain Community Development at the forefront of any economic development model, focusing on creating places where people enjoy living, working and visiting
- Encourage planned growth with a mix of new developments and conversion housing options for the anticipated influx of baby boomers and “empty nesters” beginning to return to urban areas

Resources and Environmental Management

- Encourage “green” businesses and jobs to locate and expand in the County and support energy efficiency, “green” building practices, and sustainable site choices
- Maintain a healthy balance between development and open space, addressing a range of concerns, including parks, community gardens, storm water management, sustainability, and preservation
- Promote alternative modes of transportation that provide measures for bicycle, pedestrian and transit friendly development practices
- Continue to redevelop and remediate Brownfield sites into productive tax generating properties
- Reduce overall greenhouse gas (GHG) emissions and improve air, water, and soil quality and promote the development of renewable energy
- Continue to remediate and redevelop the waterfronts of the Hudson, Passaic and Hackensack Rivers as competitive residential markets, desirable office space and attractive tourist destinations
- Promote recycling as a means of reducing disposal costs for the County while protecting the environment
- Reduce the “urban heat island effect” by reducing impervious coverage, increasing trees and park spaces and implementing sustainable building practices

Transportation Access

- Improve transit service, access and reliability to increase transit ridership and help reduce congestion
- Improve circulation within the County as well as through it to minimize congestion and enhance connectivity to regional transportation networks
- Immediately address channel depth limitations for marine freight transportation
- Upgrade and address the outmoded infrastructure and develop new infrastructure to foster economic development now and into the future
- Advocate for transportation investments to increase the variety of transportation options available
- Encourage improvements to pedestrian and bicycle safety
- Encourage transit-oriented development (TOD) near transit stops that take advantage of the Urban Transit Hub Tax Credit program
- Provide incentives to create stronger transportation linkages and multi-modal options between housing and employment centers

Workforce Development and Use

- Coordinate with local high schools, Hudson County Schools of Technology, Hudson County Community College, St. Peters College, Stevens Institute of Technology, New Jersey City State University and local businesses to ensure that school curricula and training prepares students for entry into the labor force and focus on demand-driven workforce training
- Develop public/private relationships that guide mutually beneficial workforce development programs, provide support for employee improvement programs, and disseminate information about these programs to businesses and the labor force
- Foster small business growth through business incubators and other support
- Encourage an equitable distribution of jobs across the County that includes support services and facilities that fill the needs of both the businesses and local populations
- Identify where there are labor skill shortages and focus on demand driven workforce training
- Provide community services, such as elderly and child care services that will help support the labor force

Program Support and Implementation

- Foster public-private partnerships
- Continue to monitor and identify businesses and their needs
- Plan, administer, and monitor economic development activities
- Encourage a land use agenda that focuses on “Placemaking”, maintains the classic “Main Street” character and walkability of districts while creating a favorable business climate
- Promote the County as an “umbrella” resource for municipal organization and coordination
- Coordinate programs between the 12 municipalities ensuring cooperation and regional perspective

The County Executive and the Board of Chosen Freeholders have appointed the CEDS Strategy Committee to define and recommend actions and programs to achieve the goals set forth in the CEDS document. In order to consider projects and maintain the vision of the CEDS, the Committee has developed a set of criteria and measures within these categories to consider applications for potential funding.

In addition to the CEDS criteria the CEDS Strategy Committee will also base its decisions on the Federal Economic Development Administrations "Investment Policy Guidelines" that are listed below:

- **Be market-based and results-driven.** An investment will capitalize on a region's competitive strengths and will positively move a regional economic indicator measured on EDA's Balanced Scorecard, such as: an increased number of higher-skill, higher-wage jobs; increased tax revenue; or increased private-sector investment.
- **Have strong organizational leadership.** An investment will have strong leadership, relevant project management experience, and a significant commitment of human-resources talent to ensure a project's successful execution.
- **Advance productivity, innovation, and entrepreneurship.** An investment will embrace the principles of entrepreneurship, enhance regional clusters, and leverage and link technology innovators and local universities to the private sector to create the conditions for greater productivity, innovation, and job creation.
- **Look beyond the immediate economic horizon, anticipate economic changes, and diversify the local and regional economy.** An investment will be part of an overarching, long-term comprehensive economic development strategy that enhances a region's success in achieving a rising standard of living by supporting existing industry clusters, developing emerging new clusters, or attracting new regional economic drivers.
- **Demonstrate a high degree of commitment by exhibiting:**
 - o High levels of local-government or nonprofit matching funds and private-sector leverage.
 - o Clear and unified leadership and support by local elected officials.
 - o Strong cooperation between the business sector, relevant regional partners, and local, state, and federal governments.

The priorities for CEDS funding decisions include projects that: 1) expand the economic base, 2) create job growth, 3) improve services and amenities available to county residents. These objectives serve as a basis for evaluating possible projects, however, interpretation and priorities will change as the needs of the County evolve and new programs may come as a result of this document. The Strategy Committee will continuously look to assess these objectives and goals and, if necessary, modify them. The Strategy Committee will also report on the accomplishments, changes, and updates in the Annual Updates to the CEDS.

The Strategy Committee is made up of both public and private representatives from the County. As such, the discussions cover a broad range of topics and the Committee invites representatives from State and Federal agencies to inform the committee of other economic development programs. The Committee is appointed by the County Executive and Freeholders and is advisory in nature. Meetings begin with an open floor so issues can be raised and can result in motions to support actions or programs that are then recommended to Freeholders and the County Administration.

Objectives

The following is a list of objectives being set forth by the CEDS Strategy Committee and is broken down by the seven categories mentioned earlier:

Economic Expansion

Objective 1 - Encourage development and remediation of Brownfields for industrial and commercial purposes

Objective 2 – Improve infrastructure to support expansion of industrial sector to promote job growth, especially with regard to goods and freight movement

Objective 3 - Maintain the Hudson County Economic Development Corporation (HCEDC) industrial and commercial real estate database.

Objective 4 – Support the use of the HCEDC Revolving Loan Fund

Objective 5 – Expand the Commercial Revitalization Program to intensify downtown beautification and improvements

Objective 6 – Encourage the use of Community Development Block Grants (CDBG) for façade improvements in business districts and retail centers

Objective 7 – Provide technical assistance and support to small businesses; expand the existing financial assistance programs for businesses

Objective 8 – Encourage the development of niche/cultural retail districts

Objective 9 – Support the development of Special Improvement Districts (SID) to assist in revitalization

Objective 10 – Encourage the expansion/continuation of Neighborhood Revitalization Tax Credit Programs and provide support to the non-profit groups who manage them

Objective 11 – Support the redevelopment of the Marine Ocean Terminal – Bayonne (MOTBY)

Objective 12 – Integrate waterfront development with compatible land use design and promote in-fill development

Population and Geography

Objective 13 – Expand the existing financial assistance programs for businesses

Objective 14 – Engage the community in the economic development planning process and encourage public participation

Objective 15 – Support the establishment of small and green business incubators in conjunction with the local universities, community college, and business institutions

Objective 16 – Continue micro loan program for new and small businesses to foster job creation

Objective 17 – Expand the small, disadvantaged, and minority owned business base through technical assistance and support programs

Objective 18 – Support housing programs that promote economic development

Objective 19 – Encourage the creation of new Foreign Trade Zones

Objective 20 – Expand daycare facilities available in the County to assist workers and those seeking employment

Objective 21 – Support the development of recreational, cultural, and historic facilities to enhance quality of life for residents

Objective 22 – Promote the redevelopment in areas in need of rehabilitation and promote compact mixed-use patterns

Objective 23 – Encourage the use of NJ Food Access Initiative funding legislation for locating supermarkets in underserved areas

Resources and Environmental Management

Objective 24 – Support efforts to reduce energy use, greenhouse gas emissions, and improve air and water and soil quality throughout the County

Objective 25 – Provide training to workers in green industries and support the growth of businesses that promote environmental improvements

Objective 26 – Encourage the preservation of open space and the creation of new parks and community gardens

Objective 27 – Support municipalities’ efforts for comprehensive planning that emphasizes sustainable design and transit-oriented development

Objective 28 – Support regional planning initiatives that promote sound planning principles and reduce overall environmental impacts for the County

Objective 29 – Reduce the negative effects of storm water run-off through effective planning and improve drainage in areas prone to flooding

Objective 30 – Promote the use of green building practices and design to reduce overall energy consumption, impervious coverage, storm water run-off, and the urban heat island effect

Objective 31 – Conduct energy audits on County buildings to increase energy efficiency and institute a responsible purchasing practice for County facilities to provide a model for municipalities

Transportation Access

Objective 32 – Support connections between different types of transportation and encourage intermodal transit, encouraging alternative, cleaner modes of transportation and access to employment centers

Objective 33 – Support improvements in the inter-modal forms of goods and freight movement through the County, namely connections between the ports and regional freight ways

Objective 34 – Improve and expand the Hudson-Bergen Light Rail Transit (HBLRT) system, identifying ways to improve workforce commuting and reducing cars on the road

Objective 35 – Support the expansion of ferry, bus, and rail service to Manhattan

Objective 36 – Support activities that will lead to expansion of the deep-sea port activity

Objective 37– Support the countywide initiative to develop solutions and regulation to improve the efficiency and safety of private jitney service

Objective 38 – Complete the Hudson River and Passaic River Waterfront walkway, and the Hackensack River and East Coast Greenway as an enhancement to the County Quality of Life

Objective 39 – Support the study of improvement or alternatives to the Bayonne Bridge to allow for larger ships to access the ports

Workforce Development

Objective 40 – Promote training and retraining opportunities for the unemployed, underemployed, and entry-level workers

Objective 41 – Develop, encourage, and support business involvement in workforce training at all levels of education

Objective 42 – Promote retraining of workers to close the employment “skills gap” and meet the employment needs of the County and region

Objective 43 – Work with the universities, community college, and tech schools in implementing skills programs

Objective 44 – Encourage new warehousing opportunities near the port areas to create jobs

Objective 45 – Provide stronger linkages between employment centers and housing through effective transportation programs

Objective 46– Acquire data on the skills of the unemployed, underemployed, and entry-level workers and seek to attract businesses that match these workers skill set

Top Three Infrastructure Priorities for Each Municipality

Infrastructure Need	Municipality	Description	Objectives Met	Status
Bayonne Bridge	Bayonne	Assess and make alterations to bridge height to accommodate larger ships while limiting impact on surrounding neighborhoods	2, 33, 36, 39	Construction Underway
Turnpike Exit 14	Bayonne	Add 3 lanes to alleviate congestion on inadequate interchange	2, 33	Planning Stages
Sewer Upgrades	Bayonne	Acquired NJEIT funds to add catch basins, pump station, and a force main to improve sewer system subject to overflows	28, 29	Funding Acquired
Sewer Infrastructure Realignment	East Newark	Outdated sewer system needs upgrading to accommodate future development.	28, 29	Not Started
Resurfacing Roadway and Sidewalk Repair	East Newark	Roadways damaged from truck usage and need to be repaved	2, 33	Repairs Started
Water Distribution	East Newark	Replace 11,000 feet of water mains, fire hydrants, curb stops, and water services	28	Not Started
Streetscape Improvements	Guttenberg	Improve roadways and sidewalks to accommodate multimodal transportation	22, 32	1/3 Completed
Sewer System Upgrades	Guttenberg	Aging system needs replacement due to high density	28, 29	Not Started
Emergency Preparedness	Guttenberg	Want to identify an emergency management plan and study necessary areas of improvement		Not Started
Water-main Projects	Harrison	Sanitary sewer extension and improvements utilizing \$3.6 million in NJEIT Fund	28, 29	Funding Acquired
280 Interchange	Harrison	Study and make changes to ramp from Newark which is overburdened by stadium and PATH station traffic	33	\$10m in funding pending from Transportation Capital Funding

PATH Station Upgrades	Harrison	Plans to modernize PATH station for \$173 million will feature larger platforms, elevators, and architectural modifications to its appearance.	22, 27, 28, 32	Funding Acquired from Port Authority NYNJ
Flooding, drainage improvements and combined sewer overflow (CSO) elimination and reduction	Hoboken	Hoboken's drainage infrastructure is antiquated and dilapidated. City is plagued by flooding and combined sewer overflows during even minor storm events. Southwestern neighborhood is particularly affected. City interested in using "Green Infrastructure" to reduce flooding, stormwater run-off, and non-point source pollution.	28, 29	City working with various governmental agencies and private property owners to develop plans
Waterfront reconstruction	Hoboken	Hoboken's waterfront has been plagued by structural problems caused by coastal conditions and forces. The City needs to rehabilitate existing waterfront parks, piers and walkways to protect life, health and safety of residents, visitors and adjacent buildings.	24, 28	Funding received and looking for more
Roadway rehabilitation	Hoboken	Hoboken's roadway infrastructure is antiquated and in need of repair and rehabilitation. Streets do not meet state or national standards for traffic and safety design. City would like to implement "Complete Streets" strategies to improve safety and streetscape aesthetics.	2, 27, 32	Various stages of Planning, Design and Implementation
Jersey Avenue extension southward into Liberty State Park	Jersey City	It will provide a critical extension of a small but regionally significant ½ mile link in transportation that will add safety, economic and tourism value to this region; greatly reduce the cut-through traffic in the Lafayette neighborhood; and greatly enhance the region's transportation network and long term sustainability.	2, 27, 32	Planning Phase

Hudson-Bergen Light Rail extension across Route 440 to Bayfront Redevelopment Site	Jersey City	Extend the Hudson-Bergen Light Rail West Side Avenue Branch from its current terminus at West Side Avenue, to a new terminus across Route 440. The approximately 3,700-foot route extension will include one new station to support Jersey City's planned development on the Hackensack waterfront.	27, 28, 32 34	Planning Phase. NJ TRANSIT is currently conducting an environmental assessment for this extension
Route 440/Routes 1&9T Multi-Use Urban Boulevard and Through Truck Diversion	Jersey City	Rebuild roadway to alleviate current traffic congestion and transform the highway into a boulevard and complete street in the middle section, and into a complete street at the north and south ends.	2, 27, 28, 32	Planning Phase
Dukes Street Pump Station	Kearny	Engineering Study has been undertaken to review the design considerations (needs, costs, permits, easements, etc.) for a future pump station at the foot of Dukes Street.	24, 29	Preliminary Plan has been completed
Passaic Avenue	Kearny	Netting chambers put in place and received maintenance. Further water and sewer upgrades needed to spur development of corridor.	24, 29	Preliminary Plan has been completed
Wittpenn Bridge	Kearny	Bridge replacement needed to support connection between Kearny and Jersey City along Rt. 7.	2	Under Construction
Route 1&9 Widening	North Bergen	Federal and state funds are being used to improve the traffic flow by widening this major roadway.	2	Construction underway
Sewer Upgrades	Secaucus	Sewer pumps and control panels to deal with flooding issues. \$2 million in stimulus funds granted.	29	Funding acquired
Secaucus Greenway	Secaucus	Construct waterfront walkways along the Hackensack connecting park, retail, office, and residential areas.	12, 38	Planning Phases

Paterson Plank Road	Secaucus	Beautify roadway that acts as entrance to downtown Secaucus.	22	Planning Phase
Summit Avenue	Union City	Façade and sidewalk improvements along commercial corridor from 2nd-14th Streets.	8	Planning Phase
Park Avenue	Union City	Beautification program to encourage new businesses and create foot traffic.	8, 22	Partially Complete
Hackensack Reservoir #2	Union City/ Weehawken	Acquire and preserve large portion of reservoir for public enjoyment.	26	In Design Phase for Public Access
Baldwin Avenue	Weehawken	Roadway realignment and improvements to help with traffic congestion near Lincoln Tunnel.	2	Completed
Waterfront Access	Weehawken	Complete Weehawken Cove walkway and waterfront access around ferry terminal and light rail station.	12, 38	Completed
Bergenline Repaving	West New York	Replace concrete pavers along commercial corridor for ADA compliance.	6, 8	Under Construction
Boulevard East Streetscaping	West New York	Upgrade aesthetic features including street light replacement.	8, 22, 32	Planning Phases
Renovate Stair Access to Waterfront	West New York	Improve pedestrian access from Palisades to waterfront.	12, 27, 38	Planning Phases

Legend: **Green** = Indicates "Positive" Performance Outcome
Red = Indicates "Negative" Performance Outcome
Blue = Indicates "Data Not Available from Source"

Performance Measurements

The following charts detail the performance measurements and methodologies by which the implementation of the CEDS and the development of Hudson County's economy is gauged. The Hudson County CEDS Committee can conduct a proper evaluation of the CEDS's success with the data collected from these measurements now and in forthcoming years.

The **Chart 1** lists the variables set forth in the CEDS report guidelines. The **Chart 2** lists the Hudson County CEDS' goals (as featured on page 63) and their corresponding performance measurements. The data represented in this chart was collected from 9/1/11 through 8/1/12.

Chart 1: CEDS Requirements

Type of CEDS Requirement	Data Source	Data Comparison	Success Indication
1. Creation of Jobs			
Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,600	<u>2012</u> 283,300	<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500	<u>2012</u> 316,300	<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%	<u>2012</u> 10.5%	<i>Increase</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200	<u>2012</u> 33,100	<i>Increase</i>

Major Employer List by Municipality	U.S. Bureau of Labor Statistics	Yearly	Increase in # of Employers
<u>2010</u> Not Available	<u>2011</u> Baseline Data		<i>Data Not Available for Consideration</i>

2. New Investments (Number & Type)

Major Employer List by Municipality	U.S. Bureau of Labor Statistics	Yearly	Increase in # of Employers
<u>2010</u> Not Available	<u>2011</u> Baseline Data		<i>Data Not Available for Consideration</i>

Consolidated Federal Funds Report for the Fiscal Year	U.S. Census Bureau	Yearly	Increase
<u>2010</u> Not Available	<u>2011</u> Baseline Data		<i>Data Not Available for Consideration</i>

3. Job Retention

Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,600	<u>2012</u> 283,300	<i>Increase</i>

Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500	<u>2012</u> 316,300	<i>Increase</i>

Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%	<u>2012</u> 10.5%	<i>Increase</i>

Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200	<u>2012</u> 33,100	<i>Increase</i>

4. Private Sector

Major Employer List by Municipality	U.S. Bureau of Labor Statistics	Yearly	Increase in # of Employers
<u>2010</u>	<u>2011</u>		
Not Available	Baseline Data		<i>Data Not Available for Consideration</i>

5. Economic Environment

Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
277,300	280,600	283,300	<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
310,800	312,500	316,300	<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
10.8%	10.3%	10.5%	<i>Increase</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
33,600	32,200	33,100	<i>Increase</i>
Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
28,753,387	30,379,435	Data Not available	<i>Increase</i>
Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
45,282	47,277	Data Not available	<i>Increase</i>

Chart 2: Hudson County CEDS Goals

CEDS Goal	Data Source	Data Comparison	Success Indication
1. Create a diversified economy to maintain full employment and continue economic growth			
Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 277,300	<u>2011</u> 280,600	<u>2012</u> 283,300	<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u> 310,800	<u>2011</u> 312,500	<u>2012</u> 316,300	<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 10.8%	<u>2011</u> 10.3%	<u>2012</u> 10.5%	<i>Increase</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u> 33,600	<u>2011</u> 32,200	<u>2012</u> 33,100	<i>Increase</i>
Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> 28,753,387	<u>2011</u> 30,379,435	<u>2012</u> Data Not available	
Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> 45,282	<u>2011</u> 47,277	<u>2012</u> Data Not available	<i>Increase</i>

Median Household Income	American Community Survey	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
\$54,817	\$56,546	Data Not available	
Median Family Income	American Community Survey	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
\$57,978	\$60,854	Data Not available	
Per Capita Income	American Community Survey	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
\$29,798	\$30,614	Data Not available	

2. Develop an equitable distribution of job, support services & facilities consistent with the needs of the population

Employment Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
277,300	280,600	283,300	<i>Increase</i>
Labor Force Annual Totals	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
310,800	312,500	316,300	<i>Increase</i>
Unemployment Annual Rates	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
10.8%	10.3%	10.5%	<i>Increase</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
33,600	32,200	33,100	<i>Increase</i>

Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> 45,282	<u>2011</u> 47,277	<u>2012</u> Data Not available	<i>Increase</i>
Median Household Income	American Community Survey	Yearly	Increase
<u>2010</u> \$54,817	<u>2011</u> \$56,546	<u>2012</u> Data Not available	
Median Family Income	American Community Survey	Yearly	Increase
<u>2010</u> \$57,978	<u>2011</u> \$60,854	<u>2012</u> Data Not available	
Per Capita Income	American Community Survey	Yearly	Increase
<u>2010</u> \$29,798	<u>2011</u> \$30,614	<u>2012</u> Data Not available	

3. CEDS Goal: Retain and expand existing businesses and attract new ones

Bankruptcy Filings	Administrative Office of the US Courts PACER Service Center	Yearly	Decrease
<u>2010</u> 2,897	<u>2011</u> 2,746	<u>2012</u> 2,222	<i>Decrease</i>
Major Employer List by Municipality	U.S. Bureau of Labor Statistics	Yearly	Increase in # of Employers
<u>2010</u> Not Available	<u>2011</u> Baseline Data	<u>2012</u> Updated in Addendum	<i>Data to be fully evaluated when Industry Clusters are updated</i>

4. CEDS Goal: Strengthen the tax base of the County

Total Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u> 28,753,387	<u>2011</u> 30,379,435	<u>2012</u> Data Not available	

Per Capita Personal Income	U.S. Department of Commerce, Bureau of Economic Analysis	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
45,282	47,277	Data Not available	Increase
5. CEDS Goal: Improve all aspects of the transportation system (Ped fatalities updated, waiting on email from Hudson TMA on last 4)			
Pedestrian Fatalities	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
14	11	9	Decrease
Hudson- Bergen LRT Average Weekday Ridership (by Fiscal Year)	NJ Transit Corp.	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
41,910	41,041	43,961	42,364 Decrease: impacted by Superstorm Sandy in Oct/Nov 2012
Hudson-Bergen Total Annual Ridership	NJ Transit Corp.	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
12,797,483	12,383,609	13,326,046	12,865,393 Decrease: impacted by Superstorm Sandy in Oct/Nov 2012
PATH Average Daily Trips	NJ Transit Corp.	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
202,460	209,535	198,431	Decrease: impacted by Superstorm Sandy
PATH Total Annual Trips	NJ Transit Corp.	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
73,897,909	76,480,324	72,427,167	Decrease: impacted by Superstorm Sandy

6. CEDS goal: Foster the clean and reuse of contaminated sites as an integral part of both economic and community development

Brownfield Remediation "NFA" Letters Issued in Hudson County	NJ Dept. of Environmental Protection	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	
208	236	252	Increase

7. CEDS Goal: Support the development of cultural, recreational and historic amenities

Acres of Parks & Open Space	NJ DEP & Hudson County Planning GIS	By decade	Increase
<u>2005</u>		<u>2013</u>	
4,008		5,403	Increase

List of Historical Landmarks	National Register of Historic Places; NJ DEP: Division of Parks	By decade	Increase
<u>2005</u>		<u>2013</u>	
Baseline data		+ 26 Sites	Increase

8. CEDS Goal: Assist in the development of Quality of Life factors

Total Incidence of Violent Crime	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	2012	
2,893	3,056	N/A	Increase

Total Incidence of Non-Violent Crime	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
12,850	12,682	N/A	Increase

Overall Crime Rate Per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>No Change</i>
24.80%	24.80%	N/A	
Violent Crime Rate per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>Increase</i>
4.60%	4.80%	N/A	
Non-violent Crime Rate per 1,000	NJ State Police	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>Decrease</i>
20.30%	20.00%	N/A	

9. CEDS Goal: Support efforts to provide a variety of housing types for households of all income levels

A. Hudson County Planning Board: Total Number of Housing Units Approved	Hudson County Division of Planning	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>Increase</i>
1,838	2,036	3,524	
Residential Housing Units Authorized by Building Permits:	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>Increase</i>
917	1,581	2,678	
Residential Housing Units Authorized by Building Permits: Total Value	NJ Dept. of Labor & Workforce Development	Yearly	Increase
<u>2010</u>	<u>2011</u>	<u>2012</u>	<i>Increase</i>
\$128,515,920	\$177,924,930	\$223,219,895	

10. CEDS Goal: Promote job training and retraining services

Unemployment Annual Rates	NJ Dept. of Labor & Workforce	Yearly	Decrease
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Development

<u>2010</u>	<u>2011</u>	<u>2012</u>	
10.8%	10.3%	10.5%	<i>Increase</i>
Unemployment Annual Average Totals	NJ Dept. of Labor & Workforce Development	Yearly	Decrease
<u>2010</u>	<u>2011</u>	<u>2012</u>	
33,600	32,200	33,100	<i>Increase</i>

11.CEDS Goal: Promote sustainable, smart growth developments (based on usgbc data but dates unavailable)

Number of LEED Certified Buildings

<u>2010</u>	<u>2011</u>	<u>2012</u>	
		83	<i>Data Not Available for Consideration</i>